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**Agenda - Final**

**Thursday, July 22, 2021**

**10:00 AM**

To give written or live public comment, please see the top of page 4

# Board of Directors - Regular Board Meeting

***Hilda L. Solis, Chair***
***Ara Najarian, 1st Vice Chair***
***Jacquelyn Dupont-Walker, 2nd Vice Chair***
***Kathryn Barger***
***Mike Bonin***
***James Butts***
***Fernando Dutra***
***Eric Garcetti***
***Janice Hahn***
***Paul Krekorian***
***Sheila Kuehl***
***Holly Mitchell***
***Tim Sandoval***
***Tony Tavares, non-voting member***

***Stephanie Wiggins, Chief Executive Officer***

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

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A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board must be submitted electronically using the tablets available in the Board Room lobby. Individuals requesting to speak will be allowed to speak for a total of three (3) minutes per meeting on agenda items in one minute increments per item. For individuals requiring translation service, time allowed will be doubled. The Board shall reserve the right to limit redundant or repetitive comment.

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 one (1) minute during this Public Comment period or at the discretion of the Chair. Speakers will be called according to the order in which their requests are submitted. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

Notwithstanding the foregoing, and in accordance with the Brown Act, this agenda does not provide an opportunity for members of the public to address the Board on any Consent Calendar agenda item that has already been considered by a Committee, composed exclusively of members of the Board, at a public meeting wherein all interested members of the public were afforded the opportunity to address the Committee on the item, before or during the Committee's consideration of the item, and which has not been substantially changed since the Committee heard the 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.

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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.

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**323.466.3876**
**x2** *Español (Spanish)*
**x3** 中文 *(Chinese)*
**x4** 한국어 *(Korean)*
**x5** Tiếng Việt *(Vietnamese)*
**x6** 日本語 *(Japanese)*
**x7** русский *(Russian)*
**x8** Հայերէն *(Armenian)*

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

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The Board Meeting begins at 10:00 AM Pacific Time on July 22, 2021; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-251-2949 and enter
English Access Code: 8231160#
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***Public comment may be taken at the beginning of the meeting or as the Board takes up each item. To give public comment on an item, enter #2 (pound-two) when prompted. Please note that the live video feed lags about 30 seconds behind the actual meeting. There is no lag on the public comment dial-in line.***

## Instrucciones para comentarios publicos en vivo:

Los comentarios publicos en vivo solo se pueden dar por telefono.

La Reunion de la Junta comienza a las 10:00 AM, hora del Pacifico, el 22 de Julio de 2021.
Puedes unirte a la llamada 5 minutos antes del comienso de la junta.

Marque: 888-251-2949 y ingrese el codigo
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***Los comentarios del público se pueden tomar al comienzo de la reunión o cuando se toma cada tema. Para dar un comentario público sobre una tema ingrese # 2 (Tecla de numero y dos) cuando se le solicite. Tenga en cuenta que la transmisión de video en vivo se retrasa unos 30 segundos con respecto a la reunión real. No hay retraso en la línea de acceso telefónico para comentarios públicos.***

## Written Public Comment Instruction:

Written public comments must be received by 5PM the day before the meeting.
Please include the Item # in your comment.
Email: BoardClerk@metro.net
Post Office Mail:
Board Administration
One Gateway Plaza
MS: 99-3-1
Los Angeles, CA 90012

## CALL TO ORDER

## ROLL CALL

1. APPROVE Consent Calendar Items: 2, 5, 6, 7, 8, 9, 10, 11, 12, 16, 17, 22, 25, 29, 30, 31, and 33** .

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

** ITEM REQUIRES 2/3 VOTE OF THE BOARD

All Consent Calendar items are listed at the end of the agenda, beginning on page 9.

## NON-CONSENT

**3. SUBJECT: REMARKS BY THE CHAIR** 2021-0493

**RECOMMENDATION**

RECEIVE remarks by the Chair.

**4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER** 2021-0494

**RECOMMENDATION**

RECEIVE report by the Chief Executive Officer.

**FINANCE, BUDGET, AND AUDIT COMMITTEE FORWARDED THE FOLLOWING DUE TO CONFLICTS AND ABSENCES:**

**14. SUBJECT: GROUP INSURANCE PLANS** 2021-0426

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to renew existing group insurance policies covering Non-Contract and AFSCME employees, including the life and disability coverage for Teamster employees, for the one-year period beginning January 1, 2022.

***Attachments:*** Attachment A - Proposed Monthly Premium Rates

Attachment B - Proposed Monthly Employee Contributions

**37. SUBJECT: AMERICAN RESCUE PLAN ACT (ARPA) FUNDING** 2021-0463

**RECOMMENDATION**

CONSIDER:

A. APPROVING the allocation of $1.483 billion of Los Angeles County's

share of Federal Transit Administration (FTA) Section 5307 ARPA funds to transit operators, inclusive of about $1.465 billion from Los Angeles County's share of apportionments to the Los Angeles-Long Beach-Anaheim Urbanized Area (UZA), $16.028 million apportioned to the Santa Clarita UZA, and $1.666 million apportioned to the Lancaster-Palmdale UZA, as detailed in Attachment A;

B. AUTHORIZING the Chief Executive Officer (CEO) or her designee to solicit proposals and allocate about $1.327 million from Los Angeles County's share of FTA Section 5310 ARPA funds to Metro's existing subrecipients of Federal Section 5310 funds for operating expenses;

C. AUTHORIZING the CEO to allocate Los Angeles County's share of FTA Section 5311 ARPA funds for transit service in rural areas upon notification by the California Department of Transportation (Caltrans), for operating expenses;

D. APPROVING exchanges of ARPA funding allocations, as appropriate, with other local or eligible State or Federal funds to accelerate grant approval and disbursement of funds by the FTA;

E. DELEGATING to CEO or her designee the authority to administratively approve minor changes to the allocations to reflect any revisions made by the FTA and/or Caltrans that may impact Los Angeles County's share of ARPA funds; and

F. AUTHORIZING the CEO or her designee to negotiate and execute all necessary agreements to implement Board approved support of transit programs in Los Angeles County.

***Attachments:*** Attachment A - ARPA Funding Allocations by Transit Operator Agency
Presentation

**38. SUBJECT: FARELESS SYSTEM INITIATIVE (FSI) UPDATE JULY 2021** 2021-0497

**RECOMMENDATION**

RECEIVE oral report on Fareless System Initiative (FSI) Update.

***Attachments:*** Attachment A – File # 2021-0372 Board Motion on FSI
Presentation

**39. SUBJECT: G LINE GRADE SEPARATION AND CROSSING GATES CONSTRUCTION SUPPORT SERVICES** 2021-0362

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

A. AWARD and EXECUTE a five-year cost plus fixed fee contract, Contract No. PS70129 with PMA Consultants LLC to provide Construction Support Services for the Metro G Line Grade Separation and Crossing Gates Project (Project), for an amount not-to-exceed $17,273,075.56, with two (2) one-year options, $3,498,933.58 for Option 1 and $3,498,933.75 for Option 2 for a combined not-to-exceed amount of $24,270,942.89, subject to the resolution of any timely protest; and

B. EXECUTE individual Contract Modifications within the Board approved Life of Project Budget.

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

**40. SUBJECT: EXPANDING METRO'S EAT SHOP PLAY PROGRAM TO SUPPORT ECONOMIC RECOVERY AND RESTORE RIDERSHIP** 2021-0500

**RECOMMENDATION**

APPROVE Motion by Directors Solis, Butts, Najarian, Dupont-Walker, and Sandoval that the Board of Directors direct the Chief Executive Officer or her designee to provide a report back in November 2021 that includes recommendations to expand the Eat Shop Play program to support small businesses in communities that have been most impacted by the COVID-19 pandemic. The report should consider the following:

A. Focusing on small businesses located near existing major transit stops in communities who have been disproportionately impacted by the pandemic. Communities should be identified by referencing factors including, but not limited to, number of COVID-19 cases and deaths, economic impacts, household income, transit dependency, pollution burden, and race/ethnicity, and other resources such as redlining maps;

B. Developing additional strategies to assist small businesses through recovery including, but not limited to, developing walking maps that showcase destinations near transit lines, creating promotional videos for businesses, and supporting businesses' online presence; and

C. Potential funding sources such as American Rescue Plan Act funding.

**41. SUBJECT: DEVELOPING A BUSINESS UTILIZATION SCORECARD TO ENCOURAGE DBE, SBE, AND DVBE PARTICIPATION** 2021-0501

**RECOMMENDATION**

APPROVE Motion by Directors Solis, Butts, Najarian, Dupont-Walker, and Sandoval that the Board of Directors direct the Chief Executive Officer or her designee to report back in November 2021 with the following:

A. A certified Small, Disadvantaged, and Disabled Veteran business utilization scorecard framework for applicable primes and first-tier subcontractors doing business with Metro that demonstrates how often the firms have met their previous Disadvantaged Business, Small Business, and Disabled Veteran Business Enterprise participation commitments on Metro contracts (certified in accordance with Metro standards);

B. Feasibility of considering a proposer's/bidder's business utilization scorecard as part of evaluation criteria for future contract awards; and

C. Any additional recommendations to encourage better utilization of Disadvantaged Business, Small Business, and Disabled Veteran Business Enterprises, as well as recommendations to increase disadvantaged and female worker participation as part of Metro contracts.

**42. SUBJECT: MEMORIAL TO THE 1871 ANTI-CHINESE MASSACRE** 2021-0502

**RECOMMENDATION**

APPROVE Motion by Directors Garcetti, Solis, Dupont-Walker, Hahn, and Sandoval that the Board adopt as policy full support for temporary and permanent commemorations to the 1871 Anti-Chinese Massacre.

WE FURTHER MOVE that the Board direct the CEO to:

A. Designate Metro representatives to participate in and advise the Civic Memory Group's 1871 Steering Committee in its efforts to commemorate the 1871 Anti-Chinese Massacre;

B. Begin identifying Metro-owned land at or near Union Station that may be used as a potential memorial site;

C. Collaborate and work with the City of Los Angeles Civic Memory Working Group and the 1871 Steering Committee to implement a memorial, should the steering committee identify Metro-owned land as a potential location for a temporary and/or permanent memorial;

D. Develop recommendations related to a permanent marker of the history of

Old Chinatown to be placed on Metro property at Union Station;

E. Recommend strategies and consider additional opportunities to mark important historical events and historical locations throughout the Metro system, on Metro property, or otherwise related to Metro and its predecessors and the racial history of the region; and

F. Report to the Board within 90 days on all the above.

## CONSENT CALENDAR

**2. SUBJECT: MINUTES** 2021-0492

**RECOMMENDATION**

APPROVE Minutes of the Regular Board Meeting held June 24, 2021.

***Attachments:*** Regular Board Meeting MINUTES - June 24, 2021

**PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):**

**5. SUBJECT: LOS ANGELES COUNTY RAIL NETWORK INTEGRATION STUDY** 2021-0338

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to award a 24-month, firm fixed price Task Order, No. AE74716-5433000 under Countywide Planning and Development Bench Contract No. PS54330007, to Chen Ryan Associates for the Los Angeles County Rail Network Integration Study in an amount of $1,680,301. Board approval of task order award is subject to resolution of all properly submitted protest(s), if any.

***Attachments:*** Attachment A - Procurement Summary

Attachment B - DEOD Summary

Attachment C – Los Angeles County Rail Network Integration Study Area Map

Presentation

**PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):**

**6. SUBJECT: MEASURE R HIGHWAY SUBREGIONAL PROGRAM SEMI-ANNUAL UPDATE** 2021-0347

**RECOMMENDATION**

CONSIDER:

A. APPROVING $80,034,000 in additional programming within the capacity of the Measure R Highway Subregional Programs and funding changes via the updated project list shown in Attachment A for:

- Highway Operational Improvements in Arroyo Verdugo
- Highway Operational Improvements in Las Virgenes Malibu
- I-405, I-110, I-105, SR-91 Interchange Improvement (South Bay)
- I-605 Corridor “Hot Spots” Interchange Improvements in Gateway Cities
- I-710 South Local Streets and Community-Benefiting Early action Projects in Gateway Cities

B. APPROVING deobligation of $640,000 of previously approved Measure R Highway Subregional Program funds for re-allocation to Caltrans for I-105 ICM required reviews and the City of South Gate for two projects (MR306.58 and MR306.63); and

C. AUTHORIZING the CEO or her designee to negotiate and execute all necessary agreements for the Board-approved projects.

***Attachments:*** Attachment A - Projects Receiving Measure R Funds

**PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):**

**7. SUBJECT: COUNTYWIDE CALL FOR PROJECTS** 2021-0407

**RECOMMENDATION**

CONSIDER:

A. RECERTIFYING $12.78 million in existing Fiscal Year (FY) 2021-22 commitments from previously approved Countywide Call for Projects (Call) and AUTHORIZING the expenditure of funds to meet these commitments as shown in Attachment A;

B. DEOBLIGATING $12.47 million of previously approved Call funding, as shown in Attachment B, and hold in RESERVE;

C. AUTHORIZING the Chief Executive Officer (CEO) or their designee to:
   1. negotiate and execute all necessary agreements and/or amendments for previously awarded projects; and
   2. amend the FY 2021-22 budget, as necessary, to include the 2021 Countywide Call Recertification and Extension funding in the Subsidies budget;

D. APPROVING changes to the scope of work for:
   1. City of Glendale - Purchase of Alternative Fuel Buses for Glendale Beeline (#F9435)
   2. City of Lawndale - Redondo Beach Boulevard Improvements (#F9101)
   3. City of Los Angeles - Stocker/MLK Crenshaw Access to Expo LRT Station (#F3409)
   4. City of Los Angeles - Interactive Bicycle Board Demo Project (#F7708)
   5. City of Los Angeles - LADOT Streets for People: Parklets and Plazas (#F7814); and
   6. City of Los Angeles - Slauson Avenue: Western Avenue to Crenshaw Boulevard Project (#F9204); and

E. RECEIVING AND FILING:
   1. time extensions for 66 projects shown in Attachment D; and
   2. reprogram for nine projects shown in Attachment E.

***Attachments:*** Attachment A - FY 2021-22 Countywide Call Recertification
Attachment B - FY 2020-21 Countywide Call Deobligation
Attachment C - Background Discussion of Each Recommendation
Attachment D - FY 2020-21 Countywide Call Extensions
Attachment E - FY 2020-21 Countywide Call Reprogram
Attachment F - Result of TAC Appeals Process
Attachment G - CFP and Equity Focused Communities Map

**PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):**

**8. SUBJECT: METRO VANPOOL PROGRAM** 2021-0315

**RECOMMENDATION**

CONSIDER:

A. AUTHORIZING the Chief Executive Officer (CEO) to execute financial incentives and updates to vehicle criteria guidelines in support of the Metro Vanpool Program Post-COVID Initiatives;

B. AUTHORIZING the CEO to execute Modification No. 3 to the Vanpool Vehicle Supplier Bench Contract Nos. PS10754400051491 for Airport Van

Rental, PS10754300051491 for Green Commuter, and PS10754500051491 for Enterprise Rideshare (a division of Enterprise Holdings) to exercise the second, one-year option in an amount not to exceed $9 million increasing the total contract value from $27 million to $36 million, and extending the period of performance from October 1, 2021 to September 30, 2022.

***Attachments:*** Attachment A - Procurement Summary
Attachment B - Contract Modification Change Order Log
Attachment C - DEOD Summary
Presentation

**PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):**

**9. SUBJECT: VERMONT/SANTA MONICA JOINT DEVELOPMENT PROJECT** 2021-0380

**RECOMMENDATION**

AUTHORIZING the Chief Executive Officer (CEO) to execute an amendment to the Purchase and Sale Agreement with SMV Housing, L.P., an affiliate of LTSC Community Development Corporation (LTSC) to amend the purchase price of approximately 33,682 square feet of real property (Metro Property) adjacent to the Vermont/Santa Monica B (Red) Line Station from $7,140,000 to $5,100,000, subject to Federal Transit Administration (FTA) concurrence.

***Attachments:*** Attachment A - Site Map
Presentation

**PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):**

**10. SUBJECT: EXPO/CRENSHAW STATION FIRST/LAST MILE PLAN** 2021-0235

**RECOMMENDATION**

ADOPT the Expo/Crenshaw First/Last Mile Plan (Attachment A).

***Attachments:*** Attachment A - Expo Crenshaw First Last Mile Plan
Attachment B - Executive Summary
Attachment C - Supplement Expo Crenshaw First Last Mile Plan
Presentation

**PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):**

**11. SUBJECT: LONE HILL TO WHITE DOUBLE TRACK FINAL DESIGN, PLANS SPECIFICATIONS & ESTIMATES** 2021-0370

**RECOMMENDATIONS**

AUTHORIZE the Chief Executive Officer (CEO) to:

A. REPROGRAM $769,688 in project savings from Lone Hill to White (LHW) Preliminary Engineering to LHW Final Design and establish Life of Project Final Design budget of $8,269,688 inclusive of all third-party and design-related costs;

B. AWARD and EXECUTE a firm fixed price Contract No. AE73891000 with Moffatt and Nichol, for engineering services for the LHW Final Design Plans, Specifications and Estimates (PS&E) project, in an amount of $6,498,899 subject to resolution of protest(s), if any; and

C. ENTER INTO and EXECUTE all contracts, task orders and agreements within the Life of Project budget including third party agreements necessary to complete the LHW Final Design project.

***Attachments:*** Attachment A - Program Funds for Final Design
Attachment B - Project Location
Attachment C - Letters of Support
Attachment D - Procurement Summary
Attachment E - DEOD Summary

**PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):**

**12. SUBJECT: VMT MITIGATION PROGRAM GRANT AWARD RESOLUTION** 2021-0471

**RECOMMENDATION**

CONSIDER:

A. AUTHORIZING the Chief Executive Officer (CEO) or her designee to execute Resolution in Attachment A and all Grant Agreements and any amendments thereto to claim funds awarded through the Fiscal Year (FY) 2021-22 California Department of Transportation (Caltrans) Sustainable Transportation Planning Grant Program; and

B. PROGRAMMING $90,692 in Proposition C (25%) Highway funds to meet

the Sustainable Transportation Planning Grant Program local match requirements.

***Attachments:*** Attachment A - Resolution Sustainable Transportation Grant
Attachment B - Grant Award List

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):**

**16. SUBJECT: GLASS REPLACEMENT AND INSTALLATION SERVICES** 2021-0404

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute Modification No. 2 to Contract No. OP1405120003367 with Los Angeles Glass Company, Inc. for Glass Replacement and Installation services in the amount of $900,000, increasing the contract four-year base term authority from $995,911 to $1,895,911.

***Attachments:*** Attachment A - Procurement Summary
Attachment B - Contract Modification Change Order Log
Attachment C - DEOD Summary

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):**

**17. SUBJECT: NEXTRIP BUS AND RAIL ARRIVAL INFORMATION SYSTEM UPGRADE** 2021-0376

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to award a firm fixed price Contract No. PS70644-2000 to Swiftly Inc. for the Nextrip Bus and Rail Arrival Information System, in the total amount of $350,510.41 for the one-year base term, and $325,000 for the one-year option, for a combined amount of $675,510.41 subject to the resolution of protest(s), if any.

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

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):**

**22. SUBJECT: PUBLIC SAFETY ADVISORY COMMITTEE (PSAC) QUARTERLY UPDATE** 2021-0443

**RECOMMENDATION**

CONSIDER:

A. RECEIVING AND FILING Public Safety Advisory Committee (PSAC) quarterly update; and

B. APPROVING recommended compensation for members of the public serving on the PSAC (Attachment B).

***Attachments:*** Attachment A - PSAC Board Motions
Attachment B - PSAC Compensation Fee Schedule
Presentation

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

**25. SUBJECT: ENVIRONMENTAL SERVICES AND CONSTRUCTION SUPPORT** 2021-0267

**RECOMMENDATION**

**AUTHORIZE:**

A. The Chief Executive Officer (CEO) to award and execute a three (3) year contract, Contract No. AE70151EN085, with Arcadis US, Inc. for Environmental Services and Construction Support on Task Orders, inclusive of the three years with a not-to-exceed amount of $37,825,000;

B. The CEO to award and execute individual Contract Work Orders and Task Orders within the total approved not-to-exceed funding limit of $37,825,000; and

C. Contract Modification Authority (CMA) in the amount of $3,782,500 (10% of the not-to-exceed contract amount) and authorize the CEO to award and execute individual task order changes and/or modifications within the CMA amount.

***Attachments:*** Attachment A - Procurement Summary RFP No. AE70151EN085
Attachment B - Types and Total Value Estimates of Projects FY21 to FY25
Attachment C - DEOD Summary

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

**29. SUBJECT: MARKETING RESEARCH & BRANDING SERVICES** 2021-0408

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award Contract No. PS74537000 to Sensis, Inc. to provide marketing research and branding services for a three-year base term in an amount not-to-exceed $1,126,200, and $375,400 for each of the two, one-year option terms, for a combined not-to-exceed amount of $1,877,000, effective August 1, 2021, subject to resolution of protest(s), if any.

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

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

**30. SUBJECT: 2021 RECORDS RETENTION SCHEDULE** 2021-0344

**RECOMMENDATION**

CONSIDER:

A. APPROVING the 2021 Records Retention Schedule in Attachment A; and

B. DELEGATING administrative authority to the CEO to eliminate obsolete records categories or to reduce retention periods as necessary due to changes in law or business requirements.

***Attachments:*** Attachment A - 2021 LACMTA Retention Schedule
Attachment B - Obsolete Categories Removed from the Schedule

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

**31. SUBJECT: PARTNERSHIP FOR HOUSING ACCELERATION** 2021-0409

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute a Memorandum of Understanding between the Southern California Association of Governments and Metro for reimbursement of up to $1,600,000 for work associated with the implementation of the updated Joint Development Policy, the proposed Housing Lab, and accelerating the production of housing through the Joint Development program.

***Attachments:*** Attachment A - Memorandum of Understanding
Presentation

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

**33. SUBJECT: MEASURE R ORDINANCE AMENDMENT** 2021-0377

**RECOMMENDATION**

CONSIDER:

A. APPROVING the Measure R Ordinance Amendment (Attachment A);

B. APPROVING the Measure R Transit Program Guidelines (Attachment B);

C. PROGRAMMING of projects in the Measure R South Bay Transit Investments program, as shown in Attachment C; and

D. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects, including:

1. the potential future reassignment to the Inglewood Transit Connector Joint Exercise of Powers; and

2. advancement of $1.9 million in working capital funds as part of the funding agreement.

(REQUIRES 2/3 VOTE OF THE FULL BOARD)

***Attachments:*** Attachment A - Measure R Ordinance Amendment
Attachment B - Measure R Transit Program Guidelines
Attachment C - South Bay Transit Investments Project List

**SUBJECT: GENERAL PUBLIC COMMENT** 2021-0495

RECEIVE General Public Comment

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

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

## Adjournment

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

Metro

# Board Report

**File #:** 2021-0426, **File Type:** Contract **Agenda Number:** 14.

**FINANCE, BUDGET AND AUDIT COMMITTEE**
**JULY 14, 2021**

**SUBJECT: GROUP INSURANCE PLANS**

**ACTION: APPROVE RENEWAL OF GROUP INSURANCE POLICIES**

## RECOMMENDATION

AUTHORIZE the Chief Executive Officer to renew existing group insurance policies covering Non-Contract and AFSCME employees, including the life and disability coverage for Teamster employees, for the one-year period beginning January 1, 2022.

## BACKGROUND

Our health insurance plans are part of the total compensation package that helps attract and retain qualified employees, as well as provide existing employees a foundation to maintain or improve health. Los Angeles County Metropolitan Transportation Authority (LACMTA), including the Public Transportation Services Corporation (PTSC), seeks to offer benefit plans that promote efficient use of health resources and are cost effective for the company and our employees.

## DISCUSSION

The Non-Contract Group Insurance Plan, a flexible benefits program, was implemented in August 1994. Roughly 99% of the employees covered by the benefit plans are PTSC employees. On an annual basis, employees are encouraged to review their enrollment and may choose medical, dental, vision, supplemental life, long-term disability, and accidental death and dismemberment plans that meet their needs. Alternatively, employees may opt to waive medical and/or dental coverage and receive a taxable cash benefit, provided proof of other medical coverage is submitted and the employee does not obtain subsidized coverage from an exchange. Employees may also participate in the flexible spending accounts, a vehicle to pay for certain out-of-pocket healthcare and dependent care expenses on a pre-tax basis.

The overall premium cost is a 0.59% decrease for calendar year 2022. This reflects more than $2.5 million in negotiated reductions from the initial renewal quotes. The recommended medical, dental, and vision premiums are shown on Attachment A. As previously established by the Chief Executive Officer, Non-Contract and AFSCME employees contribute 10% of the actual premium for each medical and dental plan selected. The monthly employee contributions are shown in Attachment B.


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## DETERMINATION OF SAFETY IMPACT

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

## FINANCIAL IMPACT

Funding for the Non-Contract and AFSCME group insurance plans is included in each department's FY22 budget and on the balance sheet for accrued retiree medical liabilities. Based on the current employee participation by plan, the estimated employer costs of $55.4 million are within the adopted budget.

The COVID-19 pandemic has fundamentally disrupted the very fabric of our daily lives. We are striving to avoid further disruption that would result from provider and service changes and are therefore not recommending medical and dental plan design changes at this time.

## EQUITY PLATFORM

Metro's group health insurance plans as discussed in this board report are part of a total compensation package offered by Metro. Employees who work 30 hours or more are eligible to enroll in a medical plan and other benefits. New employees are provided an orientation session and assistance in enrolling in their selected plan(s).

Currently 95.4% of employees in the Non-Contract and AFSCME classifications enroll in health benefits, with the remaining 4.6% choosing to waive coverage by providing proof they are covered under another plan. References are provided in the Benefits Enrollment Guide for CoveredCA.com and Healthcare.gov and we provide additional guidance on an individual basis when needed.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports strategic plan goal #5 "Provide responsive, accountable and trustworthy governance within the LA Metro organization." The responsible administration of Metro's Group Insurance Polices promote efficient use of health resources and are cost effective for the company and our employees.

## ALTERNATIVES CONSIDERED

With the favorable renewal on the plans for 2022, it is recommended that the current plan designs be renewed, thereby avoiding provider access/disruption for 2022.

The Board could decide to self-insure and self-administer health benefits. However, this is not

recommended due to the resources required to establish the medical expertise and operational infrastructure required to review and process claims as well as the liability that would be assumed.

## NEXT STEPS

- Conduct annual open enrollment for Non-Contract and AFSCME employees during November 2021.
- Implement elections effective January 1, 2022.

## ATTACHMENTS

Attachment A - Monthly Premium Rates
Attachment B - Monthly Employee Contributions

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Reviewed by: Patrice McElroy, Interim Chief Human Capital & Development Officer (213) 418-3171

Stephanie N. Wiggins
Chief Executive Officer

**ATTACHMENT A**

# Proposed Monthly Premium Rates

| Provider | Coverage Option | CY 2021 | CY 2022 | %Change | Est # of Employees (1/1/22) |
|---|---|---|---|---|---|
| Blue Cross (PPO) | Single | $1,404.51 | $1,287.95 | -8.30% | 256 |
| | Couple | $2,827.25 | $2,592.61 | -8.30% | 262 |
| | Family | $3,792.14 | $3,477.42 | -8.30% | 307 |
| Blue Cross (HMO) | Single | $775.57 | $825.58 | 6.45% | 91 |
| | Couple | $1,628.68 | $1,733.69 | 6.45% | 80 |
| | Family | $2,326.53 | $2,476.52 | 6.45% | 163 |
| Kaiser (HMO) | Single | $621.38 | $680.53 | 9.52% | 438 |
| | Couple | $1,242.75 | $1,361.06 | 9.52% | 284 |
| | Family | $1,758.49 | $1,925.90 | 9.52% | 493 |
| Delta Dental (PPO) | Single | $54.60 | $54.60 | 2.97% | 511 |
| | Couple | $94.89 | $94.89 | 2.97% | 564 |
| | Family | $142.58 | $142.58 | 2.97% | 766 |
| DeltaCare (DHMO) | Single | $20.21 | $20.21 | 0.00% | 87 |
| | Couple | $36.71 | $36.71 | 0.00% | 64 |
| | Family | $54.32 | $54.32 | 0.00% | 113 |
| Dental Health Services (DHMO) | Single | $16.82 | $16.82 | 0.00% | 72 |
| | Couple | $32.60 | $32.60 | 0.00% | 42 |
| | Family | $49.15 | $49.15 | 0.00% | 101 |
| Vision Service Plan | Single | $9.99 | $9.99 | 0.00% | 277 |
| | Couple | $14.45 | $14.45 | 0.00% | 282 |
| | Family | $25.90 | $25.90 | 0.00% | 465 |
| Voluntary Waiver of Coverage:* | | | | | |
| Medical | | $252.00 | | | 114 |
| Dental | | $36.00 | | | 93 |

* Waiver of Medical coverage requires proof of alternative coverage.

**ATTACHMENT B**

# Proposed Monthly Employee Contributions

| Provider | Coverage Option | NC & AFSCME Employee Contribution (Current) | NC & AFSCME Employee Contribution (Proposed) Effective 1/1/22 | Change |
|---|---|---|---|---|
| Blue Cross (PPO) | Single | $140.00 | $129.00 | -$11.00 |
| | Couple | $283.00 | $259.00 | -$24.00 |
| | Family | $379.00 | $348.00 | -$31.00 |
| Blue Cross (HMO) | Single | $78.00 | $83.00 | $ 5.00 |
| | Couple | $163.00 | $173.00 | $10.00 |
| | Family | $233.00 | $248.00 | $15.00 |
| Kaiser (HMO) | Single | $62.00 | $68.00 | -$ 6.00 |
| | Couple | $124.00 | $136.00 | -$12.00 |
| | Family | $176.00 | $193.00 | -$17.00 |
| Delta Dental (PPO) | Single | $5.00 | $5.00 | $0.00 |
| | Couple | $9.00 | $9.00 | $0.00 |
| | Family | $14.00 | $14.00 | $0.00 |
| DeltaCare (DHMO) | Single | $2.00 | $2.00 | $0.00 |
| | Couple | $4.00 | $4.00 | $0.00 |
| | Family | $5.00 | $5.00 | $0.00 |
| Dental Health Services (DHMO) | Single | $2.00 | $2.00 | $0.00 |
| | Couple | $3.00 | $3.00 | $0.00 |
| | Family | $5.00 | $5.00 | $0.00 |
| Vision Service Plan | Single | $1.00 | $1.00 | $0.00 |
| | Couple | $1.00 | $1.00 | $0.00 |
| | Family | $3.00 | $3.00 | $0.00 |

Non-Contract and AFSCME Employees contribute 10% (rounded to whole dollar) towards their individually selected plan's medical and dental premiums

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Metropolitan Transportation
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3rd Floor Board Room
Los Angeles, CA

**File #:** 2021-0463, **File Type:** Policy **Agenda Number:** 37.

**REGULAR BOARD MEETING**
**JULY 22, 2021**

**SUBJECT: AMERICAN RESCUE PLAN ACT (ARPA) FUNDING**

**ACTION: APPROVE RECOMMENDATIONS**

## RECOMMENDATION

CONSIDER:

A. APPROVING the allocation of $1.483 billion of Los Angeles County's share of Federal Transit Administration (FTA) Section 5307 ARPA funds to transit operators, inclusive of about $1.465 billion from Los Angeles County's share of apportionments to the Los Angeles-Long Beach-Anaheim Urbanized Area (UZA), $16.028 million apportioned to the Santa Clarita UZA, and $1.666 million apportioned to the Lancaster-Palmdale UZA, as detailed in Attachment A;

B. AUTHORIZING the Chief Executive Officer (CEO) or her designee to solicit proposals and allocate about $1.327 million from Los Angeles County's share of FTA Section 5310 ARPA funds to Metro's existing subrecipients of Federal Section 5310 funds for operating expenses;

C. AUTHORIZING the CEO to allocate Los Angeles County's share of FTA Section 5311 ARPA funds for transit service in rural areas upon notification by the California Department of Transportation (Caltrans), for operating expenses;

D. APPROVING exchanges of ARPA funding allocations, as appropriate, with other local or eligible State or Federal funds to accelerate grant approval and disbursement of funds by the FTA;

E. DELEGATING to CEO or her designee the authority to administratively approve minor changes to the allocations to reflect any revisions made by the FTA and/or Caltrans that may impact Los Angeles County's share of ARPA funds; and

F. AUTHORIZING the CEO or her designee to negotiate and execute all necessary agreements

to implement Board approved support of transit programs in Los Angeles County.

## ISSUE

Public transportation systems nationwide continue to face challenges stemming from the COVID-19 pandemic to ridership, revenue, and overall operations. ARPA makes available about $30 billion nationwide for transit operators to prevent, prepare for, and respond to COVID-19. As the County Transportation Commission (CTC) for Los Angeles County, Metro is responsible for allocating Los Angeles County's share of ARPA funds to transit agencies to support the continuing provision of safe and reliable service in our region for essential workers and other riders who depend on public transportation to meet their travel needs.

## BACKGROUND

ARPA, signed into law on March 11, 2021, appropriated about $30 billion for transit nationwide. These funds are in addition to the $25 billion appropriated by the Coronavirus Aid, Relief, and Economic Security (CARES) Act'' and the $14 billion appropriated by the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA). The Metro Board approved the allocation of Los Angeles County's share of CARES Act funds at its May 2020 regular meeting and the allocation of CRRSAA funds at its March and April 2021 meetings.

## DISCUSSION

On March 29, 2021, the FTA released the ARPA funding apportionments for UZAs and states nationwide. On April 1, 2021, following our agency's outreach and inter-agency consultation efforts, the Regional Council and Transportation Committee of the Southern California Association of Governments (SCAG) unanimously approved the inter-county allocation of Section 5307 ARPA funds apportioned to the Los Angeles-Long Beach-Anaheim UZA.

### ARPA Funding Apportionments and Inter-county Allocations

The funding allocations for Los Angeles County from Section 5307 and
Section 5310 apportionments are per the inter-county methodology that SCAG proposed for each program, consistent with FTA's ARPA apportionment formulas, and Metro and other CTCs in the region (i.e., for Orange, Riverside and San Bernardino counties) agreed to. Los Angeles County's share of Section 5311 ARPA funds is pending Caltrans release of county allocations statewide.

**Section 5307** - FTA's apportionment of Section 5307 funds to UZAs nationwide is per the ARPA's formula according to which the combined total of Section 5307 funds from the CARES Act, CRRSAA, and ARPA that any UZA could receive cannot exceed 132 percent of the aggregated 2018 operating costs as reported by individual transit operators within the UZA to the National Transit Database (NTD).

Per the FTA the apportionments are: i) $1.65 billion for the Los Angeles-Long Beach-Anaheim UZA, which comprises most of Los Angeles County and parts of Orange, Riverside, San Bernardino and Ventura counties; ii) $16.028 million to the Santa Clarita UZA; and iii) $1.666 million to the Lancaster-

Palmdale UZA, which are fully allocated to Los Angeles County.

SCAG's inter-county allocation of Section 5307 ARPA funds apportioned to the Los Angeles-Long Beach-Anaheim UZA resulted in the allocation of about $1.465 billion to Los Angeles County.

**Section 5310** - FTA's apportionment of Section 5310 funds to UZAs nationwide is per the ARPA's formula and equal to their share of such funds apportioned for FY2020.

Per the FTA, the apportionments are: i) $1.255 million for the Los Angeles-Long Beach-Anaheim UZA; ii) $30,301 to the Santa Clarita UZA; and iii) $41,990 to the Lancaster-Palmdale UZA, which are fully allocated to Los Angeles County.

**Section 5311** - FTA's apportionment of Section 5311 funds to states nationwide is per the ARPA's formula that factors the total amount of Section 5311 funds states received from the CARES Act and CRRSAA and provides an additional amount from the ARPA ranging between 5 percent and 20 percent of what the state reported to the NTD in 2018 as being the operating costs for its recipients and subrecipients in rural areas. The 5 percent ARPA allocation is for states that received CARES Act and CRRSAA Section 5311 funding allocations equal to at least 150 percent of their 2018 NTD operating costs in rural areas. As applicable to Section 5311 ARPA funds, Caltrans has neither announced its statewide county allocations of Section 5311 ARPA funds nor its timeline for its Call for Projects to apply for the funds.

ARPA Funding Allocations in Los Angeles County

At its May 2020 meeting, the Metro Board approved the allocation of CARES Act funding premised on the basis of the countywide reduction in anticipated sales tax revenues available to support transit programs throughout the county. Further consideration was also given to the projected loss in associated operating and ancillary revenues of operators in the region. Though improving, economic activity continues to lag conditions prior to the onset of the pandemic, and transit ridership remains at historic lows. The introduction of the vaccines, the recent opening of the region, and the reduction in mandated social distancing and commercial capacity requirements have provided positive indicators for future recovery. The allocation method used for CARES and CRRSA continues to be the best basis for the allocation of ARPA funds.

The proposed funding allocation methodology has been shared and reviewed by the region's transit providers and has received generally widespread support. Included in the proposed allocation methodology is funding for Metro, the Municipal Operators, Metrolink and Access Services, local and regional small operators, and other countywide transit programs. Attachment A includes the allocations by operator.

## DETERMINATION OF SAFETY IMPACT

Adoption of this item will provide funding for increased safety efforts by providing continued supplemental relief funding to Los Angeles County transit agencies impacted by the pandemic, ensuring resources available to continue enhanced cleaning routines, access to personal protective

equipment, and restoring service levels.

## FINANCIAL IMPACT

The total of about $1.483 billion in Federal Section 5307 ARPA funding will be distributed to transit agencies throughout Los Angeles County as shown in Attachment A. Section 5310 and Section 5311 ARPA funds will be allocated following a competitive solicitation by Metro and Caltrans, respectively.

Impact to Budget

Use of ARPA funds will continue to help mitigate, but not eliminate, the funding gaps experienced by transit operators throughout Los Angeles County. Metro's allocation of will be applied in Metro's FY22 and FY23 budgets.

## EQUITY PLATFORM

The federal stimulus funding was allocated using the Board approved allocation methodology used for CARES and CRRSA. To align with the intent of the federal stimulus funding to prevent, prepare and respond to the pandemic, all transit operators in LA County were allocated funding. ARPA helps public transit agencies avoid layoffs and service reductions, which disproportionately harm workers and Los Angeles County residents who are more likely to depend on public transportation.

This is an allocation and distribution of federal transit grants to Transit Operators for Transit Operations and Maintenance. Any equity considerations for Metro's eligible use of ARPA funds will be addressed during the budget process.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

1. Provide high-quality mobility options that enable people to spend less time traveling;
2. Deliver outstanding trip experiences for all users of the transportation system;
3. Enhance communities and lives through mobility and access to opportunity;
4. Transform Los Angeles County through regional collaboration and national leadership; and
5. Provide responsive, accountable, and trustworthy governance within the Metro organization.

## ALTERNATIVES CONSIDERED

The Board may choose not to approve the proposed ARPA funding allocation method and instruct staff to allocate funds through some other Board directed process. This is not recommended, as this will cause significant delays in the receipt of funds for all transit operators and agencies in Los Angeles County.

## NEXT STEPS

Should the Board approve the staff recommendation:

- Staff will notify SCAG of the proposed ARPA funding allocations to allow the transit operators to initiate the grant process and begin drawing down ARPA funding;
- SCAG will send the “split letter” to the FTA to support its review of grant applications; and
- Staff will work with transit operators and agencies on final administrative requirements and funding distribution details.

## ATTACHMENTS

Attachment A - ARPA Funding Allocations by Transit Operator/Agency

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Stephanie N. Wiggins
Chief Executive Officer

# American Rescue Plan Act (ARPA)
# Proposed Distribution by Operator

| Operators | Metro Board Approved CARES Act % Distribution | Proposed ARPA Allocation |
|---|---|---|
| Metro Bus Ops | 33.4838% | $ 490,522,458 |
| Metro Rail Ops | 25.3428% | 371,259,857 |
| **Municipal Operators** | | |
| Arcadia | 0.0414% | 606,361 |
| Claremont | 0.0153% | 224,624 |
| Commerce | 0.0836% | 1,224,731 |
| Culver City | 0.6586% | 9,647,809 |
| Foothill Transit | 2.9914% | 43,823,008 |
| Gardena | 0.6663% | 9,761,016 |
| La Mirada | 0.0123% | 180,680 |
| Long Beach | 2.9260% | 42,864,434 |
| Montebello | 1.0195% | 14,934,925 |
| Norwalk | 0.3815% | 5,588,109 |
| Redondo Beach | 0.0908% | 1,330,794 |
| Santa Monica | 2.4407% | 35,755,414 |
| Torrance | 0.7925% | 11,610,200 |
| **Eligible Operators** | | |
| Antelope Valley | 0.4247% | 6,221,928 |
| LADOT | 1.5862% | 23,236,618 |
| Santa Clarita | 0.3783% | 5,542,574 |
| Foothill BSCP | 0.3167% | 4,639,025 |
| **Tier 2 Operators** | | |
| LADOT Community Dash | 0.3619% | 5,301,682 |
| Glendale | 0.0525% | 769,726 |
| Pasadena | 0.0306% | 448,564 |
| Burbank | 0.0092% | 134,940 |
| **Other Operators** | | |
| Metrolink | 5.6540% | 82,829,039 |
| Access Services | 3.3564% | 49,170,201 |
| **Regional Transit Support** | 16.0528% | 235,166,530 |
| **Regional Paratransit Operators** | | |
| Agoura Hills | 0.0048% | 70,592 |
| Antelope Valley, Elderly & Disabled | 0.0243% | 356,709 |
| Beverly Hills Taxi & Lift Van | 0.0003% | 3,994 |
| Culver City Community Transit and LA County | 0.0044% | 64,250 |
| Gardena, Hawthorne and LA County | 0.0140% | 204,924 |
| Glendale Paratransit and La Canada Flintridge | 0.0193% | 282,601 |
| Inglewood Transit and LA County | 0.0152% | 222,889 |
| LA County (Whittier et al) | 0.0152% | 222,647 |
| LA County (Willowbrook) | 0.0031% | 45,573 |
| Los Angeles Taxi & Lift Van, City Ride | 0.0291% | 426,751 |
| Los Angeles Dial-a-Ride, City Ride | 0.0794% | 1,163,781 |
| Monrovia D.A.R. and LA County | 0.0078% | 113,731 |
| Palos Verdes PTA D.A.R. | 0.0030% | 44,557 |
| Palos Verdes PTA - PV Transit | 0.0287% | 420,134 |
| Pasadena Community Transit, San Marino and LA County | 0.0343% | 502,286 |
| Pomona Valley TA - E&D (Get About) | 0.0576% | 843,260 |
| Pomona Valley TA General Public (VC) | 0.0055% | 80,123 |
| Redondo Beach Community Transit and Hermosa Beach | 0.0003% | 4,346 |
| Santa Clarita D.A.R. | 0.0665% | 974,059 |
| West Hollywood (DAR) | 0.0187% | 273,325 |
| West Hollywood (Taxi) | 0.0010% | 14,733 |
| Whittier (DAR) | 0.0209% | 305,666 |

## American Rescue Plan Act (ARPA)
## Proposed Distribution by Operator

| Operators | Metro Board Approved CARES Act % Distribution | Proposed ARPA Allocation |
|---|---|---|
| **Voluntary Reporters** | | |
| City of Alhambra (MB and DR) | 0.0085% | 123,984 |
| City of Artesia (DR) | 0.0004% | 5,744 |
| City of Azusa (DR) | 0.0029% | 43,058 |
| City of Baldwin Park (MB and DR) | 0.0072% | 106,057 |
| City of Bell (MB/DR) | 0.0017% | 25,536 |
| City of Bell Gardens (MB and DR) | 0.0046% | 67,785 |
| City of Bellflower (MB and DR) | 0.0030% | 44,082 |
| City of Burbank (MB)* | 0.0083% | 121,213 |
| City of Calabasas (MB and DR) | 0.0040% | 58,950 |
| City of Carson (MB and DT) | 0.0137% | 201,215 |
| City of Cerritos (MB ) | 0.0075% | 109,430 |
| City of Compton (MB) | 0.0041% | 59,542 |
| City of Covina (DR) | 0.0019% | 28,025 |
| City of Cudahy (MB and DR) | 0.0017% | 25,383 |
| City of Downey (MB and DR) | 0.0063% | 91,941 |
| City of Duarte (MB) | 0.0020% | 28,832 |
| City of El Monte (MB and DR) | 0.0095% | 139,311 |
| City of Glendora (MB and DR) | 0.0058% | 84,874 |
| City of Glendale (MB)* | 0.0207% | 303,901 |
| City of Huntington Park (MB) | 0.0067% | 98,850 |
| City of Los Angeles -- Community DASH* (MB) | 0.0805% | 1,179,665 |
| City of Los Angeles -- Department of Aging (DR) | 0.0124% | 182,072 |
| LA County Dept. of Public Works -- Avocado Heights (MB) | 0.0012% | 17,928 |
| LA County Dept. of Public Works -- East Valinda (MB) | 0.0014% | 20,174 |
| LA County Dept. of Public Works -- East LA (MB and DR) | 0.0100% | 146,701 |
| LA County Dept. of Public Works -- Willowbrook (MB) | 0.0026% | 37,660 |
| LA County Dept. of Public Works -- King Medical (MB) | 0.0011% | 16,171 |
| LA County Dept. of Public Works -- Athens (MB) | 0.0012% | 16,882 |
| LA County Dept. of Public Works -- Lennnox (MB) | 0.0009% | 13,227 |
| LA County Dept. of Public Works -- South Whittier (MB) | 0.0064% | 93,642 |
| LA County Dept. of Public Works -- Florance/Firestone (MB) | 0.0015% | 22,134 |
| City of Lakewood (DR) | 0.0020% | 28,689 |
| City of Lawndale (MB) | 0.0025% | 35,932 |
| City of Lynwood (MB) | 0.0043% | 62,365 |
| City of Malibu (DT) | 0.0005% | 6,786 |
| City of Manhattan Beach (DR) | 0.0015% | 22,437 |
| City of Maywood (DR) | 0.0018% | 26,242 |
| City of Monterey Park (MB and DR) | 0.0076% | 111,576 |
| City of Pasadena (MB)* | 0.0206% | 302,275 |
| City of Pico Rivera (DR) | 0.0006% | 9,497 |
| City of Rosemead (MB and DR) | 0.0055% | 80,604 |
| City of Santa fe Springs (DR) | 0.0006% | 9,191 |
| City of South Gate (DT and MB) | 0.0111% | 162,051 |
| City of South Pasadena (DR) | 0.0011% | 16,319 |
| City of West Covina (MB and DR) | 0.0071% | 104,328 |
| City of West Hollywood (MB) | 0.0036% | 52,393 |
| **Other Special Projects** | | |
| Avalon Ferry Subsidy | 0.0325% | 476,538 |
| Avalon Transit Services (Jitney and Dial-a-Ride) | 0.0075% | 109,874 |
| Hollywood Bowl Shuttle Service | 0.0264% | 387,124 |
| **Sub-Total Los Angeles County Share of Los Angeles-Long Beach-Anaheim UZA** | | **$ 1,464,954,368** |
| **Funding Directly Approprtioned to North Los Angeles County** | | |
| Lancaster- Palmdale UZA (AVTA) | | $ 1,665,574 |
| Santa Clarita (SC Transit) | | 16,028,364 |
| **Grand Total - Los Angeles County ARPA Funding** | | **$ 1,482,648,306** |

# American Rescue Plan Act (ARPA)

***Item #***

Metro

*July 22, 2021*

# Federal Stimulus Funding

| | CARES ACT | CRRSA Act Coronavirus Response & Relief Supplemental Appropriations Act | THE AMERICAN RESCUE PLAN |
|---|---|---|---|
| | **March 2020** | **December 2020** | **March 2021** |
| Transit Infrastructure Grants | $25 Billion | $14 Billion | $30 Billion |
| Los Angeles County | $1.068 Billion | $911.5 Million | $1.464 Billion |
| Apportionment Cap Relative to 2018 Operating Expenses | No | CARES + CRRSA cannot exceed 75% of UZA's 2018 operating expenses | CARES + CRRSA + ARPA cannot exceed 132% of UZA's 2018 operating expenses |
| | Available until expended (FTA encourage recipients to obligate and expend funds expeditiously in response to the coronavirus public health emergency) | | Obligated by September 30, 2024 Disbursed by September 30, 2029 |

# American Rescue Plan Act

## (ARPA)

### Proposed Summary Distribution

| | Metro Board Approved CARES Act Distribution % | Metro Board Adopted CARES Act Allocation | Metro Board Adopted CRRSA Act Allocation | Proposed ARPA Allocation |
|---|---|---|---|---|
| Metro | 74.8794% | $ 747,358,876 | 682,544,845 | $ 1,096,948,845 |
| Municipal Operators * | 12.4366% | 124,128,084 | 113,363,187 | 182,191,130 |
| Eligible Operators* | 2.3892% | 23,846,507 | 21,778,440 | 35,001,120 |
| Tier 2 Operators | 0.4543% | 4,534,038 | 4,140,828 | 6,654,912 |
| Metrolink | 5.6540% | 56,432,000 | 51,537,985 | 82,829,039 |
| Access Services | 3.3564% | 33,500,000 | 30,594,742 | 49,170,201 |
| Regional Paratransit/Vol. Reporters | 0.8300% | 8,284,094 | 7,565,663 | 12,159,121 |
| | **100.0000%** | **$ 998,083,598** | **$ 911,525,690** | **$ 1,464,954,368** |

Note: For comparison, the CARES Act Allocation excludes funds appropriated directly to agencies - $69,924,688.

* Foothill BSCP Included in Municipal Operators

- Recommending CARES method
- General consensus on the allocation of ARPA funding
  - Special General Managers meeting
  - Special Bus Operations Subcommittee meeting
  - Metrolink and Access Services have concurred
  - Local Transit Systems Subcommittee meeting

# Next Steps

- Seeking Metro Board approval of ARPA allocations
- Metro Board approved allocations will be submitted to SCAG
- SCAG will submit “split letter” to FTA
- Transit operators can begin submitting grants for FTA approval

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Metro

# Board Report

**File #:** 2021-0497, **File Type:** Oral Report / Presentation **Agenda Number:** 38.

**REVISED**
**REGULAR BOARD MEETING**
**JULY 22, 2021**

**SUBJECT: FARELESS SYSTEM INITIATIVE (FSI) UPDATE JULY 2021**

**ACTION: ORAL REPORT**

## RECOMMENDATION

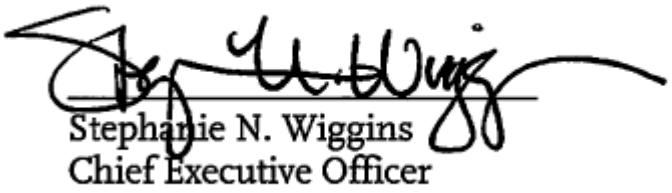
RECEIVE oral report on Fareless System Initiative (FSI) Update.

## ATTACHMENTS

Attachment A - File # 2021-0372 Approved Motion on Fareless System Initiative (FSI) May 2021

Prepared by: Devon Deming, Interim Deputy Executive Officer, FSI (213) 922-7957

Reviewed by: Nicole Englund, Chief of Staff, OCEO, (213) 922- 7950



Stephanie N. Wiggins
Chief Executive Officer



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

**File #:** 2021-0372, **File Type:** Motion / Motion Response **Agenda Number:** 45.

**REVISED**
**REGULAR BOARD MEETING**
**MAY 27, 2021**

**Motion by:**

**DIRECTORS GARCETTI, MITCHELL, AND KREKORIAN**

Fareless System Initiative

Metro's Fareless System Initiative (FSI) is one of the most transformative efforts Metro can take to help Los Angeles County emerge from the pandemic, advance equity, reduce transportation emissions, simplify students' return to school, and increase ridership.

The pandemic has hit students hard. Once the Department of Public Health and schools deem it safe for students to fully return to in-person learning, Metro, municipal operators (munis), and school districts should do everything possible to make the transition back effortless for these families. Studies across the country have shown that the lack of access to transportation is a barrier to student attendance and, therefore, academic success.

Moreover, Metro riders' median household income is $19,325 systemwide, with approximately 70 percent of Metro riders considered low-income under federal Department of Housing and Urban Development definitions. Many of our riders depend on Metro to reach their jobs as essential workers, and during the pandemic they suffered unavoidable financial impacts. Fareless transit would alleviate some of this burden, helping Los Angeles County get back on its feet.

As the FSI pilot has been developed, the following items remain to be finalized:

1. An efficient implementation process, as well as agreements with the school districts, needs to be put in place to distribute fareless K-12 and Community College student passes.
2. A final funding plan needs to be created.
3. A key concern of municipal operators is the continuation of existing funding agreements with community colleges. These funding agreements have, in many cases, taken years to negotiate. While FSI remains a pilot, these agreements and processes should be kept in place.
4. A mission statement and goals are necessary to help communicate the need for this program.
5. The existing FSI Task Force that developed the pilot should be re-formed to focus on implementation.

Board action is required to ensure these key areas of risk can be addressed and to provide clarity on

FSI's advancement and next steps.

**SUBJECT: FARELESS SYSTEM INITIATIVE**

**RECOMMENDATION**

APPROVE Motion by Directors Garcetti, Mitchell, and Krekorian that the Board direct the Chief Executive Officer to implement the Fareless System Initiative, subject to a final financial plan and while pursuing cost-sharing agreements.

WE FURTHER MOVE that the Board direct the Chief Executive Officer to:

*Administrative Coordination*

A. Develop strategies to streamline and simplify the eligibility process for participants, striving to remove as many barriers to entry as possible;

    1. Include an evaluation of a self-attestation process for low-income riders;

B. Partner with school districts on administrative coordination to enable availability at pilot launch to all LA County school and community college districts (based on each district's interest), including but not limited to any required Memoranda of Understanding or TAP coordination;

*Funding*

C. In partnership with implementation partners and key stakeholders, pursue and support federal and state opportunities and legislation to fund the Fareless System Initiative, both the pilot phase and any permanent program (should the Board decide to continue past the proposed pilot period), including but not limited to the federal Freedom to Move Act;

D. Pursue reasonable cost-sharing agreements with school districts;

    1. Seek to take advantage and leverage any existing student transportation fee programs (e.g., student-approved LACCD fees);

    2. Seek to preserve existing funding agreements between school districts and transit operators;
        a. Wherever municipal operators have existing fareless agreements with community college districts, consider accepting muni student transit passes on Metro for the duration of the pilot;

    3. Seek new funding agreements for districts without any existing discounted or fareless student pass programs (e.g., U-Pass);

E. Consider pursuing private funding opportunities, including but not limited to philanthropic partnerships;

*Follow-Up*

F. Report to the Board monthly on the development, launch, and performance of the Fareless System Initiative. The first update should include:

1. A mission statement and goals for the FSI pilot;

2. Lists of interested municipal operators, school districts, and community college districts;

3. An update on the refined FSI financial plan; and

4. Identification of a cross-departmental implementation team.

**HAHN AMENDMENT:** Direct the Chief Executive Officer to prepare a financial plan for the implementation of a Fareless System Initiative that meets the conditions provided below to the Board's satisfaction:

1. Municipal and local operators that choose to participate will be fully included and provided the same type of fare subsidy as Metro transit operations, in order to ensure a seamless rider experience regardless of geographic location or transit provider;

2. The initiative is funded without reducing existing transit operations or state of good repair expenditures or by using regional funding typically committed to bus and rail transit operations or intended for the capital program;

3. Opportunities to expand or adjust existing fare subsidy programs to maximize community benefit have been studied and presented to the Board; and,

4. An initiative can be scaled and/or targeted in a manner that best aligns with Metro's Equity Platform, adopted by the Board in March 2018.

**MITCHELL AMENDMENT:** Direct Metro CEO to Continue the current fare collection policy in perpetuity until the Metro Board is satisfied with a financial plan for Fareless.

**BONIN AMENDMENT:**

1. Report back in the financial plan with information on the costs, including administration, technology, and enforcement, of the proposed pilot program compared to a universal fare-free system.

2. Include in the overall final program evaluation:

   a. Reach of the program, including student and low-income participation rates.

   b. Effectiveness of the program in improving mobility, increasing student attendance and performance, shifting travel behavior, reducing automobile use, and increasing transit ridership.

c. The net cost of the program and cost per rider.

**SOLIS AMENDMENT:** Report back on the feasibility of using the Federal American Rescue plan funding for the pilot.

# Fareless System Initiative (FSI) Update
Board of Directors Meeting
Thursday, July 22, 2021

Devon Deming
Interim Deputy Executive Officer
Fareless System Initiative (FSI)
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(213) 978-7957

Metro



# May Board Motion

Requested implementation of the Fareless System Initiative, subject to a final financial plan, while pursuing cost-sharing agreements, with reports to the Board monthly on the development, launch, and performance of FSI.

Requirements included:

- Streamlined, efficient application and administration
- Cost-sharing agreements with K-12 districts and community colleges
- Maintaining existing agreements between colleges and transit agencies
- Identifying new funding source

# Background for Phase 1

- 69% of 1.4 million K-12 students qualify for Free and Reduced-Price Meal programs for low-income families
- 20% of junior high school students and 23% of LA adults are obese
- People who take transit are 44% less likely to be overweight
- An AA degree increases income potential by up to 47%
- Only 30% of community college students graduate, and only 26% of African American students and 22% of Latino students

# Program Goals - Phase 1 (K-14)

Increase ridership, increase student success, and improve student health by building on existing Metro and regional student pass programs, to make access to transit fareless for all K-12 and community college students in LA County through cost-sharing partnerships with districts (school and community college) and transit agencies

# K-12 District Partnerships: Status

Proposed cost-sharing for District K-12 Partnerships would be $3 per student per year for all students in district and would include:

- Distribution of free TAP Cards through District
- Unlimited rides on all participating transit agencies in LA County

38 districts have expressed interest in becoming Partners representing:

- 1,139 schools
- 695,610 students
- $2,086,830

# K-12 District Partnerships: Ready to Mobilize

1. Culver City Unified
   9 schools, 7076 students, launching a paid program with Culver CityBus when school starts on August 19
2. Los Angeles Academy of Arts and Enterprise (LAAAE)
   Downtown Los Angeles, 275 Students
3. North Valley Military Institute
   Sun Valley, 759 Students
4. San Gabriel Valley School of the Arts
   Duarte, 1130 Students
5. Youth Build Charter Schools
   Compton, East LA, El Monte, Hollywood, Lennox, Norwalk, Palmdale, South LA, Whittier, 1500 Students

# K-12 District Partnerships: Expressed Interest

1. Academia Avance Charter
2. Alhambra Unified
3. Alma Fuerte Public School (Altadena)
4. Azusa Unified
5. Baldwin Park Unified
6. Basset Unified
7. Claremont Unified
8. Davinci Schools
9. El Monte Union High
10. El Rancho Unified
11. Environmental Charter Schools
12. Girls Athletic Leadership School Los Angeles (Charter)
13. Glendora Unified
14. Hacienda - La Puente Unified
15. Hughes-Elizabeth Lakes Union Elementary Unified
16. Inglewood Unified
17. ICEF Public Schools
18. LA Alliance Charter Schools
19. Larchmont Charter
20. LA Promise Fund Charters
21. Lawndale Elementary
22. Little Lake City Elementary
23. Los Angeles Unified (LAUSD)
24. Montebello Unified
25. Mountain View Elementary
26. Monrovia Unified
27. Newhall
28. Palmdale Elementary
29. Pasadena Unified
30. Santa Monica-Malibu Unified
31. South Whittier Elementary
32. Time Community Schools
33. William S. Hart Union High

# Community College Partnerships: Update

- Maintain all existing agreements between colleges and transit agencies
- Recommend schools transition from opt-in to opt-out programs
- Proposed cost-sharing for new Community College Partnerships for Year 1 would be $7 per student per year for all students in district for first year:
    - Distribution of free TAP Cards through District
    - Unlimited rides on all participating transit agencies in LA County
- Cost difference based on Community College average ridership of 7 boardings per week vs. K-12 average ridership of 3 Boardings per week
- This would give colleges time to assess usage and pass student referendum for student fee for Year 2, if desired
- Under Muni/College agreements, student fees range from $7-$9.50 per term

# Regional Transit Agencies

- Ready to launch (4)
  - City of Commerce
  - City of Culver City Transportation
  - City of Santa Monica Department of Transportation (CC pending)
  - Norwalk Transit System
- Interested, Pending Board Approval (6)
  - Arcadia Transit
  - City of Gardena (GTrans)
  - Foothill Transit
  - Long Beach Transit
  - Torrance Transit System
  - One agency that didn’t want response shared

# Phase 1 Costs

Due to scope of Phase 1, projections are limited to fare revenue losses

- Defeasance of bonds ($80M) not necessary for implementation of Phase 1
- Administration, operations, and security will be covered by existing budget

| $ in millions | FY19 (pre-COVID) | FY22 | FY23 | Estimated Fare Revenue Losses |
|---|---|---|---|---|
| *Fare Revenue Losses* | | | | |
| Metro K-12 Students [1] | $ 27.0 | $ 7.7 | $ 25.8 | $ 33.5 |
| Muni/Local K-12 Students [2] | 8.2 | 8.2 | 8.2 | 16.4 |
| Community College Students [3] | | - | - | - |
| | | $ 15.9 | $ 34.0 | **$ 49.9** |

*NOTES:*

1. Metro fare revenue loss:
   - FY22 based on FY22 budgeted amount of $73.2M and 10.5% K-12 share
   - FY23 based on estimated 95.5% of pre-covid ridership levels
2. Muni/Local fare revenue loss:
   - Estimates are based on Metro percentage shares of K-12 fare revenues applied to countywide 2019 NTD data (pre-pandemic levels)
3. Regional U-Pass program and existing community college agreements held by muni/local operators will continue under current contracts, except that all community college passes will be accepted as valid fare on all participating FSI Operators

# Phase 1 Funding Plan

## Identified new funding for Phase 1:

- Metro plans to propose ARPA to fund Metro's participation
- In consultation with regional transit operators, Metro is recommending use of their ARPA allocations to fund their participation

## Potential new funding

- K-12 school districts interested in cost-sharing
- Continue to seek additional funding to support the pilot

# Metro Youth Council

- Missing youth voices in existing planning process, advisory councils and committees.

- Youth Council is aimed at students between 14 and 17 who represent the diverse demographics and geographic areas of LA County.

- Youth Council will be made up of 26 members representing Metro's nine sub-regions.

**Fareless System Initiative**

- FSI Plan-Phase 1 will leverage the Youth Council efforts

**Public Participation**

- Build a pipeline of riders and transit leaders as it moves towards engaging K-14 students in LA County.

# Next Steps

Report back to the Board in September 2021 with:

- Comprehensive funding plan for Phase 1 (K-12 and community college) and Phase 2 (low-income)
- Cost of current fare collection
- Ways to engage community college students



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

Metro

# Board Report

**File #:** 2021-0362, **File Type:** Project **Agenda Number:** 39.

**REGULAR BOARD MEETING**
**JULY 22, 2021**

**SUBJECT: G LINE GRADE SEPARATION AND CROSSING GATES CONSTRUCTION SUPPORT SERVICES**

**ACTION: APPROVE RECOMMENDATIONS**

## RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD and EXECUTE a five-year cost plus fixed fee contract, Contract No. PS70129 with PMA Consultants LLC to provide Construction Support Services for the Metro G Line Grade Separation and Crossing Gates Project (Project), for an amount not-to-exceed $17,273,075.56, with two (2) one-year options, $3,498,933.58 for Option 1 and $3,498,933.75 for Option 2 for a combined not-to-exceed amount of $24,270,942.89, subject to the resolution of any timely protest; and

B. EXECUTE individual Contract Modifications within the Board approved Life of Project Budget.

## ISSUE

A Construction Support Services Contract (CSSC) consultant is required to provide design review, construction, and administration support of the Project to ensure the Project is completed in compliance with contract requirements and applicable government regulations. Construction support services will be provided for final design, pre-construction activities, administration of construction, and contract close out.

## BACKGROUND

The Project is an early Measure M transit deliverable. The Project seeks to provide infrastructure improvements that will decrease trip times, increase capacity, and enhance safety along Metro's G Line.

Measure M also identifies funding for future conversion of the BRT to Light Rail Transit (LRT) in 2051. In October 2017, the Metro Board approved staff findings and recommendations resulting from a technical study and a concept for improving the G Line. In July 2018, the Metro Board approved the Project description and the statutory exemption of the Project from California Environmental Quality Act (CEQA) for the Project. The Project consists of construction of grade separations with aerial bus

stations at Sepulveda Boulevard and Van Nuys Boulevard and railroad style quadrant crossing gates along the G Line.

## DISCUSSION

The Project consists of the following components, described in detail in this section:

- Crossing Gates at intersections along the alignment
- Sepulveda BRT Grade Separation (SGS) with aerial station
- Van Nuys BRT Grade Separation (VGS) with aerial station
- Advanced utilities relocation and ROW acquisition
- Community Outreach
- Project Delivery Method

### Gated Intersections

The Project proposes the installation of four-quadrant safety gates at roadway crossings along the G Line between the North Hollywood and Chatsworth Stations. One private at-grade crossing (located at the Air National Guard property) will receive only warning lights. Four pedestrian at-grade crossings will receive combination pedestrian gate arms and swing exit gates. The gate system shall be coordinated with and approved by the City of Los Angeles and designed for the ultimate conversion of the G Line corridor to LRT.

The Project also includes a proof-of-concept pilot gate installation. This proof-of-concept is meant to test and verify the reliable activation and proper operation of gates for BRT application, different bus operations scenarios, non-revenue vehicles, and innovative technology for gate activation and crossing bells and warning lights. Upon successful completion of the pilot gate, gate installations will proceed along the remainder of the corridor. Each intersection with crossing gates will receive upgrades including crossing gates with activation system, ped/bicyclist crosswalk gates, reconfiguration of lanes, raised medians, crosswalks/ramps, modifications to traffic signals, streetlights and utilities, and other street improvements.

### Sepulveda BRT Grade Separation with Aerial Station

The Sepulveda Grade Separation (SGS) with an aerial station will span across Sepulveda Blvd with vertical circulation provided at each of the four corners of the intersection. The SGS includes at-grade Ped/Bikeway for access to the station plaza areas. The SGS will include a four-span structure and extensive mechanically stabilized earth walls, side loading platforms with busway in the center, a station entrance at each corner, and amenities similar to LRT with intent for future LRT Conversion.

### Van Nuys BRT Grade Separation with Aerial Station

The Van Nuys Grade Separation structure with aerial station would elevate the busway and the associated station at Van Nuys Blvd similarly to the SGS. Coordination with the East San Fernando Valley Light Rail Project is ongoing, with considerations for passenger transfers and construction sequencing being accommodated in both projects.

### Advanced Utilities Relocation and ROW Acquisition

Acquisition of ROW required for the Project is underway. Significant utility relocations have already been completed at Sepulveda and Van Nuys to accommodate the new grade separations.

### Community Outreach

A groundbreaking event for the Project was held on October 12, 2018. As the Project reaches key milestones and new information is available, Metro will continue its community outreach efforts. Community meetings have been completed in November 2017, June 2018 and March 2019. Community Outreach will be on-going throughout the Project development, design, and construction.

### Project Delivery Method

The construction contract for the Project will be procured utilizing a Progressive Design/Build (PDB) project delivery method. The PDB delivery method was approved by the Board in March 2021.

Additionally, since the Project is funded in whole or in part with non-federal funds, it complies with Metro's Medium-Size Business (MSZ) program requirements. MSZ firms are defined as firms with a three (3) year average of $25 million - $250 million in gross annual revenue and with more than 25 employees - maximum 250 employees. The CSSC authorized by the Board's approval of this action will be Metro's first Medium Size Business contract award.

## DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety.

## FINANCIAL IMPACT

The G Line Improvements project is a Measure M and SB1 funded project that is funded on a yearly basis through the annual budget until adoption of a Board approved life-of-project (LOP) budget. This is a multi-year contract/project and the Project Manager, the Cost Center Manager, and the Chief Program Management Officer is responsible for budgeting in future fiscal years.

Impact to Budget

There are no impacts to the FY22 budget. Staff will fund the contract on an annual basis until the Life of Project budget is approved.

## EQUITY PLATFORM

The Project, which passes through or is adjacent to 6 Equity Focused Communities, will improve transit passenger experience and pedestrian safety through the construction of grade separations, vehicle and pedestrian crossing gates, first/last mile improvements, and ADA accessible features along the entire G Line alignment. More than 80% of bus riders connect to bus transit by walking, and the improved ADA curb ramps, installation of pedestrian crossing gates and improved crosswalk striping at 35+ intersections will create a more positive experience for both patrons and pedestrians in the public right of way. To the millions each year that utilize the G Line for transportation, the end to end run time will be reduced by more than 15 minutes through signal priority, separating the alignment from traffic at Van Nuys Boulevard and Sepulveda Boulevard, and installing railroad style gates at the intersections. Impacts to the community due to this action will primarily be realized during the construction phase, where noise and vibration pollution and construction traffic will create an unpleasant and sometimes untenable situation for individuals near the alignment, and bus and bicycle path detours will create delays and confusion for some patrons. These impacts will be mitigated through careful planning during the procurement phase to ensure that contract language requires the contractor to abide by municipal noise ordinances, day/night working hours, and state and federal mandates for erosion and sedimentation control. Additional consideration will be given to the impacts created by bus and bike detours, and lessons learned will be drawn from the recent A Line and L Line bus detours. Proper and timely notification will be provided in multiple languages, signage will be concise and prominently located, and Metro Ambassadors will be present to facilitate the disruption.

This contract is being awarded to a company that qualified as a Medium Size Business within the Medium Business Enterprise Program. To ensure maximum opportunity for participation on this contract, Metro staff performed extensive outreach to the small business community, including those within the Disadvantaged Veterans Business Enterprise and the Small Business Enterprise programs. The solicitation was advertised through periodicals of general circulation, posted on Metro's Vendor Portal, and an e-mail notice to small business with applicable NAICS codes. The Proposal Evaluation Team was comprised of department personnel that was both race and gender diverse. The selected firm committed to achieving a 27.72% SBE goal and a 3.15% DVBE goal through 11 identified subcontractors. This commitment exceeded the DEOD recommended goal of 27% SBE and 3% DVBE.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project is consistent with the following Metro Vision 2028 Goals and Objectives:

Goal 1: Providing high-quality mobility options that enable people to spend less time traveling.

Goal 3: Enhance communities and lives through mobility and access to opportunity.

Goal 4: Transform LA County through regional collaboration and national leadership.

## ALTERNATIVES CONSIDERED

The Board could direct Metro staff to perform construction support tasks with current in-house resources. However, this alternative is not recommended, as it would require diversion of staff resources from on-going projects and would require the hiring of multiple full-time personnel that are not immediately available or funded.

## NEXT STEPS

After Board approval of the recommended action, staff will complete the process to award and execute Contract No. PS70129.

## ATTACHMENTS

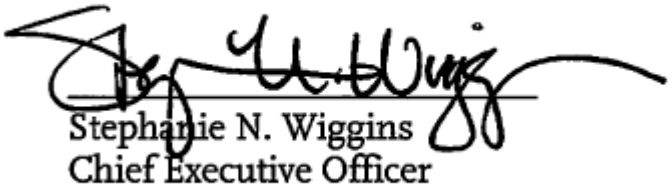
Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by:

Brad Owen, Executive Officer Program Management, (213) 418-3143

Reviewed by:

Bryan Pennington, Interim Chief Program Management Officer, (213) 922-7449
Debra Avila, Chief Vendor/Contracts Management Officer, (213) 418-3051



Stephanie N. Wiggins
Chief Executive Officer

# PROCUREMENT SUMMARY

## CONSTRUCTION SUPPORT SERVICES
## CONTRACT NUMBER PS70129

| | | |
|---|---|---|
| **1.** | **Contract Number**: **PS70129** | |
| **2.** | **Recommended Vendor**: **PMA Consultant LLC** | |
| **3.** | **Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E**<br>☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order** | |
| **4.** | **Procurement Dates**: | |
| | **A. Issued**: December 23, 2020 | |
| | **B. Advertised/Publicized**: December 23, 2020 (Vendor Portal) / December 28, 2020 (Periodicals of General Circulation) | |
| | **C. Pre-Proposal Conference**: January 5, 2021 | |
| | **D. Proposals Due**: March 18, 2020 | |
| | **E. Pre-Qualification Completed**: May 21, 2021 | |
| | **F. Conflict of Interest Form Submitted to Ethics**: March 22, 2021 | |
| | **G. Protest Period End Date**: July 26, 2021 | |
| **5.** | **Solicitations Picked up/Downloaded**: 196 | **Proposals Received**: 3 |
| **6.** | **Contract Administrator**:<br>**Helen Gates-Bryant** | **Telephone Number**:<br>**213-922-1269** |
| **7.** | **Project Manager**:<br>**Brad Owen** | **Telephone Number**:<br>**213-418-3143** |

## A. Procurement Background

This Board Action is to approve Contract No. PS70129, Construction Support Services Contract, to provide construction support and services for the Metro Orange Line (MOL/G Line) Improvements, Progressive D/B project as outlined in the Statement of Services. The resultant Contract, if awarded, will be state/locally funded and is subject to fiscal year funding. Award of the Contract is subject to the resolution of any timely protest.

The Metro Orange Line (MOL/G Line) Improvements, Progressive D/B project (The Project) consist of Crossing Gates at up to 35 intersections along the Orange Line; Sepulveda BRT Grade Separation (SGS) with aerial station; Van Nuys (BRT) Grade Separation (VGS) with aerial station; Advanced utilities relocation and ROW acquisition; and Community Outreach.

The Project will be procured utilizing the Progressive Design-Build project delivery method. It is LACMTA's intent that the LACMTA organization and the selected CSSC function as a coordinated and integrated team for the efficient, effective, and professional delivery of this Project.

The RFP was issued in accordance with Metro's Procurement Acquisition Policies and Procedures. The contract type is a Cost-Plus Fixed Fee (CPFF) for a term of five (5) years plus 2 one-year options. A pre-proposal conference was held on January 5, 2021. One hundred ninety-six (196) individuals from various firms picked up or downloaded the RFP Package.

Two amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on February 12,2021, to clarify MSZ firm language; submittal requirements; Form 60 and staffing plan.
- Amendment No. 2, issued on February 19, 2021, to clarify, correct and revise Letter of Invitation Supplemental Non-Federal and staffing plan

A total of three (3) proposals were received on March18, 2021, from the following firms, in alphabetical order:

1. Biggs Cardosa and Associates
2. Cordoba Corporation
3. PMA Consultants LLC

## B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of diverse staff from Metro Program Management was convened and conducted a comprehensive evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria and the associated weightings:

| | |
|---|---|
| • Experience and Capabilities of Firms on the Team | (25%) |
| • Key Personnel's Sills and Experience | (35%) |
| • Project Understanding and Approach | (20%) |
| • Cost Proposal | (20%) |
| Total | 100% |

The evaluation criteria are appropriate and consistent with criteria developed for other professional services procurements. Several factors were considered when developing the weightings, giving the greatest importance to the Project Understanding and Approach.

During the months of March and April 2021, the PET evaluated the three (3) written proposals. All the three (3) proposals received were determined to be within the competitive range.

1. Biggs Cardosa and Associates
2. Cordoba Corporation
3. PMA Consultants LLC

On May 13, 2021, Metro held virtual Oral Presentations with the proposing firms. In the interest of time, oral presentations were held before the determination of whether or not the proposers were responsive to the SBE/DVBE goals.

This procurement was subject to Metro's Medium-Sized Business Enterprise (MSZ) Program and was solicited as such. According to the Letter of Invitation (LOI), LACMTA will consider bids/proposals from other size firms only in the event LACMTA does not receive more than one responsive and responsible MSZ bid/proposal. Biggs Cardosa and Associates, and PMA Consultants LLC were both determined to be responsive and responsible MSZ firms. Cordoba Corporation is not an MSZ firm with their number of employees exceeding 250.

**Qualifications Summary of the recommended firm:**

**PMA Consultants LLC**

- The Proposal demonstrated a level of experienced personnel that significantly exceeds the RFP requirements. Key personnel demonstrate experience in managing transit construction projects, construction safety, and is has sufficient commitment and availability for the project.
- The Proposal demonstrated a schedule and cost control implementation methods on carrying out their management plan.
- The Prime consultant and Subconsultants have a wide range of construction management experience on transit projects. Each firm demonstrated a thorough understanding and knowledge of the complexity of similar projects.
- The Proposal demonstrated a complete understanding of the scope of services in accordance with the requirements of RFP. The project team shows a comprehensive understanding of the project goals, resources, schedules, project challenges and issues.

The Proposal Evaluation Team (PET) determined all (3) proposals to be within the competitive range; however, Cordoba Corporation was determined not to meet the MSZ requirements and therefore was given no further consideration. The evaluation was based on the evaluation criteria in the RFP, and assessed major strengths, weaknesses, and associated risks of each of the proposers to determine the most advantageous firm. The final scoring was based on evaluation of the written proposal, as supported by an oral presentation, and clarifications received from the Proposer. The result of the final scoring is shown below:

| | Firm | Average Score | Factor Weight | Weighted Average Score* | Rank |
|---|---|---|---|---|---|
| | **PMA Consultants LLC** | | | | |
| | Experience and Capabilities of Firms on the Team | 82.00 | 25% | 20.50 | |
| | Key Personnel's Skills and Experience | 81.20 | 35% | 28.42 | |
| | Project Understanding and Approach | 81.40 | 20% | 16.28 | |
| | Cost Proposal** | 87.40 | 20% | 17.48 | |
| | **Total** | | **100.00%** | **82.68** | **1** |
| | **Biggs Cardosa and Associates** | | | | |
| | Experience and Capabilities of Firms on the Team | 82.68 | 25% | 20.67 | |
| | Key Personnel's Skills and Experience | 78.86 | 35% | 27.60 | |
| | Project Understanding and Approach | 82.95 | 20% | 16.59 | |
| | Cost Proposal** | 65.95 | 20% | 13.19 | |
| | **Total** | | **100.00%** | **78.05** | **2** |

* Weighted scores are rounded to the nearest second decimal point.
**Cost proposals were based on the Proposers' rates for the provided level of effort of 64,489 hours in the Staffing Plan. Scores shown above for the cost proposals are based on formula in the RFP highest score going to the lowest cost proposal.

## C. Cost/Price Analysis

Metro staff performed a cost analysis of the responsive proposals, established a negotiation plan, and commenced with negotiations. The final negotiated amounts will comply with all requirements of Metro Procurement Policies and Procedures, including fact-finding, clarifications, and reasonableness. To prevent delay in contract award, provisional indirect cost rates will be established subject to retroactive adjustments upon completion of any necessary audits and a fixed factor. The primary difference between the ICE and the recommended not-to exceed amount is that the ICE is based on different direct labor rates and indirect cost rates.

| **Proposer: PMA Consultants LLC** | | | |
|---|---|---|---|
| **Contract Duration** | **Proposal Amount** | **Metro ICE** | **Recommended NTE Amount** |
| Base Period – 5 Years | $17,273,075.56(1) | $14,385,260(2) | $17,273,075.56 |
| Option Year 1 and 2 | $6,997,867.15(1) | | |

(1) The proposal amount is based on the Metro established staffing plan. The Consultant's overall cost for labor, overhead, fees, and other elements were lower for the five years. Proposers combined the dollars for Option1 and 2 and the dollars for each Option will be negotiated prior to being exercised.
(2) The amount $14,385,260 is the Independent Cost Estimate (ICE) for 5-year base Period of the Contract.

## D. Background on Recommended Contractor

.
The recommended firm, PMA Consultants LLC, located in Long Beach, California. They have extensive experience managing the delivery of large transportation and heavy civil projects involving structural and civil components.

PMA has assembled a team with relevant expertise capable of providing support for all aspects of this project. The PMA team has deep knowledge of Metro processes and procedures, established relationships with Metro Staff and a proven track record of successful projects with Metro. PMA is committed to keeping key personnel on staff for the duration of the project.

The Project Director is a licensed Civil PE and attorney with over 20 years of CM experience on transit projects. Additionally, the Project Director has worked on six projects that utilized Progressive Design/Build (PD/B). He has over thirty years of supervisory experience managing public construction contracts of similar size and scope. Other key personnel have experience working within the City of Los Angeles.

## DEOD SUMMARY

## CONSTRUCTION SUPPORT SERVICES FOR METRO ORANGE LINE BUS RAPID TRANSIT / PS70129

### A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 27% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this Medium-Size Business (MSZ) solicitation. PMA Consultants, an MSZ prime, exceeded the goal by making a 27.72% SBE and 3.15% DVBE commitment.

| Small Business Goal | 27% SBE<br>3% DVBE | Small Business Commitment | 27.72% SBE<br>3.15% DVBE |
|---|---|---|---|

| | SBE Subcontractors | % Committed |
|---|---|---|
| 1. | Arellano Associates | 3.71% |
| 2. | GCAP Services Inc. | 0.75% |
| 3. | Guida Surveying Inc. | 1.20% |
| 4. | Intueor Consulting, Inc. | 1.80% |
| 5. | The Morcos Group | 3.98% |
| 6. | MTGL, Inc. | 3.07% |
| 7. | PMCS Group, Inc. | 5.36% |
| 8. | PPM Group | 4.81% |
| 9. | Turner Engineering Corporation | 2.17% |
| 10. | ZT Consulting Group, Inc. | 0.87% |
| | **Total SBE Commitment** | **27.72%** |

| | DVBE Subcontractors | % Committed |
|---|---|---|
| 1. | Leland Saylor Associates | 3.15% |
| | **Total DVBE Commitment** | **3.15%** |

### B. Project Labor Agreement/Construction Careers Policy (PLA/CCP)

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

## 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).

## D. Living Wage Service Contract Worker Retention Policy Applicability

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

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

Metro

# Board Report

**File #:** 2021-0492, **File Type:** Minutes **Agenda Number:** 2.

**REGULAR BOARD MEETING**
**JULY 22, 2021**

**SUBJECT: MINUTES**

## RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held June 24, 2021.

Metro

# MINUTES

**Thursday, June 24, 2021**

**10:00 AM**

## Board of Directors - Regular Board Meeting

**DIRECTORS PRESENT:**
**Eric Garcetti, Chair**
**Hilda L. Solis, 1st Vice Chair**
**Ara Najarian, 2nd Vice Chair**
**Kathryn Barger**
**Mike Bonin**
**James Butts**
**Jacquelyn Dupont-Walker**
**Fernando Dutra**
**Janice Hahn**
**Paul Krekorian**
**Sheila Kuehl**
**Holly Mitchell**
**Tim Sandoval**
**Gloria Roberts, non-voting member**

**Stephanie Wiggins, Chief Executive Officer**

**CALLED TO ORDER: 10:12 A.M.**

## ROLL CALL

1. APPROVED Consent Calendar Items: 2, 5, 6, 7, 8, 9, 10, 12, 13, ~~15~~, 18, 19, 20, 21, 22, 23, 27, 28, 30, 31, 33, 34, 35, ~~36~~, 38**, 39, 40, 44**, 46, 48, and 49.

Consent Calendar items were approved by one motion except items 15 and 36 which were held by a Director for discussion and/or separate action.

** ITEM REQUIRED 2/3 VOTE OF THE BOARD

| TS | HM | FD | JDW | MB | EG | HS | AN | KB | JB | PK | JH | SK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y |

**2. SUBJECT: MINUTES** 2021-0440

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held May 27, 2021.

**3. SUBJECT: REMARKS BY THE CHAIR** 2021-0390

RECEIVED remarks by the Chair.

| TS | HM | FD | JDW | MB | EG | HS | AN | KB | JB | PK | JH | SK |
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| P | P | P | P | P | P | P | P | P | P | P | P | P |

**4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER** 2021-0391

RECEIVED report by the Chief Executive Officer.

| TS | HM | FD | JDW | MB | EG | HS | AN | KB | JB | PK | JH | SK |
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| P | P | P | P | P | P | P | P | P | P | P | P | P |

**********

| | | | |
|---|---|---|---|
| KB = K. Barger | MB = M. Bonin | JB = J. Butts | JDW = J. Dupont-Walker |
| FD = F. Dutra | EG = E. Garcetti | JH = J. Hahn | PK = P. Krekorian |
| SK = S. Kuehl | HM = H. Mitchell | AN = A. Najarian | TS = T. Sandoval |
| HS = H. Solis | | | |

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

**5. SUBJECT: REAL ESTATE AGREEMENTS WITH THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA (MWD) FOR SECURITY IMPROVEMENTS AROUND MWD COURTYARD AND HEADQUARTERS BUILDING AT UNION STATION** 2021-0285

AUTHORIZED ON CONSENT CALENDAR:

A. the Chief Executive Officer (CEO) or their designee to execute an easement to The Metropolitan Water District of Southern California (MWD) in which the Los Angeles County Metropolitan Transportation Authority (LACMTA) agrees to grant to MWD, and take all necessary steps to record, certain "Real Estate Interests" in the LACMTA-owned property located at the southernmost end of Union Station adjacent to MWD-owned property ("Permanent Easement"); and

B. the CEO or their designee to execute a Second Amendment to the Agreement and Declaration of Covenants, Conditions, and Restrictions (CC&Rs) recorded on May 31, 1996 between MWD and Catellus Development Corporation.

**6. SUBJECT: LOCAL RETURN PROPOSITION A, PROPOSITION C, MEASURE R AND MEASURE M CAPITAL RESERVE** 2021-0284

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to negotiate and execute all necessary agreements between Los Angeles County Metropolitan Transportation Authority (LACMTA) and the Cities for their Capital Reserve Account(s):

A. AMENDING the termination date of the Proposition A and Proposition C Local Return funded Capital Reserve Accounts for the City of Arcadia;

B. AMENDING the termination date of the Proposition C Local Return funded Capital Reserve Account for the City of Bell;

C. AMENDING the Proposition C Local Return funded Capital Reserve Account for the City of Beverly Hills by adding $750,000 to the already approved $2 million to a total of $2.75 million; and

D. ESTABLISHING new Local Return funded Capital Reserve Account for the Cities of Beverly Hills (Proposition A, Measure R), Bradbury (Measure M and Measure R), El Segundo (Proposition C and Measure R), Hermosa Beach (Proposition C), Lomita, (Proposition C), Norwalk (Proposition C), Pomona (Proposition C), and San Marino (Proposition C).

**7. SUBJECT: TRANSPORTATION DEVELOPMENT ACT (TDA) ARTICLE 8 FUND PROGRAM** 2021-0269

ADOPTED ON CONSENT CALENDAR:

A. Findings and Recommendations for allocating FY22 Transportation Development Act (TDA) Article 8 funds estimated at $29,346,452 as follows:

1. In the City of Avalon there are no unmet transit needs that are reasonable to meet, therefore TDA Article 8 funds in the amount of $169,483 may be used for street and road projects, or transit projects;

2. In the Cities of Lancaster and Palmdale, there are no unmet transit needs that are reasonable to meet; in the Cities of Lancaster and Palmdale and the unincorporated portions of North County transit needs can be met through using other existing funding sources. Therefore, the TDA Article 8 funds in the amount of $6,975,098 and $6,761,056 (Lancaster and Palmdale, respectively) may be used for street and road purposes and/or transit, as long as their transit needs continue to be met;

3. In the City of Santa Clarita, there are no unmet transit needs that are reasonable to meet; in the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds in the amount of $9,573,328 for the City of Santa Clarita may be used for street and road and/or transit, as long as their transit needs continue to be met;

4. In the Los Angeles County Unincorporated areas of North County, the areas encompassing both the Antelope Valley and the Santa Clarita Valley, transit needs are met with other funding sources, such as Proposition A and Proposition C Local Return. Therefore, TDA Article 8 funds in the amount of $5,867,487 may be used for street and road purposes and/or transit, as long as their transit needs continue to be met; and

B. A resolution making a determination of unmet public transportation needs in the areas of Los Angeles County outside the Metro service area.

**8. SUBJECT: FISCAL YEAR 2021-22 TRANSIT FUND ALLOCATIONS** 2021-0277

APPROVED ON CONSENT CALENDAR:

A. $2.34 billion in FY 2021-22 (FY22) Transit Fund Allocations for Los Angeles County jurisdictions, transit operators and Metro operations. These allocations comply with federal, state, and local regulations and LACMTA Board approved policies and guidelines.

(continued on next page)

(Item 8 – continued from previous page)

B. fund exchanges in the estimated amount of $1,467,453 of Metro's TDA Article 4 allocation with Municipal Operators' shares of Low Carbon Transit Operations Program. Funding will be adjusted based on LCTOP actual allocations.

C. fund exchanges in the estimated amount of $332,916 of Metro's Prop C 40% allocation with Antelope Valley and Santa Clarita's shares of Low Carbon Transit Operations Program. Funding will be adjusted based on LCTOP actual allocations.

D. Two-year lag funding for $420,856 to Torrance Transit and Commerce Transit for the transitioned services from Metro as follows:

   1. The transfer of Metro Line 256 to City of Commerce Municipal Bus Lines consisting of 56,682 Revenue Miles and corresponding funding in the amount of $80,496.

   2. The transfer of Metro Line 130 to Torrance Transit consisting of 239,789 Revenue Miles and corresponding funding in the amount of $346,360.

E. base funding increase from $6.0 million to $6.8 million in FY22 for Tier 2 Operators to accommodate local fund exchanges of Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Funding as approved by the LACMTA Board of Directors.

F. the execution of local fund exchanges as appropriate in order to implement the Board approved CRRSAA allocations.

G. fund exchange of Federal Section 5307 discretionary fund awarded to the Southern California Regional Transit Training Consortium (SCRTTC) through Long Beach Transit in the amount of $330,000 with Metro's TDA Article 4 allocation.

H. fund exchanges in the amount totaling $13.2 million of Metro's Federal Section 5307 share with Municipal Operators' shares of Federal Sections 5337 and 5339.

I. fund exchanges in the amount of $1,429,026 of Metro's TDA Article 4 allocation with the city of La Mirada's shares of FY2016 Federal Section 5307 discretionary fund.

J. the Chief Executive Officer to adjust FY22 Federal Section 5307 (Urbanized Formula), Section 5339 (Bus and Bus Facilities) and Section 5337 (State of Good Repair) allocations upon receipt of final apportionments from the Federal Transit Authority and amend FY22 budget as necessary to reflect the aforementioned adjustment.

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(Item 8 – continued from previous page)

K. a $1.26 million allocation to LIFE Program Administrators, FAME Assistance Corporation (FAME) and the International Institute of Los Angeles (IILA) to fund the FY22 Taxi Voucher component of the LIFE Program.

L. the Chief Executive Officer to negotiate and execute all necessary agreements to implement the above funding programs.

M. ADOPTING a resolution designating Transportation Development Act (TDA) and State Transit Assistance (STA) fund allocations are in compliance with the terms and conditions of the allocations.

**9. SUBJECT: ACCESS SERVICES PROPOSED FISCAL YEAR 2022 BUDGET** 2021-0324

APPROVED ON CONSENT CALENDAR:

A. local funding request for Access Services (Access) in an amount not to exceed $122,582,419 for FY22. This amount includes:

- Local funds for operating and capital expenses in the amount of $120,217,213;
- Local funds paid directly to Metrolink for its participation in Access' Free Fare Program in the amount of $2,365,206; and

B. the Chief Executive Officer (CEO) to negotiate and execute all necessary agreements to implement the above funding programs.

**10. SUBJECT: MANAGEMENT AUDIT SERVICES FY 2021 THIRD QUARTER REPORT; AND FY 2022 AUDIT PLAN** 2021-0242

APPROVED ON CONSENT CALENDAR:

A. RECEIVING AND FILING the Management Audit Services (MAS) quarterly report for the period ending March 31, 2021; and

B. the FY 2022 Audit Plan.

**11. SUBJECT: REAL ESTATE ACQUISITION, RELOCATION, AND PROPERTY MANAGEMENT BENCH** 2021-0289

AUTHORIZED the Chief Executive Officer to:

A. APPROVE the establishment of 11 contract agreements for professional services under the Real Estate Acquisition, Relocation, and Property Management Bench, with the contractors recommended in Attachment "A-1" for a five-year base period ($85,000,000) with five, one-year options ($1,000,000 each), with a funding amount not to exceed cumulative total of $90,000,000, subject to resolution of protest(s) if any; and

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(Item 11 – continued from previous page)

B. AWARD task orders within the approved not-to-exceed cumulative total value of $85,000,000.

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**12. SUBJECT: EXCESS LIABILITY INSURANCE PROGRAM** 2021-0048

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to negotiate and purchase Public Entity excess liability policies with up to $300 million in limits at a cost not to exceed $18.9 million for the 12-month period effective August 1, 2021 to August 1, 2022.

| TS | HM | FD | JDW | MB | EG | HS | AN | KB | JB | PK | JH | SK |
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| | C | | | | C | | | | | | | |

**13. SUBJECT: 1ST & LORENA JOINT DEVELOPMENT** 2021-0271

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to execute an amendment to the Joint Development Agreement (JDA) with A Community of Friends (Developer) and fund $1,460,037 into an escrow account to be repaid by the Developer at construction closing in order to facilitate the reabandonment of an oil well on Metro-owned property at the northeast corner of 1st and Lorena Streets in Boyle Heights (Site).

**15. SUBJECT: JOINT DEVELOPMENT POLICY UPDATE** 2021-0192

ADOPTED AS AMENDED the updated Joint Development Policy.

**DUPONT-WALKER AND SOLIS AMENDMENT:** 2021-0448

APPROVED Dupont-Walker and Solis Amendment that the Board direct the CEO to report back at the September 2021 Planning and Programming committee on:

A. The feasibility of setting a portfolio-wide goal of 50% consistent with Metro's joint development forecast;

B. Best practices from peer agencies for encouraging community-based development; and

C. Recommendations for strategies and incentives to support community-based development, small and medium-sized contractor participation and local hire in order to avoid favoring big businesses and to create a level playing field for all to compete.

(continued on next page)

(Item 15 Amendment – continued from previous page)

Also include in the September report back consideration of an overall goal for the number of units produced.

The report back should include the feasibility of developing affordable housing on land acquired for major capital projects in parallel with the delivery of the projects and the feasibility of launching community land trust initiatives similar to those of the County of Los Angeles.

Lastly, the report back should also consider inclusion of project labor agreements in joint developments.

| TS | HM | FD | JDW | MB | EG | HS | AN | KB | JB | PK | JH | SK |
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| Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y |

**16. SUBJECT: COMMUNITY BASED ORGANIZATION PARTNERING STRATEGY** 2021-0367

RECEIVED AND FILED status report on Community Based Organization Partnering Strategy: Elements for Successful Partnering in Professional Services.

| TS | HM | FD | JDW | MB | EG | HS | AN | KB | JB | PK | JH | SK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| P | P | P | P | P | P | P | P | P | P | P | P | P |

**17. SUBJECT: MODERNIZING THE METRO HIGHWAY PROGRAM** 2021-0291

ADOPTED AS AMENDED:

A. REVISED Measure R Highway Program Criteria - Project Eligibility for Highway Operational Improvements and Ramp/Interchange Improvements; and

B. REVISED Measure M Guidelines, Section X - Multi-Year Programs (Highway Subfunds).

**BUTTS AND GARCETTI AMENDMENT:** 2021-0467

APPROVED Amending Motion by Directors Butts and Garcetti that the Board approve the recommendations in Item 17: Modernizing the Metro Highway Program.

Further that the Board amend the list of example eligible projects for subregional programs in Attachments A and B as follows:

"Transportation infrastructure in a public right-of-way that supports the implementation of TDM strategies, including associated software, licensing, and related one-time support costs, to the maximum extent permitted by the Measure R or Measure M ordinance."

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(Item 17 Amendment – continued from previous page)

Further that the Board direct the CEO to report back in September 2021 on the status of all 19 Board-adopted modernization actions. This report should include clarity on the applicability of expanded eligibility to Measure R and Measure M highway projects that are not explicitly included in the attached guidelines.

| TS | HM | FD | JDW | MB | EG | HS | AN | KB | JB | PK | JH | SK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Y | A | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y |

**18. SUBJECT: OPEN AND SLOW STREETS GRANT PROGRAM CYCLE FOUR** 2020-0224

AUTHORIZED ON CONSENT CALENDAR:

A. The revised Metro Open and Slow Streets Grant Program Cycle Four Application Package and Guidelines; and

B. Staff to administratively release Application and Guidelines Packages in the future cycles of the Open Streets Grant Program to Los Angeles County jurisdictions in anticipation of returning to the Board for funding recommendation approval.

**19. SUBJECT: METRO FREEWAY SERVICE PATROL** 2021-0307

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

A. INCREASE Contract Modification Authority (CMA) to 27 existing Freeway Service Patrol (FSP) contracts as delineated below for an aggregate amount of $5,580,000, thereby increasing the CMA amount from $28,919,130 to $34,499,130 and extend the periods of performance as follows:

- Beat no. 3: Hollywood Car Carrier Contract No. FSP3469400B3/43, for $245,000 for up to 9 months
- Beat no. 5: Sonic Towing, Inc. Contract No. FSP3469500B5/17, for $455,000 for up to 9 months
- Beat no. 6: Neighborhood Towing 4 U Contract No. FSP3469600B6, for $320,000 for up to 9 months
- Beat no. 7: Girard & Peterson Contract No. FSP3469900B7/11, for $195,000 for up to 9 months
- Beat no. 10: Neighborhood Towing 4 U Contract No. FSP3848100FSP1410, for up to 4 months
- Beat no. 11: Girard & Peterson Contract No. FSP3469900B7/11, for $195,000 for up to 9 months

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- Beat no. 12: Tip Top Tow Contract No. FSP2826700FSP14, for $140,000 for up to 4 months
- Beat no. 17: Sonic Towing, Inc. Contract No. FSP3469500B5/17, for $265,000 for up to 9 months
- Beat no. 18: Bob & Dave's Towing, Inc. Contract No. FSP2690300FSP1418, for $365,000 for up to 9 months
- Beat no. 20: Bob's Towing Contract No. FSP2836600FSP1420, for $340,000 for up to 9 months
- Beat no. 21: Bob's Towing Contract No. FSP2839000FSP1421, for $25,000 for up to 4 months
- Beat no. 24: T.G. Towing, Inc. Contract No. FSP2833200FSP1424, for $130,000 for up to 9 months
- Beat no. 27: Hovanwil, Inc. dba Jon's Towing Contract No. FSP3470400B27/39, for $440,000 for up to 9 months
- Beat no. 28: Hadley Tow Contract No. FSP3847300FSP1428, for $80,000 for up to 9 months
- Beat no. 29: Platinum Tow & Transport, Inc. Contract No. FSP3470600B29, for $175,000 for up to 9 months
- Beat no. 31: Navarro's Towing Contract No. FSP3470700B31/50, for $110,000 for up to 9 months
- Beat no. 33: Mid Valley Towing Contract No. FSP2851900FSP1433, for $280,000 for up to 9 months
- Beat no. 34: South Coast Towing, Inc. Contract No. FSP2839600FSP1434, for $170,000 for up to 4 months
- Beat no. 36: Hadley Tow Contract No. FSP2841400FSP1436, for $235,000 for up to 9 months
- Beat no. 37: Reliable Delivery Service Contract No. FSP3696000FSP1437, for $210,000 for up to 9 months
- Beat no. 38: Steve's Towing Contract No. FSP38468001438, for $205,000 for up to 9 months
- Beat no. 39: Hovanwil, Inc. dba Jon's Towing Contract No. FSP5966400FSPB39, for $335,000 for up to 9 months
- Beat no. 42: Platinum Tow & Transport Contract No. FSP2842100FSP1442, for $205,000 for up to 9 months
- Beat no. 43: Hollywood Car Carrier Contract No. FSP3469400B3/43, for $250,000 for up to 9 months
- Beat no. 50: Navarro's Towing Contract No. FSP3470700B31/50, for $130,000 for up to 9 months
- Beat no. 70: Tip Top Tow Contract No. FSP3471300B70, for $30,000 for up to 4 months
- Beat no. 71: Bob & Dave's Towing, Inc. Contract No. FSP3471500B71, for $50,000 for up to 4 months

**20. SUBJECT: MEMBERSHIP ON METRO'S REGIONAL SERVICE COUNCILS** **2021-0108**

APPROVED ON CONSENT CALENDAR nominees for membership on Metro's Gateway Cities, San Fernando Valley, San Gabriel Valley, South Bay Cities and Westside Central Service Councils.

**21. SUBJECT: HERBICIDE APPLICATION SERVICES** **2021-0274**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a firm fixed unit rate Contract No. OP1788370008370, to Conejo Crest Landscape Inc., dba Conejo Crest Landscape Management, the lowest responsive and responsible bidder, to provide weed abatement using herbicide application services. The contract not-to-exceed amount is $639,701 for the three-year base, and $459,975 for the one, two-year option, for a combined not-to-exceed amount of $1,099,676, effective December 1, 2021, subject to resolution of protests(s), if any.

**22. SUBJECT: FIRE-LIFE SAFETY SYSTEMS TESTING, REPAIR AND CERTIFICATION SERVICES** **2021-0275**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a firm fixed unit rate Contract No. OP72918000 to Link-Nilsen Corp, to provide Fire-Life Safety systems testing, repair and certification services. The contract not-to-exceed amount is $3,911,744 for the three-year base period, and $1,990,280 for the one, two-year option, for a combined not-to-exceed amount of $5,902,024, effective September 16, 2021.

**23. SUBJECT: UNLEADED FUEL** **2021-0292**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a 36 month, Indefinite Delivery/Indefinite Quantity Contract No. FY75015000 for unleaded fuel to Mansfield Oil Company of Gainesville, Inc., the lowest responsive and responsible bidder, for a two year base, inclusive of sales tax, for a not-to-exceed amount of $6,128,473, and one one-year option for a not-to-exceed amount of $3,083,094, for a total not-to-exceed contract amount of $9,211,567, subject to resolution of protest(s), if any.

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| | | | | | | | | C | | | | |

**27. SUBJECT: ELEVATOR AND ESCALATOR MAINTENANCE SERVICES** 2021-0276

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 10 to Contract No. OP710100003367 with Mitsubishi Electric USA, Inc. (MEUS), to continue performing comprehensive preventative maintenance, inspections and repairs of elevators and escalators along with their associated systems and equipment. Modification No. 10 is to exercise the one, two-year option in the amount of $32,592,290, increasing the total contract value from $76,732,083.65 to $109,324,373.65 and extending the period of performance from November 1, 2021 to October 31, 2023.

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| | | | | | | | | | | | C | |

**28. SUBJECT: INFRASTRUCTURE PROTECTION SERVICES** 2021-0357

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Contract Modification No. 8 to Contract No.PS560810024798 with RMI International, Inc. (RMI) to continue providing existing infrastructure protection services, increase the not-to-exceed contract value by $15,000,000 from $105,453,758 to $120,453,758, and extend the period of performance from October 1, 2021 to March 31, 2022.

**30. SUBJECT: CONSTRUCTION SUPPORT SERVICES FOR SOUNDWALL CONSTRUCTION** 2021-0279

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

A. EXECUTE a cost-plus fixed fee Contract No. PS68345MC079 with Prescience Corporation to provide Construction Support Services for I-210 Soundwall Package 10 and I-710 Soundwall Packages 2 and 3, in an amount Not-to-Exceed $6,614,868 for a period of performance of 3 years, plus two (2) one-year options ($826,000 each year) that may be exercised in the future subject to resolution of properly submitted protest(s); and

B. NEGOTIATE and execute individual Contract Work Orders and Contract Modifications up to the authorized Not-to-Exceed amount.

**31. SUBJECT: METRO PILOT CRENSHAW/LAX TRANSIT PROJECT BUSINESS SOLUTION CENTER** 2021-0325

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

A. EXECUTE Modification No. 4 to Contract No. PS2890900 with Del Richardson & Associates, Inc. (DRA) for the continuation of professional services to support the ongoing implementation of the Metro Pilot Crenshaw/LAX Transit Project Business Solution Center (BSC) for twelve

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(Item 31 – continued from previous page)

months, inclusive of two, 3-month option periods, in an amount not to exceed $219,070 ($110,723 for the base six (6) months; $56,835 for Option Period 1, and $51,512 for Option Period 2), increasing the total contract value from $1,531,125 to $1,750,195; and

B. INCREASE the Contract Modification Authority (CMA) specific to Contract No. PS2890900 in the amount of $100,000 increasing the total CMA amount from $100,000 to $ 200,000 for additional support services related to BSC implementation.

**33. SUBJECT: NEW ENHANCEMENTS TO METRO'S MEDIUM-SIZE BUSINESS ENTERPRISE PROGRAM AND SMALL BUSINESS ENTERPRISE PROGRAM** 2021-0355

APPROVED ON CONSENT CALENDAR:

A. New Medium Size Business Program Enhancements;

B. Increase of Small Business Prime limits for competitively negotiated procurements;

C. Community Level Contracting Program Concept; and

D. Pursuit of Letters of Agreement with the County of Los Angeles, Los Angeles Community College District, the City of Los Angeles, Los Angeles Unified School District, Metrolink, and Los Angeles World Airports for them to officially accept Metro's SBE Certification and pursue reciprocity agreements with BART and VTA since they have similar requirements for certification.

**34. SUBJECT: FEDERAL TRANSIT ADMINISTRATION OVERALL DISADVANTAGED BUSINESS ENTERPRISE GOAL** 2021-0356

APPROVED ON CONSENT CALENDAR 28% Disadvantaged Business Enterprise (DBE) overall goal for Federal Fiscal Years (FFY) 2022 - 2024 for contracts funded, in whole or in part with Federal Transit Administration (FTA) funds.

**35. SUBJECT: ENVIRONMENTAL ENGINEERING SERVICES** 2020-0768

AUTHORIZED ON CONSENT CALENDAR:

A. the Chief Executive Officer (CEO) to award and execute a five (5) year contract, Contract No. EN66937, with Kleinfelder, Inc. for Environmental Engineering and Consulting services on Task Orders for a total amount not-to-exceed $48,000,000 inclusive of three base years with an initial amount not-to-exceed $37,000,000; with two one-year options; and

(continued on next page)

(Item 35 – continued from previous page)

B. Contract Modification Authority (CMA) in the amount of $4,800,000 (10% of the not-to-exceed contract amount) and authorizing the CEO to award and execute individual task order changes and/or modifications within the CMA amount.

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**36. SUBJECT: ENVIRONMENTAL WASTE HANDLING AND ENVIRONMENTALLY RELATED CONSTRUCTION SERVICES** 2021-0410

AUTHORIZED:

A. An increase to the total authorized funding for Contract No. PS20655 with TRC Solutions Inc. for Environmental Waste Handling and Environmentally Related Construction Services in the Not-to-Exceed amount of $19,759,809, increasing the total authorized funding from $74,800,000 to $94,559,809, extending the contract term an additional six months; and

B. The Chief Executive Officer (CEO) to execute all individual Task Orders and changes within the new Board approved contract funding amount.

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**37. SUBJECT: SUPPLEMENTAL ENGINEERING SERVICES (SES) CONSULTANT SERVICE CONTRACT** 2021-0288

AUTHORIZED the Chief Executive Officer to:

A. EXERCISE a one-year option for Contract No. AE36687 with Mott MacDonald Group for Supplemental Engineering Services for the Engineering Design of Rail and Highway Transportation Projects, extending the period of performance from June 22, 2021 through June 22, 2022;

B. INCREASE the total authorized contract value for Contract No. AE36687 with Mott MacDonald Group for Supplemental Engineering Services for Engineering Design for Rail and Highway Transportation Projects in an amount not-to-exceed $5,000,000 increasing the total contract value from $17,500,000 to $22,500,000. Work will only be authorized by specific task orders, funded by specific project budgets; and

C. NEGOTIATE and EXECUTE Task Orders and modifications within the Board approved funding amount.

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**38. SUBJECT: I-105 EXPRESSLANES PROJECT** 2021-0306

APPROVED ON CONSENT CALENDAR BY TWO-THIRDS VOTE:

A. FINDING that the use of a construction manager/general contractor (CM/GC) project delivery method for the I-105 ExpressLanes Project, pursuant to Public Utilities Code Sections 130242, to achieve certain private sector efficiencies by an integrated project delivery team is appropriate; and

B. a competitive solicitation of a CM/GC contract(s) to qualified proposers, pursuant to Public Utilities Code Section 130242, whose proposals will be evaluated by utilizing appropriate evaluation criteria (including price) set forth in the solicitation documents.

C. FINDING that the use of a Design/Build/Operate/Maintain (DBOM) project delivery method for a separate solicitation for the Roadside Toll Collection System (RTCS) for the I-105 ExpressLanes Project, pursuant to Public Utilities Code Section 130242, to achieve certain private sector efficiencies by an integrated project delivery team is appropriate; and

D. a separate competitive solicitation of a DBOM contract(s) to qualified proposers, pursuant to Public Utilities Code Section 130242, whose proposals will be evaluated by utilizing appropriate evaluation criteria (including price) set forth in the solicitation documents.

**39. SUBJECT: UNION STATION LIFE OF PROJECT BUDGETS** 2021-0113

APPROVED ON CONSENT CALENDAR:

A. an increase in Life of Project (LOP) budgets by a total of $2,700,000 for three Union Station capital projects #210157, #210159, and #210161;

B. AMENDING the FY22 budget for Union Station capital projects to include $2,700,000 for the Union Station capital projects; and

C. AUTHORIZING LOP budget for certain prior year Union Station capital improvements totaling $4,237,415.

**40. SUBJECT: TRANSPORTATION NETWORK COMPANIES ACCESS FOR ALL PROGRAM FUND ADMINISTRATOR FOR LOS ANGELES COUNTY** 2021-0270

APPROVED ON CONSENT CALENDAR:

A. ADOPTING a resolution authorizing Metro to serve as the Los Angeles County Local Access Fund Administrator (LAFA) of revenue generated by the Access for All Program of the California Public Utilities Commission (CPUC) to support on-demand wheelchair accessible vehicle (WAV) service; and

(continued on next page)

(Item 40 – continued from previous page)

B. AUTHORIZING the Chief Executive Officer or their designee to submit an application to pursue a designated status as the LAFA for Los Angeles County of revenue generated from the fee that Senate Bill 1376 requires for each trip originating in our region that Transportation Network Companies (TNCs) provide.

**42. SUBJECT: FARELESS SYSTEM INITIATIVE (FSI) UPDATE JUNE 2021** 2021-0432

RECEIVED oral report on Fareless System Initiative (FSI) Update.

| TS | HM | FD | JDW | MB | EG | HS | AN | KB | JB | PK | JH | SK |
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**44. SUBJECT: CHARGING INFRASTRUCTURE LIFE OF PROJECT BUDGET ADOPTION** 2021-0193

APPROVED ON CONSENT CALENDAR BY TWO-THIRDS VOTE:

A. Life of Project (LOP) budget of $50.0M commencing FY22 for Phase 1 for the Charging Infrastructure Program alongside the J Line (Silver) supporting the Zero Emission Bus Program;

B. AMENDING the FY22 Budget for $34.0M for charging infrastructure; and

C. FINDING that authorization of the use of alternative delivery methods pursuant to Public Utilities Code Section 130242 will achieve integration of design, project works, and other components in an efficient manner at Metro bus facilities.

**46. SUBJECT: COORDINATED PUBLIC TRANSIT - HUMAN SERVICES TRANSPORTATION PLAN FOR LOS ANGELES COUNTY** 2021-0216

ADOPTED ON CONSENT CALENDAR the locally developed 2021-2024 Coordinated Public Transit - Human Services Plan for Los Angeles County to comply with the requirements of the federal Moving Ahead for Progress in the 21st Century Act (MAP-21) as reauthorized by the Fixing America's Surface Transportation Act (FAST Act) of 2015.

**48. SUBJECT: SUBREGIONAL EQUITY PROGRAM** 2021-0435

APPROVED ON CONSENT CALENDAR Motion by Directors Hahn, Garcetti, Solis, Butts, Dutra, and Najarian that the Board of Directors direct the Chief Executive Officer to initiate a process with the Gateway Cities, South Bay, and other eligible Subregions to program their Subregional Equity Program funds starting no later than FY22-23, in accordance with project or program readiness and the following provisions:

(continued on next page)

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1. To the extent that Measure M cash-flow may be unavailable for the SEP, Subregions may access SEP funds through a combination of inter-fund borrowing, exchanging with other programs and projects in their Subregions, Metro Measure M bonding capacity, or other discretionary funds designated for their Subregions;

2. Subregions will identify and determine their projects or programs to be funded with SEP, with Metro staff involvement limited to ensuring statutory and regulatory compliance, and with funds programmed and allocated in five-year increments;

3. Availability of SEP will not negatively impact the funding of other Measures R and M projects and programs or the overall funding committed by Measures R and M to each Subregion across all projects and programs; and,

4. SEP funding availability will be inflation-adjusted from 2015, consistent with the inflation adjustments provision in the Measure M Ordinance, all other MSPs and projects in the Measure M Expenditure Plan, and the June 2016 Board action that created the Subregional Equity Program and Motion 36.1 from July 2019 (Board File 2019-0598).

Further that, henceforth, the "Measure R and Measure M Unified Cost Management Policy" is amended to eliminate the Subregional Equity Program from consideration to address project funding shortfalls during construction. Subregions may still choose to make SEP eligible for selected Measure M projects before they enter the construction phase.

**49. SUBJECT: LA RIVER BIKE PATH PROJECT DELIVERY** 2021-0436

APPROVED ON CONSENT CALENDAR Motion by Directors Garcetti, Solis, Kuehl, Krekorian, and Najarian that the Board of Directors direct the Chief Executive Officer to assume and maintain the following roles in the delivery of each section of LA River Bike Path currently in development and to report back within 90 days on the status of each project, including funding plans, Sustainability, and Equity Assessments, milestone schedules, and execution of agreements with partner agencies:

A. For the LA Riverway in the San Fernando Valley, Metro shall act as the funding agency administering Measure M and coordinating and supporting the pursuit of additional funds.

B. For the LA River Path through Downtown Los Angeles, Metro shall act as the funding agency administering Measure M and coordinating and pursuing additional funds, the agency of record for environmental clearance, the constructing agency, and a partner in operating and maintaining the completed project.

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(Item 49 – continued from previous page)

C. For the Lower LA River Bike Path, Metro shall act as the funding agency administering Measure M and coordinating and pursuing additional funds, and shall provide resources to perform the environmental clearance to LACDPW.

**50. SUBJECT: FARELESS SYSTEMS INITIATIVE NEXT STEPS** 2021-0452

RECEIVED AND FILED a status report in response to Board Motion 45 by Directors Garcetti, Mitchell, Krekorian, Hahn, Bonin, and Solis at the May 2021 Board Meeting.

| TS | HM | FD | JDW | MB | EG | HS | AN | KB | JB | PK | JH | SK |
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**51. SUBJECT: LA AERIAL RAPID TRANSIT PROJECT** 2021-0456

APPROVED Motion by Directors Solis, Kuehl, Mitchell, Butts, Sandoval, and Garcetti that the Board of Directors direct the Chief Executive Officer to report back in July 2021 with an update via Board Box and again in August 2021 with a final report that includes the following:

A. Analysis of Metro's duties and available authority to impose conditions when acting as the lead agency for non-Metro projects with regards to environmental clearance;

B. Recommendations for community benefits developed in collaboration with the project owner to be included as part of the project scope. Recommendations should consider, but not be limited to:

- Mitigations for potential parking impacts
- Local job creation
- Workforce training
- Small business support and partnerships
- Affordable housing, and
- Housing/business preservation.

C. Any completed studies that can be made publicly available as part of the LA ART Project, including any preliminary traffic analyses and demand modeling that estimate how many car trips will be taken off the street as a result of the Project; and

D. List of all public agencies that must provide approvals for the LA ART Project as well as a map detailing right-of-way needs and properties owned by public agencies.

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**52. SUBJECT: DOROTHY PEYTON GRAY TRANSPORTATION LIBRARY AND ARCHIVE** 2021-0455

APPROVED AS AMENDED Motion by Directors Garcetti, Najarian, Barger, Butts, Sandoval, and Dupont-Walker that the Board of Directors direct the Chief Executive Officer to:

A. Develop a comprehensive assessment and action plan for the Dorothy Peyton Gray Transportation Library and Archive, including but not limited to recommendations for Board action on:

   1. Short-, mid-, and long-term goals for the library to improve accessibility to its materials and grow its community presence;

   2. Appropriate permanent staffing and other investment to ensure achieving and maintaining an exceptional level of service and prestige;

   3. A permanent home within the Metro organization consistent with Metro's enabling legislation;

   4. Potential strategic partnerships to help the library grow its reach;

   5. Benchmarks against peer agencies and libraries;

   6. Any other relevant opportunities related to the library's mission, services, and standing; and

B. Report back to the October 2021 Executive Management Committee with an update on all the above. Regarding directive A.2 above (FTEs), report back earlier than October 2021 as appropriate.

**SOLIS AMENDMENT:** The report back should include an exploration of philanthropic funding to help support the library's operations.

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**53. SUBJECT: BOARD OFFICERS** 2021-0389

ELECTED Director Dupont-Walker as 2nd Vice Chair.

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**54. SUBJECT: LINK UNION STATION PROJECT** 2021-0331

APPROVED BY TWO-THIRDS VOTE UNDER RECONSIDERATION:

A. HOLDING a public hearing on the proposed Resolution of Necessity; and

B. ADOPTING the Resolution of Necessity authorizing the commencement of an eminent domain action to acquire APN: 5173-019-006 in fee simple and the non-movable assets, otherwise known as improvements pertaining to the realty or fixtures and equipment, located at 801 East Commercial Street, Los Angeles, CA 90012.

| TS | HM | FD | JDW | MB | EG | HS | AN | KB | JB | PK | JH | SK |
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**55. SUBJECT: LINK US PROJECT - PBR REALTY, LLC** 2021-0332

APPROVED BY TWO-THIRDS VOTE:

A. HOLDING a public hearing on the proposed Resolution of Necessity; and

B. ADOPTING the Resolution of Necessity authorizing the commencement of an eminent domain action to acquire APNs: 5173-003-012 and 5173-018-001 and in fee simple located at 621 and 703 Commercial Street, Los Angeles, CA 90012.

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**ADJOURNED AT 2:30 P.M. IN MEMORY OF BUFORD RICE "SONNY" WALKER.**

Prepared by: Mandy Cheung
Administrative Analyst, Board Administration

Collette Langston, Board Clerk

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## June 2021 List of Public Commenters

| | | |
|---|---|---|
| 1. | Barbara Motz | P&P Item 15 |
| 2. | Glenn Block | P&P Item 15 |
| 3. | Elaine Loring | P&P Item 15 |
| 4. | John Colter | P&P General |
| 5. | Reyna Campbell | P&P General |
| 6. | Marianne Anthonette Miranda | P&P General |
| 7. | Lauren Gonzalez | P&P General |
| 8. | Patrick Niessen | P&P General |
| 9. | Nathan Warkentin | P&P General |
| 10. | Diana Chang | P&P General |
| 11. | Eli Jacobovitz | P&P General |
| 12. | Kendall Mayhew | P&P General |
| 13. | Juan Matute | P&P General |
| 14. | Joey Scott | P&P General |
| 15. | Brittani Nichols | P&P General |
| 16. | Megan Graham | P&P General |
| 17. | Celida Rivera | P&P General |
| 18. | Andrew Knipp | P&P General |
| 19. | Max Ogden | P&P General |
| 20. | Jason Goodman | P&P Item 15 |
| 21. | Logan Rees | P&P Item 15 |
| 22. | Jaime Edwards-Acton | P&P General |
| 23. | Chris R. Holden | P&P Item 17 |
| 24. | Alfonso Directo Jr. | OPS Item 28 |
| 25. | Phyllis Ling | EMC Item 47 |
| 26. | Julie Rico | EMC Item 47 |
| 27. | Alfonso Directo Jr. | OPS Item 28 |
| 28. | Josh Vredevoogd | RBM Item 17 |
| 29. | Michael Schneider | RBM Item 17 |
| 30. | Ben Mayne | RBM Item 17 |
| 31. | Mike Peck | RBM Item 17 |
| 32. | Ben Creed | RBM Item 17 |
| 33. | Phil Hong | RBM Item 17 |
| 34. | Philip Farha | RBM Item 17 |
| 35. | Alex | RBM Item 17 |
| 36. | Matthew Bertram | RBM Item 17 |
| 37. | Bernadette Jaeger | RBM Item 17 |
| 38. | Jasmine Little | RBM Item 17 |
| 39. | Thomas Neuberger | RBM Item 17 |
| 40. | Divya Maus | RBM Item 17 |
| 41. | Aaron Sosnick | RBM Item 17 |
| 42. | Jeff Novich | RBM Item 17 |
| 43. | Mark Chaisson | RBM Item 17 |
| 44. | Jacob Wasserman | RBM Item 17 |
| 45. | Nancy Hanover-Reyes | RBM Item 17 |
| 46. | Andrea Spatz | RBM Item 17 |
| 47. | Edward J Costello | RBM Item 17 |
| 48. | Casey Law | RBM Item 17 |
| 49. | Sonja Nguyen | RBM Item 17 |
| 50. | Ashley | RBM Item 17 |
| 51. | Nina Brooks | RBM Item 17 |
| 52. | Robin Marbelle | RBM Item 17 |
| 53. | Jeshow Yang | RBM Item 17 |
| 54. | Jacob Whitney | RBM Item 17 |
| 55. | Raul Maldonado | RBM Item 17 |
| 56. | Nancy Matson | RBM Item 17 |

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| 57. | Mallory Buril | RBM Item 17 |
| 58. | Peter Mead | RBM Item 17 |
| 59. | Aida Ashouri | RBM Item 17 |
| 60. | Ernie Gonzalez | RBM Item 17 |
| 61. | Machiko Yasuda | RBM Item 17 |
| 62. | Manuel Castaneda | RBM Item 17 |
| 63. | Madeleine Kim | RBM Item 17 |
| 64. | Thanos Trezos | RBM Item 17 |
| 65. | Olga Lexell | RBM Item 17 |
| 66. | Leslie Ngo | RBM Item 17 |
| 67. | Ellington Peet | RBM Item 17 |
| 68. | Lionel Mares | RBM Item 17 |
| 69. | Dietrick Jager-Smith | RBM Item 17 |
| 70. | Jonathan Lang | RBM Item 17 |
| 71. | Polly Estabrook | RBM Item 17 |
| 72. | Tom Moline | RBM Item 17 |
| 73. | Matt Ciaglia | RBM Item 17 |
| 74. | Aziz Fellague Ariouat | RBM Item 17 |
| 75. | Chris Jones | RBM Item 17 |
| 76. | Stephanie Britt | RBM Item 17 |
| 77. | Kyle Thornburg | RBM Item 17 |
| 78. | Sun Yu | RBM Item 17 |
| 79. | Stephanie Pincetl | RBM Item 17 |
| 80. | Zachary Rynew | RBM Item 17 |
| 81. | Amelie Cherlin | RBM Item 17 |
| 82. | Don Ward | RBM Item 17 |
| 83. | Nick Cron-DeVico | RBM Item 17 |
| 84. | Nick Burns | RBM Item 17 |
| 85. | Wesley Rowe | RBM Item 17 |
| 86. | Arjun Kolachalam | RBM Item 17 |
| 87. | Brian Lee | RBM Item 17 |
| 88. | Topher Mathers | RBM Item 17 |
| 89. | Michael Siegel | RBM Item 17 |
| 90. | Babak Dorji | RBM Item 17 |
| 91. | Tyler Lambert-Perkins | RBM Item 17 |
| 92. | Daniel Bezinovich | RBM Item 17 |
| 93. | Avi Flamholz | RBM Item 17 |
| 94. | Banaf Rahimi | RBM Item 17 |
| 95. | Michael Clemson | RBM Item 17 |
| 96. | Carey Bennett | RBM Item 17 |
| 97. | Diane Velez | RBM Item 17 |
| 98. | Blair Miller | RBM Item 17 |
| 99. | David Coles | RBM Item 17 |
| 100. | Liana Jegers | RBM Item 17 |
| 101. | Christy Moision | RBM Item 17 |
| 102. | Padric Gleason Gonzales | RBM Item 17 |
| 103. | Jay Patel | RBM Item 17 |
| 104. | Carolyn Park | RBM Item 28 |
| 105. | Aaron Stein-Chester | RBM Item 28 |
| 106. | Greg Kuhl | RBM Item 27 |
| 107. | Kasia J | RBM Item 17 |
| 108. | Vincent Chang | RBM Item 17 |
| 109. | Adele Andrade Stadler | RBM Item 17 |
| 110. | Theresa Velasco | RBM Item 17 |
| 111. | Joseph Looney | RBM Item 17 |
| 112. | Rosie Dwyer | RBM Item 17 |
| 113. | Ana Mezanazi | RBM Item 17 |
| 114. | Tieira R. | RBM Item 17 |
| 115. | Pilar Reynaldo | RBM Item 17 |

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| 116. | Cooper Johnston | RBM Item 17 |
| 117. | Olivia Ramirez | RBM Item 17 |
| 118. | Matt Trujillo | RBM Item 17 |
| 119. | Edwin Sun | RBM Item 17 |
| 120. | Cora Went | RBM Item 17 |
| 121. | Travis Morgan | RBM Item 17 |
| 122. | Chase Engelhardt | RBM Item 17 |
| 123. | Austin Phung | RBM Item 17 |
| 124. | Jason Enright | RBM Item 15 |
| 125. | Aaron Sosnick | RBM Item 17 |
| 126. | Michael MacDonald | RBM Item 17 |
| 127. | Deborah Hsiung | RBM Item 17 |
| 128. | Isabel Cardenas | RBM Item 17 |
| 129. | Diego Lopez | RBM Item 17 |
| 130. | Thurmon Green | RBM Item 17 |
| 131. | Hannah Gibson | RBM Item 17 |
| 132. | Samantha karim | RBM Item 17 |
| 133. | Marisa Garcia | RBM Item 17 |
| 134. | Eli Lipmen | RBM Item 17 |
| 135. | Communities Actively Living Independent & Free (CALIF) | RBM General |
| 136. | Wesley Reutimann (on behalf of 40+ community-based organizations across LA County) | RBM Item 17 |
| 137. | Chloe Pascual | RBM Item 17 |
| 138. | Anna Buenrostro | RBM Item 17 |
| 139. | Davis Alex B | RBM Item 17 |
| 140. | Brian Rutkin | RBM Item 17 |
| 141. | Joan Murray | RBM Item 17 |
| 142. | Brenden Regulinski | RBM Item 17 |
| 143. | Kimberly S. Winick | RBM Item 17 |
| 144. | Amy Francis | RBM Item 17 |
| 145. | Peter Bonilla | RBM Item 17 |
| 146. | Darryl Sher | RBM Item 17 |
| 147. | Elijah Sargent | RBM Item 17 |
| 148. | Brent Bovenzi | RBM Item 17 |
| 149. | Cary Belling | RBM Item 17 |
| 150. | Stephanie Tong | RBM Item 17 |
| 151. | Debra Ann Mathers | RBM Item 17 |
| 152. | Owen Thurston | RBM Item 17 |
| 153. | Daniel White | RBM Item 17 |
| 154. | Robert deFerrante | RBM Item 17 |
| 155. | Gerald Paone | RBM Item 17 |
| 156. | Ralph Heilemann | RBM Item 17 |
| 157. | Joel Weinberger | RBM Item 17 |
| 158. | Robert Chan | RBM Item 17 |
| 159. | Carly Curiel | RBM Item 17 |
| 160. | David Diaz | RBM Item 17 |
| 161. | Mike Pace | RBM Item 17 |
| 162. | Angelina Gonzalez | RBM Item 17 |
| 163. | Danielle Zamora | RBM Item 17 |
| 164. | Glenn L. Block | RBM Item 54 |
| 165. | Peter Cavallo | RBM Item 17 |
| 166. | Francisco Ojeda | RBM Item 17 |
| 167. | Edward Duong | RBM Item 17 |
| 168. | Andrew Yip | RBM Item 17 |
| 169. | Jayro Queme | RBM Item 17 |
| 170. | Jordan Curiel | RBM Item 17 |
| 171. | Jeff Maloney | RBM Item 17 |

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|---|---|---|
| 172. | Lauren Flemming | RBM Item 17 |
| 173. | Emily Huang | RBM Item 17 |
| 174. | Jonathan Lozano | RBM Item 17 |
| 175. | Guey-Shiang Tsay | RBM General |
| 176. | Susanna Wise | RBM Item 17 |
| 177. | Christine C | RBM General |
| 178. | Victor M. Gordo | RBM Item 17 |
| 179. | Justin Hager | RBM Item 17 |
| 180. | Elisabeth Averick | RBM Item 17 |
| 181. | Bin Lee | RBM Item 17 |
| 182. | Pilar Reyanldo | RBM Item 17 |
| 183. | Noel McCarthy | RBM Item 17 |
| 184. | Rob Richman | RBM Item 17 |
| 185. | Alfonso Directo Jr | RBM Item 28 |
| 186. | Alisa Curiel | RBM Item 17 |
| 187. | Phyllis Ling | RBM Item 51 |
| 188. | Sasha Renee Perez | RBM Item 17 |
| 189. | Dorothy Wong | RBM Item 17 |
| 190. | Sigi Caldera | RBM Item 17 |
| 191. | Victor David Dominguez | RBM General |
| 192. | Pieter Waters | RBM Item 17 |
| 193. | Kamren Curiel | RBM Item 17 |

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

**File #:** 2021-0338, **File Type:** Contract **Agenda Number:** 5.

**PLANNING AND PROGRAMMING COMMITTEE**
**JULY 14, 2021**

**SUBJECT: LOS ANGELES COUNTY RAIL NETWORK INTEGRATION STUDY**

**ACTION: APPROVE RECOMMENDATION**

## RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to award a 24-month, firm fixed price Task Order, No. AE74716-5433000 under Countywide Planning and Development Bench Contract No. PS54330007, to Chen Ryan Associates for the Los Angeles County Rail Network Integration Study in an amount of $1,680,301. Board approval of task order award is subject to resolution of all properly submitted protest(s), if any.

## ISSUE

As an award recipient of the 2018 Transit and Intercity Rail Capital Program (TIRCP) from the California State Transportation Agency (CalSTA), Metro is responsible for implementing transit capital improvements that will broaden and modernize transit connectivity in Los Angeles County (LA County) and the Southern California region. Board approval of this task order is needed in order to proceed with this TIRCP grant-funded Rail Network Integration Study (Study) for LA County and fulfill the current TIRCP Network Integration Framework Agreement between Metro and CalSTA.

## BACKGROUND

In 2018, Metro received a TIRCP grant award of $1,088,499,000 for capital improvements that will broaden and modernize transit connectivity in LA County and the Southern California region by advancing new transit corridors simultaneously: L (Gold) Line Foothill Light Rail Extension to Montclair, East San Fernando Valley Transit Corridor, West Santa Ana Light Rail Transit Corridor, C (Green) Line Light Rail Extension to Torrance, and the G/B (Orange/Red) Line to L (Gold) Line Bus Rapid Transit Connector (North Hollywood to Pasadena). The award includes support for the development of a Vermont Transit Corridor Project and regional network integration with Metrolink, Amtrak, and additional transit services.

Metro was awarded an additional $7,000,000 of funding to address network integration opportunities, with other rail and transit systems, including linkages to the statewide rail system, airports, and neighboring San Bernardino County transit services, and to enhance the benefits of AB 1550 (Gomez. Greenhouse gases: investment plan: disadvantaged communities). The intention of this

additional network integration funding is to ensure collaboration, eliminate duplicate investments, and ultimately create a seamless travel experience across rail and public transit in California.

Network integration typically describes any activity that supports a seamless travel experience for users by eliminating “points of friction” during a public transportation journey. The 2018 California State Rail Plan describe the need to coordinate investments in a way that ties together the vast public transit offerings across California into a single, cohesive system. Consistent with the recently adopted 2020 Long Range Transportation Plan (LRTP) and various Metro initiatives for enhanced ridership and customer experience, this Study will further explore opportunities for coordinated fare policies, integrated one-click ticketing, timed connections between services, and easy transfers. Network integration is intended to implement these features of the 2018 State Rail Plan.

Following the initiation of the current TIRCP Network Integration Framework Agreement between Metro and CalSTA, Metro staff developed the scope of the network integration study in partnership with Caltrans and CalSTA in fall 2020. In February 2021, Metro released a Task Order *Request for Proposal (RFP) for the Los Angeles County Rail Network Integration Study* to the Countywide Planning Department Bench seeking professional services to provide recommendations for integrating Metro’s existing and new transit corridors with the National Railroad Passenger Corporation (Amtrak) and Southern California Regional Rail Authority (SCRRA)/Metrolink’s programs, airports, and the anticipated California High Speed Rail (CAHSR) project investments.

As part of this Study, Metro will lead the planning processes for network integration effort focusing on regional rail and transit connectivity to the State rail network as described in the California State Rail Plan. CalSTA and Caltrans will be involved in the network integration efforts, providing technical assistance and ensuring that statewide goals and priorities are addressed during the work. This network integration planning requires coordination with Metrolink and its network integration planning for the regional rail system as described in the Metrolink Strategic Business Plan.

Specifically, this Study will identify systemwide network integration opportunities and gaps for three primary study areas where potential high transfer activities are anticipated between Metro bus and rail system, Amtrak/Metrolink stations and future CAHSR stations, including: 1) Metrolink Norwalk/Santa Fe Springs Station; 2) Metrolink Van Nuys Station, and 3) Metrolink Downtown Burbank Station and Burbank Airport Stations. Additional high transfer locations may be assessed if necessary pending discussion with key stakeholders.

Furthermore, the Study will explore potential opportunities for high-capacity express transit services leveraging state investment in the highway network and High Occupancy Vehicle (HOV)/Express Lanes within the Los Angeles Basin, such as coordination between transit systems to allow for long-distance travel and opportunities for Fly Away services to be integrated as part of the State rail network, including services to the Van Nuys, Los Angeles International, and Long Beach airports.

This Study is anticipated to be completed within 18 to 24 months by summer 2023. During the course of the Study, there will be opportunities for targeted stakeholder engagements to gather feedback from Metro internal and external stakeholders on their needs and priorities. Briefings will be conducted with key partnering agencies such as CalSTA, Caltrans, SCRRA/Metrolink, and CAHSR Authority, local jurisdictions (Cities of Los Angeles, San Fernando, Norwalk, Santa Fe Springs,

Burbank), and port authorities (Los Angeles World Airports and Burbank-Glendale-Pasadena Airport Authority), and municipal and local transit operators.

## DETERMINATION OF SAFETY IMPACT

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

## FINANCIAL IMPACT

The adopted Fiscal Year (FY) 2022 Budget includes $750,000 in Cost Center 4220 (Long Range Transportation Plan), Project 405542 (Long Range Planning). Since this is a multi-year Task Order, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years for the balance of the remaining project budget.

Impact to Budget

The source of funds is a state TIRCP grant. As these funds are earmarked for network integration, they are not eligible for Metro bus and rail operating and capital expenditures.

## EQUITY PLATFORM

The proposed contractor team is a registered women-owned Small Business Enterprise (SBE) that exceeds Metro's small business goals by making a 53.68% SBE and 3.17% Disabled Veteran Business Enterprise (DVBE) commitment. The proposed contractor was selected through a fair and competitive process. The contractor team proposes to align with the Equity Platform framework to use EFCs to establish baseline understanding and measure the equity cost/benefit of Study recommendations on vulnerable and marginalized communities.

The Metro Equity Platform's Listen and Learn pillar will be applied to the Study process to engage with the relevant stakeholders and identify potential equity impacts. During the course of the Study, there will be opportunities for targeted stakeholder engagements to gather feedback from Metro internal and external stakeholders including users and residents. Pending future consultation with key stakeholders, there are various methods for community engagement, which may include in-person and virtual meetings and/or walk tours. This will ensure an equitable assessment of the systems and infrastructure needs, consistent with the Equity Platform adopted in February 2018 and will incorporate Equity Focus Communities (EFCs), adopted as part of the 2020 LRTP. Furthermore, existing community profiles within the ½-mile buffer of the three primary study locations are estimated as follows:

- Metrolink Norwalk/Santa Fe Springs Station: 91% people of color and 26% in EFCs
- Metrolink Van Nuys Station: 93% people of color and 30% in EFCs
- Metrolink Downtown Burbank Station: 33% people of color and 48% in EFCs

This Study will identify gaps and opportunities for enhanced mobility and improved regional access

for vulnerable and marginalized populations in LA County. The Study will assess the demand for potential transfers between the Metro system and the statewide rail network to determine the user benefits of the enhanced connections and explore opportunities for improved accessibility for people with limited mobility. A decision-making framework will be developed to prioritize the recommendations for a tiered implementation plan, with key considerations for equity, sustainability, and regional and local needs. The Office of Equity and Race will be consulted throughout the Study process, as necessary, to ensure that staff center the needs of vulnerable and marginalized communities.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Los Angeles County Rail Network Integration Study supports the following goals of the Metro Strategic Plan:

- *Goal #3: Enhance communities and lives through mobility and access to opportunity* - The Study is aimed to identify opportunities that will close the gaps in the regional transit network to provide better trip experiences and enhance communities and lives through improved mobility and access to opportunity;
- *Goal #4, Transform LA County through regional collaboration and national leadership* - The Study is aimed to enhance future partnerships between the State and LA Metro for regional transit services that could serve as core state network services and to ensure collaboration, eliminate duplicate investments, and ultimately create a seamless travel experience across rail and public transit in California.

## ALTERNATIVES CONSIDERED

The Board may choose not to approve the recommended action. This option is not recommended as it is inconsistent with the current TIRCP Network Integration Framework Agreement between Metro and CalSTA and may hinder Metro's pursuit of federal and state funding for future potential systemwide rail integration improvements for LA County.

## NEXT STEPS

Upon Board approval, Metro staff will execute Task Order No. AE74716-5433000 with Chen Ryan Associates to initiate the planning work and stakeholder coordination needed for the Los Angeles County Rail Network Integration Study.

## ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary
Attachment C - Los Angeles County Rail Network Integration Study Area Map

Prepared by: Jill Liu, Sr. Manager, Countywide Planning & Development, (213) 922-7220
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Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051

Stephanie N. Wiggins
Chief Executive Officer

## PROCUREMENT SUMMARY

## LOS ANGELES COUNTY RAIL NETWORK INTEGRATION STUDY/ AE74716-5433000

| | | |
|---|---|---|
| **1.** | **Contract Number**: Task Order No. AE74716-5433000, under Contract No. PS54330007 | |
| **2.** | **Recommended Vendor: Chen Ryan Associates** | |
| **3.** | **Type of Procurement (check one):** ☐ **IFB** ☐ **RFP** ☒ **RFP–A&E**<br>☐ **Non-Competitive** ☐ **Modification** ☒ **Task Order** | |
| **4.** | **Procurement Dates**: | |
| | **A. Issued**: February 18, 2021 | |
| | **B. Advertised/Publicized**: N/A | |
| | **C. Pre-Proposal Conference**: N/A | |
| | **D. Proposals Due**: March 18, 2021 | |
| | **E. Pre-Qualification Completed**: June 4, 2021 | |
| | **F. Conflict of Interest Form Submitted to Ethics**: March 18, 2021 | |
| | **G. Protest Period End Date**: July 20, 2021 | |
| **5.** | **Solicitations Picked up/Downloaded**:<br>12 | **Proposals Received**:<br>2 |
| **6.** | **Contract Administrator**:<br>Lily Lopez | **Telephone Number**:<br>(213) 922-4639 |
| **7.** | **Project Manager**:<br>Jill Liu | **Telephone Number**:<br>(213) 922-7220 |

## A. Procurement Background

This Board Action is to approve Task Order No. AE74716-5433000 for the Los Angeles County Rail Network Integration Study (Study) issued under the Countywide Planning and Development Bench Contract No. PS54330007. The Contractor shall prepare the Study for integrating Metro's existing and planned new transit corridors with SCRRA/Metrolink's programs and the anticipated California High Speed Rail (CAHSR) project investments. Board approval of task order awards are subject to resolution of all properly submitted protest(s).

The Task Order Request for Proposals (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. The Task Order RFP was issued with an SBE goal of 22% and a 3% DVBE goal.

There were no amendments issued during the solicitation phase of this RFP.

A pre-proposal conference was not held since this was issued to qualified members of the Countywide Planning Bench under Discipline No. 1 – Transportation Planning. No questions were asked prior to the proposal due date.

The 12 qualified members under Discipline No. 1 – Transportation received the Task order RFP and were included in the planholders list. A total of two proposals were received on March 18, 2021 from the following firms:

- AECOM Technical Services, Inc. (AECOM)

- Chen Ryan Associates (CRA)

## B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Countywide Planning and Program Management Departments was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria and weights:

- Qualifications and Experience of the Team 25%
- Project Understanding and Approach for Implementation 50%
- Effectiveness of Management Plan 25%

The evaluation criteria are appropriate and consistent with criteria developed for other, similar procurements. Several factors were considered when developing these weights, giving the greatest importance to the project understanding and approach for implementation. The PET evaluated the proposals according to the pre-established evaluation criteria.

This is an A&E, qualifications-based procurement; therefore, price cannot be used as an evaluation factor pursuant to state and federal law.

During the period of March 22, 2021 to April 5, 2021, the PET members independently evaluated and scored the technical proposals. Both firms were within the competitive range and were invited for oral presentations on April 15, 2021, which provided each firm the opportunity to present each team's qualifications and respond to the evaluator's questions.

Following the oral presentations, the PET finalized technical scores based on both written proposals and the oral presentations. On April 19, 2021, the PET agreed that the final ranking of proposals scored CRA's proposal as the highest technically qualified. The PET concluded that CRA's proposal presented the highest level of skills, an effective management plan, and demonstrated the best understanding of the project.

**Qualifications Summary of Recommended Firm:**

The CRA team effectively illustrated the critical path and work plan for this Study. The CRA team demonstrated qualifications in infrastructure planning, design, and operations/service planning for numerous statewide and regional plans, including: 2018 California State Rail Plan, 2022 California State Rail Plan, California Transportation Plan 2050, LOSSAN Corridor Optimization Effort, and CAHSR Network Integration South. Locally, the CRA team personnel has worked on Metro's 2020 Long-Range Transportation Plan, NextGen Bus Study, Brighton to Roxford Double Track Project, East San Fernando Valley Transit Corridor, C Line (Green Line) to Torrance Extension, and Metro's Transfers Design Guide.

CRA team's proposal demonstrated experiences with the California High Speed Rail program and station area planning, performance measures/mobility matrix, and benefit/cost analysis for grant applications for US DOT and Active Transportation Program (ATP) grants. The CRA team brings an innovative approach to analyzing Los Angeles County's rail network integration issues and opportunities.

Additionally, CRA's proposed project manager has 30 years of experience in transit planning along with the extensive technical experience from the four subconsultants on the team.

A summary of the PET scores is provided below:

| 1 | Firm | Average Score | Factor Weight | Weighted Average Score | Rank |
|---|---|---|---|---|---|
| 2 | **CRA** | | | | |
| 3 | Qualifications and Experience of the Team | 80.44 | 25.00% | 20.11 | |
| 4 | Project Understanding and Approach for Implementation | 80.42 | 50.00% | 40.21 | |
| 5 | Effectiveness of Management Plan | 77.00 | 25.00% | 19.25 | |
| 6 | **Total** | | **100.00%** | **79.57** | **1** |
| 7 | **AECOM** | | | | |
| 8 | Qualifications and Experience of the Team | 80.00 | 25.00% | 20.00 | |
| 9 | Project Understanding and Approach for Implementation | 75.42 | 50.00% | 37.71 | |
| 10 | Effectiveness of Management Plan | 72.00 | 25.00% | 18.00 | |
| 11 | **Total** | | **100.00%** | **75.71** | **2** |

## C. Cost Analysis

The recommended price of $1,680,301 has been determined to be fair and reasonable based upon the independent cost estimate (ICE), the Project Manager's technical analysis, a cost analysis, fact finding, and negotiations.

| | Proposer Name | Proposal Amount | Metro ICE | Negotiated Amount |
|---|---|---|---|---|
| 1. | CRA | $1,103,407 | $3,590,792 | $1,680,301 |

The initial proposal amount required additional level of effort for the following tasks, which resulted in a higher negotiated price:

- Task 3.0 - Baseline Conditions Report for Focused Hot Spot Areas
- Task 4.0 - Network Integration Recommendations and Benefit/Cost Assessment

## D. Background on Recommended Contractor

The recommended firm, CRA, was founded in 2012 and is headquartered in San Diego, California, with a local office in Los Angeles. CRA is a transportation planning and traffic engineering firm that is both SBE and DBE certified. CRA has worked on several Metro projects and has performed satisfactorily.

The proposed team is comprised of staff from CRA and four subconsultants, of which, one is a Metro certified SBE and one is a DVBE.

## DEOD SUMMARY

## LOS ANGELES COUNTY RAIL NETWORK INTEGRATION STUDY
## AE74716-5433

### A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 22% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. Chen Ryan Associates exceeded the goal by making a 53.68% SBE and 3.17% DVBE commitment.

| SMALL BUSINESS GOAL | 22% SBE 3% DVBE | SMALL BUSINESS COMMITMENT | 53.68% SBE 3.17% DVBE |
|---|---|---|---|

| | SBE Subcontractors | % Committed |
|---|---|---|
| 1. | Chen Ryan Associates (SBE Prime) | 53.68% |
| | **Total SBE Commitment** | **53.68%** |

| | DVBE Subcontractors | % Committed |
|---|---|---|
| 1. | Soar Environmental Consulting | 3.17% |
| | **Total DVBE Commitment** | **3.17%** |

### B. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

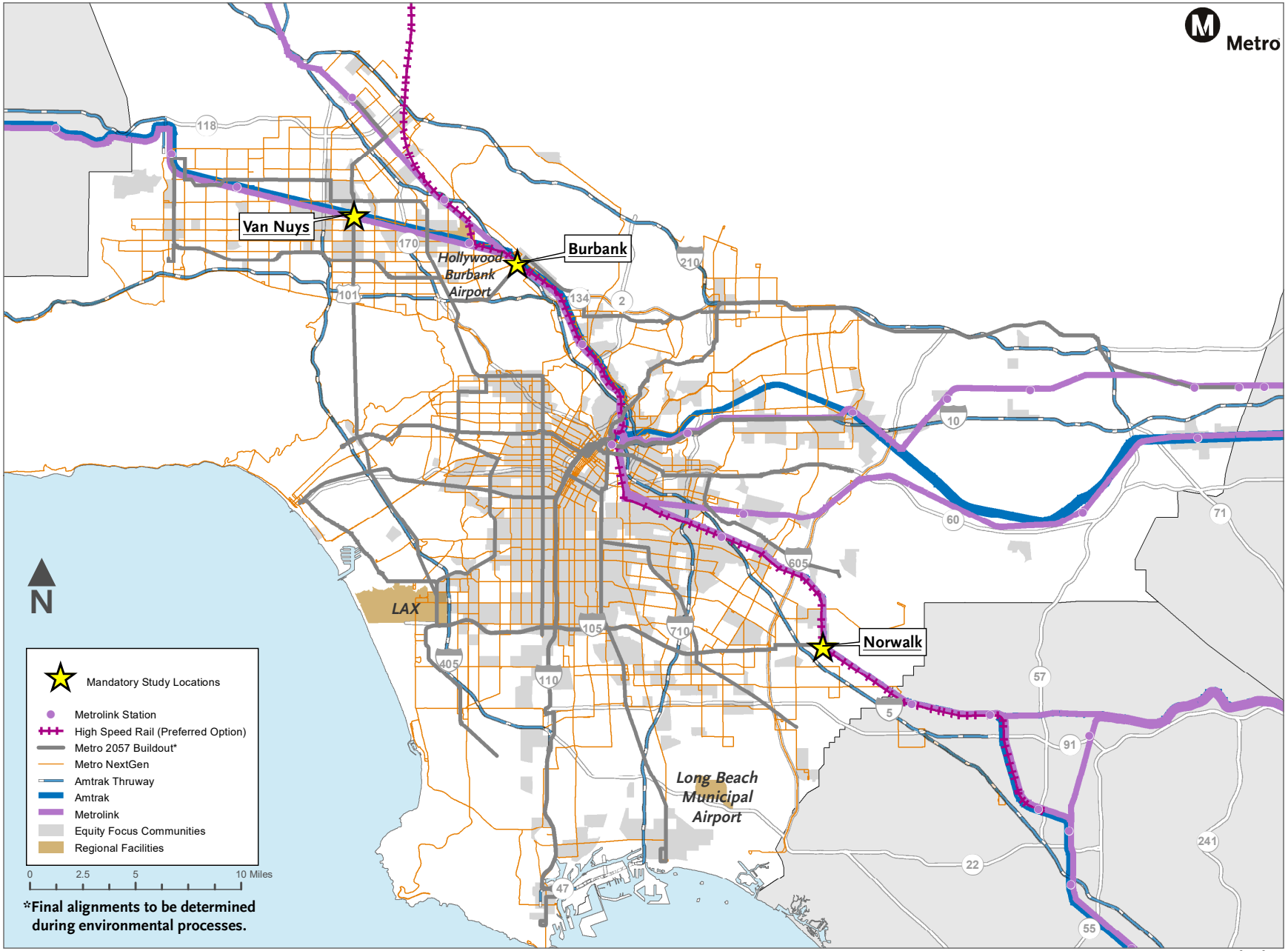
### C. Living Wage Service Contract Worker Retention Policy Applicability

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

### D. Project Labor Agreement/Construction Careers Policy

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

# Attachment C – Los Angeles County Rail Network Integration Study Area Map




5/20/2021
Long Range Planning Dept.
DRAFT

Los Angeles County Metropolitan Transportation Authority

# Los Angeles County State Rail Network Integration Study

## Planning and Programming Committee

July 14, 2021

Legistar File 2021-0338

Metro

# Recommendation

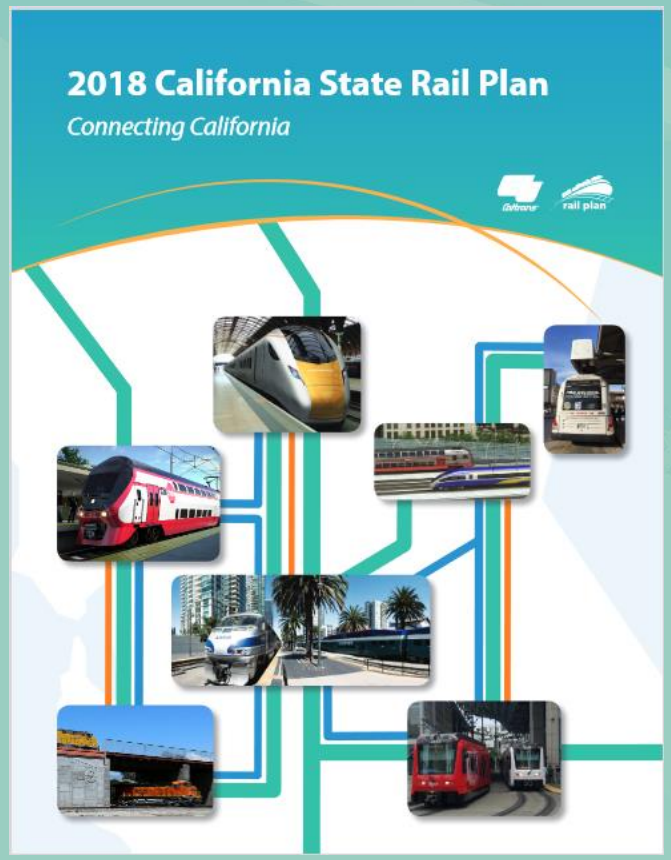
- AWARD and EXECUTE a task order contract with **Chen Ryan Associates** in an amount of **$1,680,301** to complete the **Los Angeles County Rail Network Integration Study**

  - Up to 24-month, firm fixed price Task Order No. AE74716-5433000 under Planning  Bench Contract No. PS54330007

  - Board approval of this task order is needed to fulfill Metro's current Transit and Intercity Rail Capital Program (TIRCP) Network Integration Framework Agreement with the California State Transportation Agency (CalSTA)

Metro

# Background




(Source: https://dot.ca.gov/)

- Metro received a 2018 TIRCP grant award of $1.08B for new transit capital improvements and development of regional rail network integration.
- Metro received $7M of additional TIRCP funding for "**Network Integration**" to implement features of the **2018 California State Rail Plan,** specifically:
  - ✓ Explore network integration opportunities, including linkages to the statewide rail system, airports/ports, and neighboring county transit services,
  - ✓ Facilitate interagency coordination on infrastructure developments and investments,
  - ✓ Create a seamless and safe travel experience across rail and public transit in California.

Metro

# Overview of Study Scope

- Establish baseline understanding
  - ✓ **Understand needs and priorities from partnering agencies:** CalSTA, Caltrans, Metrolink/Amtrak, and CAHSR Authority, local jurisdictions (Cities of Los Angeles, San Fernando, Norwalk, Santa Fe Springs, Burbank), and airports and ports, and municipal and local transit operators.
  - ✓ **Coordinate with other Metro efforts:** LRTP/SRTP, NextGen, TAP/fare integration, Recovery Task Force, Customer Experience Plan, etc.
  - ✓ **Conduct systemwide assessments:** regional connectivity, gaps and opportunities, shared corridors operations, infrastructure and equipment, etc.
- Explore opportunities for express transit services leveraging HOV/Express Lanes for long-distance travel (e.g., Fly Away)
- Develop network integration recommendations, with considerations for equity, sustainability, and benefits/costs
- Prioritize recommendations based on agency priorities and state and regional rail system needs

Metro

# Focus of the Study

- Identify network integration opportunities for 3 locations with anticipated high transfer activities, including:
  - **Metrolink Downtown Burbank Station and Burbank Airport Stations**
    - ✓ Future CAHSR station and Metro NoHo to Pasadena BRT station
  - **Metrolink Norwalk/Santa Fe Springs Station**
    - ✓ Future CAHSR station and transfers to C/Green Line stations
  - **Metrolink Van Nuys Station**
    - ✓ Future ESFV LRT, Sepulveda Corridor, and elevated G/Orange Line BRT at Van Nuys Bl.




Metro

# Next Steps/Project Schedule

- Summer 2021 – project kick-off and baseline understanding
- Fall 2021 – first round of stakeholder coordination
- Spring 2022 – initial network integration recommendations
- Summer 2022 – second round of stakeholder coordination
- Fall/Winter 2022– draft and final study reports

Metro

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

**File #:** 2021-0347, **File Type:** Program **Agenda Number:** 6.

**PLANNING AND PROGRAMMING COMMITTEE**
**JULY 14, 2021**

**SUBJECT: MEASURE R HIGHWAY SUBREGIONAL PROGRAM SEMI-ANNUAL UPDATE**

**ACTION: APPROVE RECOMMENDATIONS**

## RECOMMENDATION

CONSIDER:

A. APPROVING $80,034,000 in additional programming within the capacity of the Measure R Highway Subregional Programs and funding changes via the updated project list shown in Attachment A for:

- Highway Operational Improvements in Arroyo Verdugo
- Highway Operational Improvements in Las Virgenes Malibu
- I-405, I-110, I-105, SR-91 Interchange Improvement (South Bay)
- I-605 Corridor “Hot Spots” Interchange Improvements in Gateway Cities
- I-710 South Local Streets and Community-Benefiting Early action Projects in Gateway Cities

B. APPROVING deobligation of $640,000 of previously approved Measure R Highway Subregional Program funds for re-allocation to Caltrans for I-105 ICM required reviews and the City of South Gate for two projects (MR306.58 and MR306.63); and

C. AUTHORIZING the CEO or her designee to negotiate and execute all necessary agreements for the Board-approved projects.

## ISSUE

The Measure R Highway Subregional Program update allows the Metro Highway Program and each subregion or lead agency to revise delivery priorities and amend project budgets for the implementation of the Measure R Highway subregional projects. The attached updated project lists include projects which have received prior Board approval, as well as proposed changes related to schedules, scope, funding allocation and the addition or removal of projects. The Board’s approval is required as the updated project lists serve as the basis for Metro to enter into agreements with the respective implementing agencies.

## BACKGROUND

Lines 31, 32, 33, 35, 37, 38, 26 of the 2008 Measure R Expenditure Plan address Highway Operational Improvement subfunds. The Highway Department in Program Management leads the development and implementation of multi-jurisdictional and regionally significant highway and arterial projects. Staff also lead projects on behalf of local jurisdictions at their request or assist in the development of projects with these subfunds.

Additionally, Highway Department staff manage grants to fund transportation improvements that are developed and prioritized locally. Lead agencies develop the scope and type of improvements and highway staff review the project for eligibility. To be eligible for funding, projects must reduce congestion, resolve operational deficiencies and improve safety, pedestrian, bicycle, and multimodal access. Project sponsors may use Board-approved funds in all project phases.

As the project lead for regionally significant/multi-jurisdictional projects or grant manager to locally prioritized/developed projects, Metro Highway Program staff work with the subregions and eligible grant recipients to deliver the projects. Updates on progress in development and implementation of the subregional highway projects and programs are presented to the Board semi-annually and on as-needed basis.

## DISCUSSION

The Subregional Highway capital projects are not individually defined in the Measure R Expenditure Plan. Eligible projects are identified by project sponsors and validated/approved by Metro Highway Program staff for funding.

The changes in this update include $80,034,000 in additional programming for projects in the Arroyo Verdugo, Las Virgenes Malibu, South Bay and Gateway subregions - as detailed in Attachment A.

A nexus determination has been completed for each new project. All projects on the attached project lists are expected to provide highway operational benefits and meet the Highway Operational and Ramp/Interchange improvement definition approved by the Board.

### Highway Operational Improvements in Arroyo Verdugo

To date, $95,988,400 has been programmed for projects. This update includes funding adjustments for 4 existing projects for the subregion.

#### Burbank

Reprogram MR310.55 - I-5 Corridor Arterial Signal Improvements - Phase 3. Funds are being reprogrammed to meet the new PAED, PS&E and construction timeframes.

Reprogram MR310.56 - Victory Blvd/N Victory and Buena Vista St Signal Sync. Funds are being reprogrammed to meet the new PAED, PS&E and construction timeframes.

#### Glendale

Program additional $800,000 for MR310.49 - Traffic Signal Modification & Upgrades on Honolulu Ave.

The additional funds will be used for construction.

LA County

Reprogram MR310.44 - Soundwalls on I-210 in La Crescenta-Montrose. Funds are being reprogrammed to meet the new PAED, PS&E and construction timeframes.

Highway Operational Improvements in Las Virgenes-Malibu Subregion
To date, $158,206,000 has been programmed for projects. This update includes funding adjustments for 2 existing projects for the subregion.

Agoura Hills

Program additional $575,000 for MR311.04 - Agoura Road/Kanan Road Intersection Improvements. The funds will be used for construction and have been dedicated from Los Angeles County's proportional share of the highway subfund.

Program additional $550,000 for MR311.05 - Agoura Road Widening. The funds will be used or PAED and PS&E and have been dedicated from Los Angeles County's proportional share of the highway subfund.

I-405, I-110, I-105 and SR-91 Ramp and Interchange Improvements (South Bay)
To date, $431,794,300 has been programmed for projects. This update includes funding adjustments for 6 existing projects for the subregion.

Caltrans

Program $150,000 for MR312.86 Caltrans I-105 Integrated Corridor Management IQA. The funds will pay for Caltrans' staff hours to review the PSR-PDS prepared by Metro for the I-105 ICM project.

Carson

Program additional $2,820,000 for MR312.41 - Traffic Signal Upgrades at 10 locations. The funds will be used for construction.

City of Los Angeles

Program additional $14,606,330 for MR312.48 - Alameda St. (South) Widening from Anaheim St. to Harry Bridges Blvd. The funds will be used for construction.

Metro

Deobligate $150,000 from MR312.84 - I-105 Integrated Corridor Management. The revised project budget is $19,850,000. The funds are being deobligated to pay for required Caltrans IQA reviews of the project.

Redondo Beach

Program additional $1,060,000 for MR312.20 - Aviation Blvd at Artesia Blvd intersection improvements. The funds will be used for construction.

Torrance

Program additional $997,000 for MR312.10 - PCH at Hawthorne Blvd Intersection Improvements. The funds will be used for construction.

I-605 Corridor "Hot Spots" Interchanges
This refers to a cluster of projects in the Measure R expenditure plan. Later, through a multi corridor study, the corridors expanded to projects on SR-91 and I-405.

To date, $327,739,300 has been programmed for projects. This update includes funding adjustments for 8 existing projects for the subregion.

LA County

Program additional $1,800,000 for MR315.23 - Carmenita Road and Telegraph Road Intersection Improvements. The funds will be used for construction.

Metro

Program additional $23,291,600 for AE39064000 - I-605 Beverly Interchange Improvements. The funds will be used for construction.

Program additional $750,000 for AE53025001 - SR-91 Atlantic to Cherry Project. The funds will be used PS&E and ROW.

Program additional $17,000,000 for MR315.47 - Central to Acacia project. The funds will be used for PS&E & ROW phases.

Program additional $1,430,800 for MR315.73 - I-605 Valley Blvd. Interchange. The additional funds will be used for PS&E.

Program additional $1,540,407 for MR315.72 - Whittier Blvd. Intersection Improvements. The funds will be used for PS&E and ROW.

Norwalk

Reprogram MR315.10 - Bloomfield - Imperial Highway Intersection Improvements. The funds are being reprogrammed to meet the new PS&E and construction time frames.

Reprogram MR315.17 - Pioneer/Imperial Highway Intersection Improvements. The funds are being

reprogrammed to meet the new PS&E and construction time frames.

Whittier

Program additional $2,982,254 for MR315.44 - Whittier Blvd. Intersection Improvements at Santa Fe Springs Rd. ROW & construction

Program additional $4,434,546 for MR315.45 - Whittier Blvd. Intersection Improvements at Painter Ave. ROW & construction

I-710 South Local Streets and Community-Benefiting Early Action Projects
To date, $267,594,500 has been programmed for projects. This update includes $2,746,000 in programming for 3 new early action projects and funding adjustments to 4 existing projects as shown below. These funds are not spent on the freeway mainline improvements.

Metro

Program additional $370,000 for PS2198100 - Soundwall Package 2. The funds will be used for PS&E & ROW.

Program additional $720,000 for PS4720-3330 - Soundwall Package 3. The funds will be used for PS&E & ROW.

Program $329,500 for MR306.61 - Rosecrans Avenue/Atlantic Avenue & Artesia Boulevard/Santa Fe Avenue Intersection Improvements. The funds will be used for PAED. Metro Highway Dept. is leading the project at the request of the City of Compton.

Program $1,312,050 MR306.62 - Willow Street Corridor - Walnut Avenue to Cherry Avenue Congestion Relief Project. The funds will be used for PAED & PS&E. Metro Highway Dept. is leading the project at the request of the City of Signal Hill.

Long Beach

Program additional $1,900,000 million for MR306.60 - City of Long Beach - Shoreline Drive Project. The funds will be used for PAED & PS&E.

Program $765,000 for MR315.70 City of Long Beach - Artesia Blvd. Improvements Project. The funds will be used for PS&E.

South Gate

Deobligate $490,000 from MR306.57 - Imperial Hwy Street Improvements Project. The revised project budget is $966,000.

Program an additional $150,000 for MR306.58 - Firestone at Otis Intersection. The funds will be used

for construction.

Program $340,000 for MR306.63 - Garfield Ave. Median Improvements Project. The funds will be used for construction.

State Route 138 Capacity Enhancements
To date, $200,000,000 has been programmed for projects. This update includes no new programming or funding adjustments for these projects.

## DETERMINATION OF SAFETY IMPACT

Approval of the recommendations in this report will have no adverse impact on the safety of Metro's patrons and employees and the users of the reference transportation facilities.

## FINANCIAL IMPACT

Approval of Recommendation A will not require an FY22 Budget amendment at this time. Highway Programs project management staff will monitor the projects and adjust funding as required to meet project needs within the Adopted FY22 Highway budget subject to availability of funds.

Funding for the highway projects is from the Measure R 20% Highway Capital subfund earmarked for the subregions. FY22 funds are allocated for Arroyo Verdugo Project No.460310 and Las Virgenes-Malibu Project No. 460311 under Cost Center 0442 in Account 54001 (Subsidies to Others).

For South Bay subregion, FY22 funds are allocated in Cost Centers 0442, 4730, 4740, Accounts 54001 (Subsidies to Others) and 50316 (Professional Services) in Projects 460312, 461312 and 462312.

FY22 funding for the I-605 Corridor "Hot Spots" Projects, is allocated to Project No. 460314, Cost Centers 4720, 4730 & 0442, Account 54001 (Subsidies to Others) and account 50316 (Professional Services) in Projects 461314, 462314, 463314, 460345, 460346, 460348, 460350, 460351. I-710 Early Action Project funds have been budgeted in Project No. 460316 in Cost Center 0442, Account 54001 (Subsidies to Others) and also under 462316; 463316; 463416; and 463516, 463616 in Account 50316 (Professional Services) in Cost Centers 4720 and 4740 are all included in the FY22 budget. Staff will work within the adopted FY22 budget subject to available funds.

The remaining funds are distributed from the Measure R 20% Highway Capital Subfund via funding agreements to Caltrans, and the cities of Palmdale and Lancaster under Cost Center 0442 in Project No. 460330, Account 54001 (Subsidies to Others).

For the North County Operational Improvements Projects (I-5/SR-14 Direct Connector Line #26), FY22 funds are included in Project No. 465501, Cost Center 0442, Account 54001 (Subsidies to Others).

Moreover, programmed funds are based on estimated revenues. Since each MRHSP is a multi-year program with various projects, the Project Managers, the Cost Center Manager and the Senior

Executive Officer, Program Management, Highway Program will be responsible for budgeting the costs in current and future years.

Impact to Budget

Upon approval of recommendations, staff will rebalance the approved FY22 budget to fund the identified priorities. Should additional funds be required for the FY22 period, staff will revisit the budgetary needs using the quarterly and mid-year adjustment processes subject to the availability of funds.

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

## EQUITY PLATFORM

The Measure R highway Subregional Board report consolidates project requests from various subregions and seeks board approval of the jurisdictional requests to fund eligible Measure R Highway Operational Improvement projects as proposed by the cities and approved by the subregions. Cities lead and prioritize all elements of the proposed transportation improvements including, procurement, the environmental process, outreach, final design and construction. Each city and/or agency independently and in coordination with their subregion undertake their jurisdictionally determined community engagement process specific to the type of transportation improvement they seek to develop. These locally determined and prioritized projects represent the needs of cities such as street reconstruction to improve congestion; development of complete street/pedestrian improvements; left turn signals phasing for improved mobility; park and ride facilities and signal synchronization for improved travel times. Each project will have to go through their own environmental review process proportional to the type of proposed transportation improvement. Through the environmental process, opportunities are available for community participation - led by the project sponsor - during their project delivery process. This process may include some or all of the following, presentations to their respective city councils, community meetings, and subregional council of government presentations. Metro will continue to work with the subregional council of governments and cities to encourage them to reach out to broader stakeholders to continue to fund projects that improve transportation deficiencies. Further equitable opportunities may present themselves for each jurisdiction through their determined stakeholder engagement process.

Moreover, through authorizations and funding by the Metro Board in this report, cities that are within the defined subregional boundaries of the Measure R highway operational improvement programs and are equity-focused cities/communities including, but not limited to, Burbank, Compton, Gardena, Hawthorne, Inglewood, City of Los Angeles, Unincorporated County of Los Angeles, Long Beach, Norwalk, Paramount, Whittier, have, and will continue to develop projects that provide benefits and opportunities to their residents including the underserved groups. These local improvements are generally within the public right of way, and are infrastructure upgrades and/or enhancements such as, traffic signal upgrades, signal synchronization, soundwalls, turn pockets, intersection, curb, sidewalk, bikelane and center median improvements based on the scopes submitted to Metro by the

project sponsors.

All Measure R Semi-Annual subregional reports presented to the Board for approval will identify any issues of concerns at project level.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

The proposed projects are consistent with the following goals of the Metro Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling by alleviating the current operational deficiencies and improving mobility along the State highways and eligible local arterials.

Goal 4: Transform LA County through regional collaboration by partnering with the various subregions to identify the needed improvements and development and implement mobility improvement projects.

## ALTERNATIVES CONSIDERED

The Board may choose to not approve the revised project lists and funding allocations. However, this option is not recommended as it will delay development of the needed improvements.

## NEXT STEPS

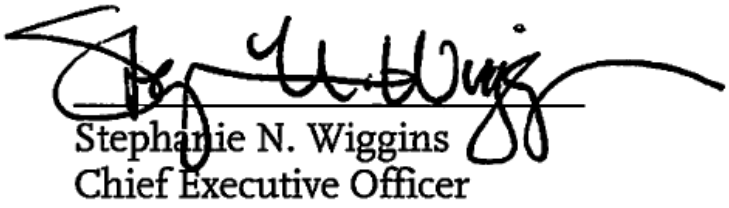
Metro Highway Programs Staff will continue to work with the subregions to identify and deliver projects. As work progresses, updates will be provided to the Board on semi-annual and as-needed basis.

## ATTACHMENT

Attachment A - Projects Receiving Measure R Funds

Prepared by: Isidro Panuco, Sr. Manager Transportation Planning, (213) 418-3208
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Stephanie N. Wiggins
Chief Executive Officer

# ATTACHMENT A

## Measure R Highway Operational Improvements Projects

*(Dollars in Thousands)*

| Lead Agency | Fund Agr (FA) No. | PROJECT/LOCATION | Notes | Prior Alloc | Alloc Change | Current Alloc | Prior Yr Program | FY21 | FY22 | FY23 | FY24 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | **HIGHWAY OPS IMP GRAND TOTAL** | | 1,486,158 | 80,034 | 1,566,192 | 1,083,371 | 145,544 | 122,074 | 84,791 | 79,322 |
| **Arroyo Verdugo Operational Improvements** | | | | **95,188.4** | **800.0** | **95,988.4** | **69,330.4** | **14,974.0** | **5,775.0** | **2,225.0** | **2,442.0** |
| Burbank | MR310.06 | San Fernando Blvd. / Burbank Blvd. Intersection | | 2,325.0 | 0.0 | 2,325.0 | 2,325.0 | | | | |
| Burbank | MR310.07 | Widen Magnolia Blvd / I-5 Bridge for center-turn lane | | 3,967.0 | 0.0 | 3,967.0 | 250.0 | 3,717.0 | | | |
| Burbank | MR310.08 | I-5 Corridor Arterial Signal Improvements **(Completed)** | | 2,600.0 | 0.0 | 2,600.0 | 2,600.0 | | | | |
| Burbank | MR310.09 | SR-134 Corridor Arterial Signal Improvements **(Completed)** | | 2,975.0 | 0.0 | 2,975.0 | 2,975.0 | | | | |
| Burbank | MR310.10 | Widen Olive Ave / I-5 Bridge for center-turn lane | | 3,897.0 | 0.0 | 3,897.0 | 250 | 3,647.0 | | | |
| Burbank | MR310.11 | Olive Ave. / Verdugo Ave. Intersection Improvement | | 3,600.0 | 0.0 | 3,600.0 | 3,600.0 | | | | |
| Burbank | MR310.23 | Chandler Bikeway Extension **(call match) F7506** | | 659.8 | 0.0 | 659.8 | 659.8 | | | | |
| Burbank | MR310.31 | SR-134 Corridor Arterial Signal Improvements - Phase 2 | | 2,000.0 | 0.0 | 2,000.0 | 2,000.0 | | | | |
| Burbank | MR310.33 | Media District Traffic Signal Improvments | | 1,400.0 | 0.0 | 1,400.0 | 1,400.0 | | | | |
| Burbank | MR310.38 | I-5 Corridor Arterial Signal Improvements - Phase 2 | | 1,150.0 | 0.0 | 1,150.0 | 1,150.0 | | | | |
| Burbank | MR310.46 | Glenoaks Blvd Arterial and First St Signal Improvements | | 3,200.0 | 0.0 | 3,200.0 | 3,200.0 | | | | |
| Burbank | MR310.50 | I-5 Downtown Soundwall Project - Orange Grove Ave to Magnolia | | 1,000.0 | 0.0 | 1,000.0 | 1,000.0 | | | | |
| Burbank | MR310.51 | Alameda Ave Signal Synchronization Glenoaks Blvd to Riverside Dr. | | 250.0 | 0.0 | 250.0 | 250.0 | | | | |
| Burbank | MR310.55 | I-5 Corridor Arterial Signal Improvements - Phase 3 | REP | 1,400.0 | 0.0 | 1,400.0 | | | | 200.0 | 1,200.0 |
| Burbank | MR310.56 | Victory Blvd/N Victory Pl and Buena Vista St Signal Sync | REP | 250.0 | 0.0 | 250.0 | | | 250.0 | | |
| Burbank | MR310.57 | Olive Ave and Glenoaks Blvd Signal Synchronization | | 350.0 | 0.0 | 350.0 | | | 350.0 | | |
| Burbank | MR310.58 | Downtown Burbank Signal Synchronization | | 250.0 | 0.0 | 250.0 | | | | 250.0 | |
| Burbank | MR310.59 | Burbank LA River Bicycle Bridge at Bob Hope Drive | | 2,000.0 | 0.0 | 2,000.0 | 500.0 | 1,500.0 | | | |
| | | **TOTAL BURBANK** | | 33,273.8 | 0.0 | 33,273.8 | 22,159.8 | 8,864.0 | 600.0 | 450.0 | 1,200.0 |

## ATTACHMENT A

| Lead Agency | Fund Agr (FA) No. | PROJECT/LOCATION | Notes | Prior Alloc | Alloc Change | Current Alloc | Prior Yr Program | FY21 | FY22 | FY23 | FY24 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Glendale | MR310.01 | Fairmont Ave. Grade Separation at San Fernando Rd. (Construction) **(Completed)** | | 1,658.7 | 0.0 | 1,658.7 | 1,658.7 | | | | |
| Glendale | MR310.02 | Fairmont Ave. Grade Sep. at San Fernando -- Design **(FA canceled and funds previously moved to MR310.01)** | | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| Glendale | MR310.04 | San Fernando/Grandview At-Grade Rail Crossing Imp. **(Completed)** | | 1,850.0 | 0.0 | 1,850.0 | 1,850.0 | | | | |
| Glendale | MR310.05 | Central Ave Improvements / Broadway to SR-134 EB Offramp **(Completed)** | | 3,250.0 | 0.0 | 3,250.0 | 3,250.0 | | | | |
| Glendale | MR310.13 | Glendale Narrows Bikeway Culvert | | 1,246.5 | 0.0 | 1,246.5 | 1,246.5 | | | | |
| Glendale | MR310.14 | Verdugo Road Signal Upgrades **(Completed)** | | 557.0 | 0.0 | 557.0 | 557.0 | | | | |
| Glendale | MR310.16 | SR-134 / Glendale Ave. Interchange Modification **(Completed)** | | 1,585.5 | 0.0 | 1,585.5 | 1,585.5 | | | | |
| Glendale | MR310.17 | Ocean View Blvd. Traffic Signals Installation and Modification **(Completed)** | | 1,000.0 | 0.0 | 1,000.0 | 1,000.0 | | | | |
| Glendale | MR310.18 | Sonora Avenue At-Grade Rail Crossing Safety Upgrade **(Completed)** | | 2,700.0 | 0.0 | 2,700.0 | 2,700.0 | | | | |
| Glendale | MR310.19 | Traffic Signal Sync Brand / Colorado-San Fernando / Glendale-Verdugo **(Completed)** | | 340.9 | 0.0 | 340.9 | 340.9 | | | | |
| Glendale | MR310.20 | Verdugo Rd / Honolulu Ave / Verdugo Blvd Intersection Modification **(Completed)** | | 397.3 | 0.0 | 397.3 | 397.3 | | | | |
| Glendale | MR310.21 | Colorado St. Widening between Brand Blvd. and East of Brand Blvd. **(Completed)** | | 350.0 | 0.0 | 350.0 | 350.0 | | | | |
| Glendale | MR310.22 | Glendale Narrows Riverwalk Bridge | | 600.0 | 0.0 | 600.0 | 600.0 | | | | |
| Glendale | MR310.24 | Construction of Bicycle Facilities | | 244.3 | 0.0 | 244.3 | 244.3 | | | | |
| Glendale | MR310.25 | 210 Soundwalls Project | | 4,520.0 | 0.0 | 4,520.0 | 1,520.0 | 3,000.0 | | | |
| Glendale | MR310.26 | Bicycle Facilities, Phase 2 (Class III Bike Routes) | | 225.0 | 0.0 | 225.0 | 225.0 | | | | |
| Glendale | MR310.28 | Pennsylvania Ave Signal at I-210 On/Off-Ramps | | 500.0 | 0.0 | 500.0 | 500.0 | | | | |
| Glendale | MR310.32 | Regional Arterial Performance Measures **(Call Match) F7321** | | 100.0 | 0.0 | 100.0 | 100.0 | | | | |
| Glendale | MR310.34 | Regional Bike Stations **(Call Match) F7709** | | 332.2 | 0.0 | 332.2 | 332.2 | | | | |
| Glendale | MR310.35 | Signal Installations at Various Locations **(Completed)** | | 1,500.0 | 0.0 | 1,500.0 | 1,500.0 | | | | |
| Glendale | MR310.36 | Signalizations of SR-2 Fwy Ramps @ Holly | | 600.0 | 0.0 | 600.0 | 0.0 | | 100.0 | 500.0 | |
| Glendale | MR310.37 | Verdugo Boulevard Traffic Signal Modification at Vahili Way and SR-2 | | 1,450.0 | 0.0 | 1,450.0 | 1,450.0 | | | | |
| Glendale | MR310.39 | Widening of SR-2 Fwy Ramps @ Mountain | | 1,200.0 | 0.0 | 1,200.0 | 0.0 | | 150.0 | 1,050.0 | |
| Glendale | MR310.40 | Pacific Ave: Colorado to Glenoaks & Burchett St: Pacific To Central Street Improvements **(Completed)** | | 3,315.0 | 0.0 | 3,315.0 | 3,315.0 | | | | |

## ATTACHMENT A

| Lead Agency | Fund Agr (FA) No. | PROJECT/LOCATION | Notes | Prior Alloc | Alloc Change | Current Alloc | Prior Yr Program | FY21 | FY22 | FY23 | FY24 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Glendale | MR310.41 | Doran St. (From Brand Blvd. to Adams St.) | | 1,450.0 | 0.0 | 1,450.0 | 1,450.0 | | | | |
| Glendale | MR310.42 | Arden Ave. (From Highland Ave. to Kenilworth St.) **(Completed)** | | 623.2 | 0.0 | 623.2 | 623.2 | | | | |
| Glendale | MR310.43 | Verdugo Rd. Street Improvements Project (Traffic Signal Modification) | | 1,650.0 | 0.0 | 1,650.0 | 0.0 | 585.0 | 1,065.0 | | |
| Glendale | MR310.47 | Traffic Signals on Glenwood Rd. and Modificaitons on La Crescenta and Central Ave. | | 2,025.0 | 0.0 | 2,025.0 | 2,025.0 | | | | |
| Glendale | MR310.48 | San Frenando Rd and Los Angeles Street Traffic Signal Installation & Intersection Modification | | 400.0 | 0.0 | 400.0 | 400.0 | | | | |
| Glendale | MR310.49 | Traffic Signal Modification & Upgrades on Honolulu Ave | CHG | 3,000.0 | 800.0 | 3,800.0 | 3,000.0 | | 800.0 | | |
| Glendale | MR310.52 | Traffic Signal Improvements at Chevy Chase Dr/California Ave/ | | 2,500.0 | 0.0 | 2,500.0 | 2,500.0 | | | | |
| Glendale | MR310.54 | Signal Mod on La Crescenta Ave and San Fernando Rd. | | 1,650.0 | 0.0 | 1,650.0 | 1,650.0 | | | | |
| Glendale | MR310.60 | N. Verdugo Rd Signal Modifications (Glendale Community College to Menlo Dr at Canada Blvd) | | 1,100.0 | 0.0 | 1,100.0 | | 1,100.0 | | | |
| Glendale | MR310.61 | Broadway Traffic Signal Modifications | | 1,650.0 | 0.0 | 1,650.0 | | 625.0 | 1,025.0 | | |
| Glendale | MR310.62 | Downtown Glendale Signal Synchronization Project | | 2,500.0 | 0.0 | 2,500.0 | | 800.0 | 1,700.0 | | |
| | | **TOTAL GLENDALE** | | 48,070.6 | 800.0 | 48,870.6 | 36,370.6 | 6,110.0 | 4,840.0 | 1,550.0 | 0.0 |
| La Canada Flintridge | MR310.03 | Soundwalls on Interstate I-210 **(Completed)** | | 4,588.0 | 0.0 | 4,588.0 | 4,588.0 | | | | |
| La Canada Flintridge | MR310.45 | Soundwalls on Interstate I-210 in La Canada-Flintridge (phase 2) | | 1,800.0 | 0.0 | 1,800.0 | 1,800.0 | | | | |
| La Canada Flintridge | MR310.53 | Soundwall on I-210 (Phase 3) | | 3,712.0 | 0.0 | 3,712.0 | 3,712.0 | | | | |
| | | **TOTAL LA CANADA FLINTRIDGE** | | 10,100.0 | 0.0 | 10,100.0 | 10,100.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LA County | MR310.44 | Soudwalls on I-210 in LA Crescenta-Montrose | REP | 3,044.0 | 0.0 | 3,044.0 | | | 335.0 | 225.0 | 1,242.0 |
| | | **TOTAL LA COUNTY** | | 3,044.0 | 0.0 | 3,044.0 | 0.0 | 0.0 | 335.0 | 225.0 | 1,242.0 |
| Metro/Caltrans | MR310.29 | NBSSR on I-210 frm Pennsylvania Ave. to West of SR-2 | | 700.0 | 0.0 | 700.0 | 700.0 | | | | |
| | | **TOTAL METRO** | | 700.0 | 0.0 | 700.0 | 700.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | **TOTAL ARROYO VERDUGO OPS IMPS** | | **95,188.4** | **800.0** | **95,988.4** | **69,330.4** | **14,974.0** | **5,775.0** | **2,225.0** | **2,442.0** |

# ATTACHMENT A

| Lead Agency | Fund Agr (FA) No. | PROJECT/LOCATION | Notes | Prior Alloc | Alloc Change | Current Alloc | Prior Yr Program | FY21 | FY22 | FY23 | FY24 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Las Virgenes/Malibu Operational Improvements** | | | | **156,901.0** | **1,125.0** | **158,026.0** | **154,351.0** | **330.0** | **3,055.0** | **290.0** | **0.0** |
| Westlake Village | MR311.01 | Lindero Canyon Road Interchange, Phase 3A Design | | 443.7 | 0.0 | 443.7 | 443.7 | | | | |
| Westlake Village | MR311.02 | Highway 101 Park and Ride Lot **(Design Completed)** | | 243.7 | 0.0 | 243.7 | 243.7 | | | | |
| Westlake Village | MR311.10 | Rte 101/ Lindero Cyn. Rd. Interchange Improvements, Phase 3B,4B Construction **(Completed)** | | 3,251.0 | 0.0 | 3,251.0 | 3,251.0 | | | | |
| Westlake Village | MR311.18 | Rte 101/ Lindero Cyn. Rd. Interchange Improvements, Phase 3A Construction | | 9,669.0 | 0.0 | 9,669.0 | 9,419.0 | 250.0 | | | |
| Westlake Village | MR311.19 | Highway 101 Park and Ride Lot **(Completed)** | | 4,943.6 | 0.0 | 4,943.6 | 4,943.6 | | | | |
| | | **TOTAL WESTLAKE VILLAGE** | | 18,551.0 | 0.0 | 18,551.0 | 18,301.0 | 250.0 | 0.0 | 0.0 | 0.0 |
| Agoura Hills | MR311.03 | Palo Comado Interchange | | 10,450.0 | 0.0 | 10,450.0 | 10,450.0 | | | | |
| Agoura Hills | MR311.04 | Aguora Road/Kanan Road Intersection Improvements | CHG | 1,150.0 | 575.0 | 1,725.0 | 1,150.0 | | 575.0 | | |
| Agoura Hills | MR311.05 | Agoura Road Widening | CHG | 36,700.0 | 550.0 | 37,250.0 | 36,700.0 | | 550.0 | | |
| Agoura Hills | MR311.14 | Kanan Road Corridor from Thousand Oaks Blvd to Cornell Road PSR | | 700.0 | 0.0 | 700.0 | 700.0 | | | | |
| Agoura Hills | MR311.15 | Agoura Hills Multi-Modal Center | | 100.0 | 0.0 | 100.0 | 100.0 | | | | |
| | | **TOTAL AGOURA HILLS** | | 49,100.0 | 1,125.0 | 50,225.0 | 49,100.0 | 0.0 | 1,125.0 | 0.0 | 0.0 |
| Calabasas | MR311.06 | Lost Hills Overpass and Interchange | | 35,500.0 | 0.0 | 35,500.0 | 35,500.0 | | | | |
| Calabasas | MR311.07 | Mulholland Highway Scenic Corridor Completion **(Completed)** | | 4,389.8 | 0.0 | 4,389.8 | 4,389.8 | | | | |
| Calabasas | MR311.08 | Las Virgenes Scenic Corridor Widening **(Completed)** | | 5,746.2 | 0.0 | 5,746.2 | 5,746.2 | | | | |
| Calabasas | MR311.09 | Parkway Calabasas/US 101 SB Offramp **(Completed)** | | 214.0 | 0.0 | 214.0 | 214.0 | | | | |
| Calabasas | MR311.20 | Off-Ramp for US 101 at Las Virgenes Road **(Cancelled)** | | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| Calabasas | MR311.33 | Park and Ride Lot on or about 23577 Calabasas Road (near Route 101) **(Completed)** | | 3,700.0 | 0.0 | 3,700.0 | 3,700.0 | | | | |
| | | **TOTAL CALABASAS** | | 49,550.0 | 0.0 | 49,550.0 | 49,550.0 | 0.0 | 0.0 | 0.0 | 0.0 |

# ATTACHMENT A

| Lead Agency | Fund Agr (FA) No. | PROJECT/LOCATION | Notes | Prior Alloc | Alloc Change | Current Alloc | Prior Yr Program | FY21 | FY22 | FY23 | FY24 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Malibu | MR311.11 | PCH Signal System Improvements from John Tyler Drive to Topanga Canyon Blvd | | 14,600.0 | 0.0 | 14,600.0 | 13,700.0 | | 900.0 | | |
| Malibu | MR311.24 | Malibu/Civic Center Way Widening | | 5,600.0 | 0.0 | 5,600.0 | 5,200.0 | | 400.0 | | |
| Malibu | MR311.26 | PCH-Raised Median and Channelization from Webb Way to Corral Canyon Road | | 6,950.0 | 0.0 | 6,950.0 | 6,950.0 | | | | |
| Malibu | MR311.27 | PCH Intersections Improvements | | 1,000.0 | 0.0 | 1,000.0 | | 80.0 | 630.0 | 290.0 | |
| Malibu | MR311.28 | Kanan Dume Road Arrestor Bed Improvements and Intersection with PCH Construction **(Completed)** | | 900.0 | 0.0 | 900.0 | 900.0 | | | | |
| Malibu | MR311.29 | PCH Regional Traffic Message System (CMS) | | 0.0 | 0.0 | 0.0 | | | | | |
| Malibu | MR311.30 | PCH Roadway and Bike Route Improvements fr. Busch Dr. to Western City Limits **(Completed)** | | 500.0 | 0.0 | 500.0 | 500.0 | | | | |
| Malibu | MR311.32 | PCH and Big Rock Dr. Intersection and at La Costa Area Pedestrian Improvements | | 950.0 | 0.0 | 950.0 | 950.0 | | | | |
| Malibu | MR311.35 | Park and Ride Lot on Civic Center Way and/or PCH | | 3,500.0 | 0.0 | 3,500.0 | 3,500.0 | | | | |
| | | **TOTAL MALIBU** | | 34,000.0 | 0.0 | 34,000.0 | 31,700.0 | 80.0 | 1,930.0 | 290.0 | 0.0 |
| Hidden Hills | MR311.34 | Long Valley Road/Valley Circle/US-101 On-Ramp Improvements | | 5,700.0 | 0.0 | 5,700.0 | 5,700.0 | | | | |
| | | **TOTAL HIDDEN HILLS** | | 5,700.0 | 0.0 | 5,700.0 | 5,700.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | **TOTAL LAS VIRGENES/MALIBU OPS IMPS** | | **156,901.0** | **1,125.0** | **158,026.0** | **154,351.0** | **330.0** | **3,055.0** | **290.0** | **0.0** |

# ATTACHMENT A

| Lead Agency | Fund Agr (FA) No. | PROJECT/LOCATION | Notes | Prior Alloc | Alloc Change | Current Alloc | Prior Yr Program | FY21 | FY22 | FY23 | FY24 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **South Bay I-405, I-110, I-105, & SR-91 Ramp / Interchange Imps** | | | | **412,265.9** | **19,483.3** | **431,749.3** | **227,611.9** | **53,764.0** | **55,302.0** | **40,626.3** | **54,445.0** |
| SBCCOG | MR312.01 | South Bay Cities COG Program Development & Oversight and Program Administration ***(Project Development Budget Included)*** | | 13,375.0 | 0.0 | 13,375.0 | 13,375.0 | | | | |
| | | **TOTAL SBCCOG** | | 13,375.0 | 0.0 | 13,375.0 | 13,375.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Caltrans | MR312.11 | ITS: I-405, I-110, I-105, SR-91 at Freeway Ramp/Arterial Signalized Intersections **(Completed)** | | 5,357.0 | (0.0) | 5,357.0 | 5,357.0 | | | | |
| Caltrans | MR312.24 | I-110 Aux lane from SR-91 to Torrance Blvd Aux lane & I-405/I-110 Connector **(Completed)** | | 8,120.0 | 0.0 | 8,120.0 | 8,120.0 | | | | |
| Caltrans | MR312.25 | I-405 at 182nd St. / Crenshaw Blvd Improvements | | 86,400.0 | 0.0 | 86,400.0 | 24,400.0 | 25,000.0 | 20,000.0 | 11,000.0 | 6,000.0 |
| Caltrans | MR312.29 | ITS: Pacific Coast Highway and Parallel Arterials From I-105 to I-110 **(Completed)** | | 9,000.0 | 0.0 | 9,000.0 | 9,000.0 | | | | |
| Caltrans | MR312.45 | PAED Integrated Corridor Management System (ICMS) on I-110 from Artesia Blvd and I-405 | | 1,000.0 | 0.0 | 1,000.0 | 1,000.0 | | | | |
| Caltrans | MR312.77 | I-405 IQA Review for PSR (El Segundo to Artesia Blvd) **(Completed)** | | 150.0 | 0.0 | 150.0 | 150.0 | | | | |
| Caltrans | MR312.78 | I-405 IQA Review for PSR (Main St to Wilmington) **(Completed)** | | 150.0 | 0.0 | 150.0 | 150.0 | | | | |
| Caltrans | MR312.82 | PCH (I-105 to I-110) Turn Lanes and Pockets | | 8,400.0 | 0.0 | 8,400.0 | | | 4,400.0 | 4,000.0 | |
| Caltrans | MR312.86 | I-105 Integrated Corridor Management (IQA) | ADD | 0.0 | 150.0 | 150.0 | 0.0 | 0.0 | 150.0 | | |
| | | **TOTAL CALTRANS** | | 118,577.0 | 150.0 | 118,727.0 | 48,177.0 | 25,000.0 | 24,550.0 | 15,000.0 | 6,000.0 |
| Carson/Metro | MR312.41 | Traffic Signal Upgrades at 10 Intersections | CHG | 1,400.0 | 2,820.0 | 4,220.0 | 1,400.0 | | 1,400.0 | 1,420.0 | |
| Carson/Metro | MR312.46 | Upgrade Traffic Control Signals at Figueroa St and 234th St. and Figueroa and 228th st **(Completed)** | | 150.0 | 0.0 | 150.0 | 150.0 | | | | |
| Carson | MR312.80 | 223rd st Widening | | 1,000.0 | 0.0 | 1,000.0 | 1,000.0 | | | | |
| | | **TOTAL CARSON** | | 2,550.0 | 2,820.0 | 5,370.0 | 2,550.0 | 0.0 | 1,400.0 | 1,420.0 | 0.0 |
| El Segundo | MR312.22 | Maple Ave Improvements from Sepulveda Blvd to Parkview Ave. **(Completed)** | | 2,500.0 | 0.0 | 2,500.0 | 2,500.0 | | | | |
| El Segundo | MR312.27 | PCH Improvements from Imperial Highway to El Segundo Boulevard | | 400.0 | 0.0 | 400.0 | 400.0 | | | | |
| El Segundo | MR312.57 | Park Place Roadway Extension and Railroad Grade Separation Project | | 5,350.0 | 0.0 | 5,350.0 | 350.0 | 600.0 | 3,200.0 | 1,200.0 | |
| | | **TOTAL EL SEGUNDO** | | 8,250.0 | 0.0 | 8,250.0 | 3,250.0 | 600.0 | 3,200.0 | 1,200.0 | 0.0 |
| Gardena | MR312.02 | Traffic Signal Reconstruction on Vermont at Redondo Beach Blvd and at Rosecrans Ave. | | 1,500.0 | 0.0 | 1,500.0 | 1,500.0 | | | | |

# ATTACHMENT A

| Lead Agency | Fund Agr (FA) No. | PROJECT/LOCATION | Notes | Prior Alloc | Alloc Change | Current Alloc | Prior Yr Program | FY21 | FY22 | FY23 | FY24 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Gardena | MR312.09 | Artesia Blvd Arterial Improvements from Western Ave to Vermont Ave | | 2,523.0 | 0.0 | 2,523.0 | 2,523.0 | | | | |
| Gardena | MR312.17 | Rosecrans Ave Improvements from Vermont Ave to Crenshaw Blvd **(Completed)** | | 4,967.0 | 0.0 | 4,967.0 | 4,967.0 | | | | |
| Gardena | MR312.19 | Artesia Blvd at Western Ave Intersection Improvements (Westbound left turn lanes) **(Completed)** | | 393.0 | 0.0 | 393.0 | 393.0 | | | | |
| Gardena | MR312.21 | Vermont Ave Improvements from Rosecrans Ave to 182nd Street **(Completed)** | | 2,090.3 | 0.0 | 2,090.3 | 2,090.3 | | | | |
| Gardena | MR312.79 | Traffic Signal Install at Vermont Ave. and Magnolia Ave | | 144.0 | 0.0 | 144.0 | 144.0 | | | | |
| | | **TOTAL GARDENA** | | 11,617.3 | 0.0 | 11,617.3 | 11,617.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| Hawthorne | MR312.03 | Rosecrans Ave Widening from I-405 SB off ramp to Isis Ave **(Completed)** | | 2,100.0 | 0.0 | 2,100.0 | 2,100.0 | | | | |
| Hawthorne | MR312.33 | Aviation Blvd at Marine Ave Intersection Improvements (Westbound right turn lane) **(Completed)** | | 3,600.0 | 0.0 | 3,600.0 | 3,600.0 | | | | |
| Hawthorne | MR312.44 | Hawthorne Blvd Improvements from El Segundo Blvd to Rosecrans Ave **(Completed)** | | 7,551.0 | 0.0 | 7,551.0 | 7,551.0 | | | | |
| Hawthorne | MR312.47 | Signal Improvements on Prairie Ave from 118th St. to Marine Ave. | | 1,237.0 | 0.0 | 1,237.0 | 1,237.0 | | | | |
| Hawthorne | MR312.54 | Intersection Widening & Traffic Signal Modifications on Inglewood Ave at El Segundo Blvd; on Crenshaw Blvd At Rocket Road; on Crenshaw at Jack Northrop; and on 120th St | | 2,000.0 | 0.0 | 2,000.0 | 2,000.0 | | | | |
| Hawthorne | MR312.61 | Hawthorne Blvd Arterial Improvements, from 126th St to 111th St. **(Completed)** | | 4,400.0 | 0.0 | 4,400.0 | 4,400.0 | | | | |
| Hawthorne | MR312.66 | Imperial Ave Signal Improvements and Intersection Capacity Project | | 1,995.0 | 0.0 | 1,995.0 | 900.0 | 600.0 | 495.0 | | |
| Hawthorne | MR312.67 | Rosecrans Ave Signal Improvements and Intersection Capacity Enhancements. | | 3,200.0 | 0.0 | 3,200.0 | 1,500.0 | 1,200.0 | 500.0 | | |
| Hawthorne | MR312.68 | El Segundo Blvd Improvements Project Phase I | | 2,000.0 | 0.0 | 2,000.0 | 800.0 | 500.0 | 700.0 | | |
| Hawthorne | MR312.69 | El Segundo Blvd Improvements Project Phase II | | 600.0 | 0.0 | 600.0 | 400.0 | 200.0 | | | |
| Hawthorne | MR312.81 | 120th St Improvements -- Crenshaw Blvd to Felton Ave | | 600.0 | 0.0 | 600.0 | 600.0 | | | | |
| | | **TOTAL HAWTHORNE** | | 29,283.0 | 0.0 | 29,283.0 | 25,088.0 | 2,500.0 | 1,695.0 | 0.0 | 0.0 |
| Hermosa Beach | MR312.05 | PCH (SR-1/PCH) Improvements between Anita St. and Artesia Boulevard | | 574.7 | 0.0 | 574.7 | 574.7 | | | | |
| | | **TOTAL HERMOSA BEACH** | | 574.7 | 0.0 | 574.7 | 574.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| Inglewood | MR312.12 | Intelligent Transportation System (ITS) Phase IV | | 3,500.0 | 0.0 | 3,500.0 | 3,500.0 | | | | |
| Inglewood | MR312.50 | ITS: Phase V - Communication Gap Closure on Various Locations, ITS Upgrade and Arterial Detection | | 0.0 | 0.0 | 0.0 | | | | | |

# ATTACHMENT A

| Lead Agency | Fund Agr (FA) No. | PROJECT/LOCATION | Notes | Prior Alloc | Alloc Change | Current Alloc | Prior Yr Program | FY21 | FY22 | FY23 | FY24 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Inglewood | MR312.70 | Prairie Ave Signal Synchronization Project **(Completed)** | | 205.0 | 0.0 | 205.0 | 205.0 | | | | |
| Inglewood | MR312.71 | La Cienega Blvd Synchronization Project **(Completed)** | | 80.0 | 0.0 | 80.0 | 80.0 | | | | |
| Inglewood | MR312.72 | Arbor Vitae Synchronization Project **(Completed)** | | 130.0 | 0.0 | 130.0 | 130.0 | | | | |
| Inglewood | MR312.73 | Florence Ave Synchronization Project **(Completed)** | | 255.0 | 0.0 | 255.0 | 255.0 | | | | |
| | | **TOTAL INGLEWOOD** | | 4,170.0 | 0.0 | 4,170.0 | 4,170.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LA City | MR312.48 | Alameda St. (South) Widening frm. Anaheim St. to Harry Bridges Blvd | CHG | 2,875.0 | 14,606.3 | 17,481.3 | 2,875.0 | | 3,000.0 | 7,606.3 | 4,000.0 |
| LA City | MR312.51 | Improve Anaheim St. from Farragut Ave. to Dominguez Channel **(Call Match)** ***F7207*** | | 1,313.0 | (0.0) | 1,313.0 | 1,313.0 | | | | |
| LA City | MR312.56 | Del Amo Blvd Improvements from Western Ave to Vermont Ave Project Oversight | | 100.0 | 0.0 | 100.0 | 100.0 | | | | |
| LA City | MR312.74 | Alameda St. (East) Widening Project | | 3,580.0 | 0.0 | 3,580.0 | 2,000.0 | 1,580.0 | | | |
| | | **TOTAL LA CITY** | | 7,868.0 | 14,606.3 | 22,474.3 | 6,288.0 | 1,580.0 | 3,000.0 | 7,606.3 | 4,000.0 |
| LA County | MR312.16 | Del Amo Blvd improvements from Western Ave to Vermont Ave **(Completed)** | | 307.0 | 0.0 | 307.0 | 307.0 | | | | |
| LA County | MR312.52 | ITS: Improvements on South Bay Arterials **(Call Match) F7310** | | 1,021.0 | 0.0 | 1,021.0 | 1,021.0 | | | | |
| LA County | MR312.64 | South Bay Arterial System Detection Project | | 2,000.0 | 0.0 | 2,000.0 | | 600.0 | 1,400.0 | | |
| | | **TOTAL LA COUNTY** | | 3,328.0 | 0.0 | 3,328.0 | 1,328.0 | 600.0 | 1,400.0 | 0.0 | 0.0 |
| Lawndale | MR312.15 | Inglewood Ave Widening from 156th Street to I-405 Southbound on-ramp **(Completed)** | | 43.0 | 0.0 | 43.0 | 43.0 | | | | |
| Lawndale | MR312.31 | Manhattan Bch Blvd at Hawthorne Blvd Left Turn Signal Improvements | | 508.0 | 0.0 | 508.0 | 508.0 | | | | |
| Lawndale | MR312.36 | ITS: City of Lawndale Citywide Improvements **(Completed)** | | 878.3 | 0.0 | 878.3 | 878.3 | | | | |
| Lawndale | MR312.49 | Redondo Beach Blvd Mobility Improvements from Prairie to Artesia **(Call Match)** *F9101* | | 1,039.3 | 0.0 | 1,039.3 | 1,039.3 | | | | |
| | | **TOTAL LAWNDALE** | | 2,468.6 | 0.0 | 2,468.6 | 2,468.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lomita | MR312.43 | Intersection Improvements at Western/Palos Verdes Dr and PCH/Walnut **(Complete)** | | 1,585.0 | 0.0 | 1,585.0 | 1,585.0 | | | | |
| | | **TOTAL LOMITA** | | 1,585.0 | 0.0 | 1,585.0 | 1,585.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Manhattan Beach | MR312.04 | Sepulveda Blvd at Marine Ave Intersection Improvements (West Bound left turn lanes) **(Completed)** | | 346.5 | 0.0 | 346.5 | 346.5 | | | | |
| Manhattan Beach | MR312.28 | Seismic retrofit of widened Bridge 53-62 from Sepulveda Blvd from 33rd Street to south of Rosecrans Ave | | 9,100.0 | 0.0 | 9,100.0 | 9,100.0 | | | | |

# ATTACHMENT A

| Lead Agency | Fund Agr (FA) No. | PROJECT/LOCATION | Notes | Prior Alloc | Alloc Change | Current Alloc | Prior Yr Program | FY21 | FY22 | FY23 | FY24 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Manhattan Beach | MR312.34 | Aviation Blvd at Artesia Blvd Intersection Improvements (Southbound right turn lane) | | 1,500.0 | 0.0 | 1,500.0 | 1,500.0 | | | | |
| Manhattan Beach | MR312.35 | Sepulveda Blvd at Manhattan Beach Blvd Intersection Improvements (NB, WB, EB left turn lanes and SB right turn lane) | | 980.0 | 0.0 | 980.0 | 980.0 | | | | |
| Manhattan Beach | MR312.62 | Marine Ave at Cedar Ave Intersection Improvements | | 900.0 | 0.0 | 900.0 | | 900.0 | | | |
| | | **TOTAL MANHATTAN BEACH** | | 12,826.5 | 0.0 | 12,826.5 | 11,926.5 | 900.0 | 0.0 | 0.0 | 0.0 |
| Metro | MR312.30 | I-405 Improvements from I-105 to Artesia Blvd | | 17,381.0 | 0.0 | 17,381.0 | 4,181.0 | 10,000.0 | 3,200.0 | | |
| Metro | MR312.55 | I-405 Improvements from I-110 to Wilmington | | 17,400.0 | 0.0 | 17,400.0 | 4,200.0 | 10,000.0 | 3,200.0 | | |
| Metro | ~~3000002053/P34010-2540-01-19~~ | South Bay Arterial Baseline Conditions Analysis **(Completed)** | | 250.0 | 0.0 | 250.0 | 250.0 | | | | |
| Metro | MR312.83 | Inglewood Transit Center at Florence/La Brea | | 1,500.0 | 0.0 | 1,500.0 | 1,500.0 | | | | |
| Metro | MR312.84 | I-105 Integrated Corridor Management | DEOB | 20,000.0 | (150.0) | 19,850.0 | | 600.0 | 2,000.0 | 2,400.0 | 14,850.0 |
| Metro | MR312.85 | I-405 N/B Aux Lane (Imperial Hwy to El Segundo) | | 14,000.0 | 0.0 | 14,000.0 | | 800.0 | 1,000.0 | 3,000.0 | 9,200.0 |
| | | **TOTAL METRO** | | 70,531.0 | (150.0) | 70,381.0 | 10,131.0 | 21,400.0 | 9,400.0 | 5,400.0 | 24,050.0 |
| Rancho Palos Verdes | MR312.39 | Western Ave. (SR-213) from Palos Verdes Drive North to 25th street -- PSR | | 90.0 | 0.0 | 90.0 | 90.0 | | | | |
| | | **TOTAL RANCHO PALOS VERDES** | | 90.0 | 0.0 | 90.0 | 90.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| POLA | MR312.32 | SR-47/Vincent Thomas Bridge on/off ramp Improvements at Harbor Blvd | | 41,225.0 | 0.0 | 41,225.0 | 3,830.0 | | 7,000.0 | 10,000.0 | 20,395.0 |
| | | **PORT OF LOS ANGELES** | | 41,225.0 | 0.0 | 41,225.0 | 3,830.0 | 0.0 | 7,000.0 | 10,000.0 | 20,395.0 |
| Redondo Beach | MR312.06 | Pacific Coast Highway improvements from Anita Street to Palos Verdes Blvd | | 1,400.0 | 0.0 | 1,400.0 | 1,400.0 | | | | |
| Redondo Beach | MR312.07 | Pacific Coast Highway at Torrance Blvd intersection improvements (Northbound right turn lane) **(Completed)** | | 936.0 | 0.0 | 936.0 | 936.0 | | | | |
| Redondo Beach | MR312.08 | Pacific Coast Highway at Palos Verdes Blvd intersection improvements (WB right turn lane) **(Completed)** | | 389.0 | 0.0 | 389.0 | 389.0 | | | | |
| Redondo Beach | MR312.13 | Aviation Blvd at Artesia Blvd intersection improvements **(Completed)** (Eastbound right turn lane) | | 22.0 | 0.0 | 22.0 | 22.0 | | | | |
| Redondo Beach | MR312.14 | Inglewood Ave at Manhattan Beach Blvd intersection improvements (Eastbound right turn lane) **(Completed)** | | 30.0 | 0.0 | 30.0 | 30.0 | | | | |
| Redondo Beach | MR312.20 | Aviation Blvd at Artesia Blvd intersection improvements (Northbound right turn lane) | CHG | 847.0 | 1,060.0 | 1,907.0 | 847.0 | | 1,060.0 | | |

## ATTACHMENT A

| Lead Agency | Fund Agr (FA) No. | PROJECT/LOCATION | Notes | Prior Alloc | Alloc Change | Current Alloc | Prior Yr Program | FY21 | FY22 | FY23 | FY24 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Redondo Beach | MR312.38 | PCH at Anita St Improv (left and right turn lane) | | 2,400.0 | 0.0 | 2,400.0 | 300.0 | 500.0 | 1,600.0 | | |
| Redondo Beach | MR312.42 | Inglewood Ave at Manhattan Beach Blvd intersection improvements (Southbound right turn lane) | | 5,175.0 | 0.0 | 5,175.0 | 5,175.0 | | | | |
| Redondo Beach | MR312.75 | Kingsdale Ave at Artesia Blvd Intersection Improvements | | 992.0 | 0.0 | 992.0 | 992.0 | | | | |
| | | **TOTAL REDONDO BEACH** | | 12,191.0 | 1,060.0 | 13,251.0 | 10,091.0 | 500.0 | 2,660.0 | 0.0 | 0.0 |
| Torrance | MR312.10 | Pacific Coast Highway at Hawthorne Blvd intersection improvements | CHG | 19,600.0 | 997.0 | 20,597.0 | 19,600.0 | | 997.0 | | |
| Torrance | MR312.18 | Maple Ave at Sepulveda Blvd Intersection Improvements **(Completed)** (Southbound right turn lane) | | 319.9 | 0.0 | 319.9 | 319.9 | | | | |
| Torrance | MR312.23 | Torrance Transit Park and Ride Regional Terminal Project 465 Crenshaw Blvd | | 25,700.0 | 0.0 | 25,700.0 | 25,700.0 | | | | |
| Torrance | MR312.26 | I-405 at 182nd St. / Crenshaw Blvd Operational Improvements | | 15,300.0 | 0.0 | 15,300.0 | 15,300.0 | | | | |
| Torrance | MR312.40 | Pacific Coast Highway at Vista Montana/Anza Ave Intersection Improvements | | 2,900.0 | 0.0 | 2,900.0 | 2,900.0 | | | | |
| Torrance | MR312.58 | Pacific Coast Highway from Calle Mayor to Janet Lane Safety Improvements | | 852.0 | 0.0 | 852.0 | 852.0 | | | | |
| Torrance | MR312.59 | Pacific Coast Highway at Madison Ave Signal upgrades to provide left-turn phasing **(Completed)** | | 500.0 | 0.0 | 500.0 | 500.0 | | | | |
| Torrance | MR312.60 | Crenshaw from Del Amo to Dominguez - 3 SB turn lanes at Del Amo Blvd, 208th St., Transit Center Entrance, Signal Improvements at 2 new signal at Transit Center | | 3,300.0 | 0.0 | 3,300.0 | 3,300.0 | | | | |
| Torrance | MR312.63 | PCH at Crenshaw Blvd Intersection Imp | | 500.0 | 0.0 | 500.0 | 500.0 | | | | |
| Torrance | MR312.76 | Plaza Del Amo at Western Ave (SR-213) Improvements | | 2,784.0 | 0.0 | 2,784.0 | 2,100.0 | 684.0 | | | |
| | | **TOTAL TORRANCE** | | 71,755.9 | 997.0 | 72,752.9 | 71,071.9 | 684.0 | 997.0 | 0.0 | 0.0 |
| | | **TOTAL SOUTH BAY** | | **412,265.9** | **19,483.3** | **431,749.3** | **227,611.9** | **53,764.0** | **55,302.0** | **40,626.3** | **54,445.0** |

# ATTACHMENT A

| Lead Agency | Fund Agr (FA) No. | PROJECT/LOCATION | Notes | Prior Alloc | Alloc Change | Current Alloc | Prior Yr Program | FY21 | FY22 | FY23 | FY24 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Gateway Cities: I-605/SR-91/I-405 Corridors "Hot Spots"** | | | | **274,509.8** | **53,229.6** | **327,739.4** | **234,972.9** | **19,932.1** | **21,725.0** | **25,374.8** | **22,434.5** |
| GCCOG | MOU.306.03 | GCCOG Engineering Support Services | | 1,550.0 | 0.0 | 1,550.0 | 1,550.0 | | | | |
| GCCOG | TBD | Gateway Cities Third Party Support | | 100.0 | 0.0 | 100.0 | 100.0 | | | | |
| | | **TOTAL GCCOG** | | 1,650.0 | 0.0 | 1,650.0 | 1,650.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Metro | AE25081 | Cerritos: PS&E for Carmenita/South and Bloomfield/Artesia Inters Improv **(Completed)** | | 342.2 | 0.0 | 342.2 | 342.2 | | | | |
| Metro | AE25083 | La Mirada/Santa Fe Springs: PS&E for Valley View/Rosecrans & Valley View/Alondra **(Completed)** | | 365.4 | 0.0 | 365.4 | 365.4 | | | | |
| Metro | AE5204200 | Professional Services for 605/60 PA/ED (CIP) | | 38,899.0 | 0.0 | 38,899.0 | 34,000.0 | 4,899.0 | | | |
| Metro | AE333410011375 | Professional Services for the I-605/I-5 PA/ED (CIP) | | 28,724.0 | 0.0 | 28,724.0 | 28,724.0 | | | | |
| Metro | AE322940011372 | 710/91 PSR/PDS **(Completed)** | | 2,340.0 | 0.0 | 2,340.0 | 2,340.0 | | | | |
| Metro | AE38849000 | I-605 off-ramp at South Street Improvements Project (PR & PS&E) | | 4,452.3 | 0.0 | 4,452.3 | 4,452.3 | | | | |
| Metro | MR315.02 | I-605 South St Improvements Construction | | 20,000.0 | 0.0 | 20,000.0 | 0.0 | 5,000.0 | 10,000.0 | 5,000.0 | |
| Metro | AE39064000 | I-605 Beverly Interchange Improvements (PR/PSE/ROW/CON) | CHG | 3,229.3 | 23,291.6 | 26,520.9 | 3,229.3 | | 171.6 | 4,820.0 | 15,000.0 |
| Metro | AE476110012334 | Professional Services for WB SR-91 Improvements PA/ED **(Completed)** | | 7,763.0 | 0.0 | 7,763.0 | 7,763.0 | | | | |
| Metro | PS4603-2582 | Professional Services for I-605 Feasibility Study **(Completed)** | | 6,170.0 | 0.0 | 6,170.0 | 6,170.0 | | | | |
| Metro | AE53025001 | SR-91 Atlantic to Cherry EB Aux Lane (PAED/PS&E/ROW) | CHG | 7,500.0 | 750.0 | 8,250.0 | 7,500.0 | | 750.0 | | |
| Metro | AE57645000 | SR-91 Central to Acacia Improvements PAED/PSE/ROW | CHG | 5,006.0 | 17,000.0 | 22,006.0 | 5,006.0 | | 2,000.0 | 9,000.0 | 6,000.0 |
| Metro | TBD | Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development (Gateway Cities, SCE, LA County) | | 300.0 | 0.0 | 300.0 | 300.0 | | | | |
| Metro | MR315.63 | SR-60 at 7th St Interch (PAED, PSE, ROW) | | 2,250.0 | 0.0 | 2,250.0 | 2,250.0 | | | | |
| Metro | MR315.73 | I-605 at Valley Blvd Interch (PAED, PSE, ROW) | CHG | 2,209.9 | 1,430.8 | 3,640.7 | 2,209.9 | | 1,430.8 | | |
| Metro | MR315.72 | Whittier Intersection Improvements (PSE, ROW) | CHG | 2,308.1 | 1,540.4 | 3,848.5 | 2,308.1 | | 1,540.4 | | |
| Metro | MR315.74 | WB SR-91 Alondra Blvd to Shoemaker Ave (PSE,ROW) | | 11,475.0 | 0.0 | 11,475.0 | 11,475.0 | | | | |
| Metro | PS4603-2582 | Professional Services for PSR/PDS: I-5/I-605 and I-605/SR-91 **(Completed)** | | 3,121.0 | 0.0 | 3,121.0 | 3,121.0 | | | | |
| Metro | PS47203004 | Professional Services for the Gateway Cities Strategic Transportation Plan **(Completed)** | | 10,429.5 | (0.0) | 10,429.5 | 10,429.5 | | | | |

# ATTACHMENT A

| Lead Agency | Fund Agr (FA) No. | PROJECT/LOCATION | Notes | Prior Alloc | Alloc Change | Current Alloc | Prior Yr Program | FY21 | FY22 | FY23 | FY24 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Metro | PS4720-3250 | Cities of Long Beach, Bellflower, and Paramount: PAED for Lakewood/Alondra, Lakewood/Spring, and Bellflower Spring Intersection & PS&E for Lakewood/Alondra Intersection Improvements Improvements **(Completed)** | | 572.7 | 0.0 | 572.7 | 572.7 | | | | |
| Metro | PS4720-3251 | Cities of Cerritos, La Mirada, and Santa Fe Springs: PAED for Valley View/Rosecrans, Valley View/Alondra, Carmenita/South, and Bloomfield/Artesia Intersection Improvements **(Completed)** | | 560.7 | 0.0 | 560.7 | 560.7 | | | | |
| Metro | PS4720-3252 | I-605 Arterial Hot Spots in the City of Whittier: PAED for Santa Fe Springs/ Whittier, Painter/Whittier, & Colima Whittier Intersection Improvements **(Completed)** | | 680.0 | 0.0 | 680.0 | 680.0 | | | | |
| Metro | PS4720-3334 | Program/Project Management Support of Measure R Funds | | 200.0 | 0.0 | 200.0 | 200.0 | | | | |
| Metro | PS4720-3235 | Professional Services for 605/60 PSR/PDS **(Completed)** | | 3,040.0 | 0.0 | 3,040.0 | 3,040.0 | | | | |
| | | **TOTAL METRO** | | 161,938.1 | 44,012.8 | 205,950.9 | 137,039.1 | 9,899.0 | 15,892.8 | 18,820.0 | 21,000.0 |
| Caltrans | MR315.08 | I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/SR-91 PA/ED | | 776.3 | 0.0 | 776.3 | 776.3 | | | | |
| Caltrans | MR315.29 | I-605 Corridor "Hot Spots" Interchanges Program Development, I-710/SR-91 PSR-PDS | | 234.0 | 0.0 | 234.0 | 234.0 | | | | |
| Caltrans | MR315.24 | I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/I-5 PA/ED | | 2,069.8 | 0.0 | 2,069.8 | 2,069.8 | | | | |
| Caltrans | MR315.28 | I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/SR-60 PSR-PDS **(Completed)** | | 260.0 | 0.0 | 260.0 | 260.0 | | | | |
| Caltrans | MR315.30 | I-605 Beverly Interchange (Env. Doc.) **(Completed)** | | 500.0 | 0.0 | 500.0 | 500.0 | | | | |
| Caltrans | MR315.31 | I-605 from SR-91 to South Street Improvements Project (Env. Doc.) **(Completed)** | | 500.0 | 0.0 | 500.0 | 500.0 | | | | |
| Caltrans | MR315.47 | I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/SR-60 PA/ED | | 3,650.0 | 0.0 | 3,650.0 | 3,650.0 | | | | |
| Caltrans | MR315.48 | I-605 Corridor "Hot Spots" Interchanges Program Development, I-605 Intersection Improvements | | 60.0 | 0.0 | 60.0 | 60.0 | | | | |
| | | **TOTAL CALTRANS** | | 8,050.1 | 0.0 | 8,050.1 | 8,050.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| Artesia | MR315.25 | Pioneer Blvd at Arkansas St Intersection Imp | | 625.0 | 0.0 | 625.0 | 0.0 | 200.0 | 425.0 | | |
| | | **TOTAL ARTESIA** | | 625.0 | 0.0 | 625.0 | 0.0 | 200.0 | 425.0 | 0.0 | 0.0 |
| Bellflower | MR315.16 | Bellflower Blvd- Artesia Blvd Intersection Improvement Project | | 8,442.8 | 0.0 | 8,442.8 | 8,442.8 | | | | |
| Bellflower | MR315.33 | Lakewood - Alondra Intersection Improvements: Construction | | 1,002.0 | 0.0 | 1,002.0 | 1,002.0 | | | | |
| | | **TOTAL BELLFLOWER** | | 9,444.8 | 0.0 | 9,444.8 | 9,444.8 | 0.0 | 0.0 | 0.0 | 0.0 |

## ATTACHMENT A

| Lead Agency | Fund Agr (FA) No. | PROJECT/LOCATION | Notes | Prior Alloc | Alloc Change | Current Alloc | Prior Yr Program | FY21 | FY22 | FY23 | FY24 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Cerritos | MR315.38 | Carmenita - South Intersection Improvements, Construction | | 414.2 | 0.0 | 414.2 | 414.2 | | | | |
| Cerritos | MR315.39 | Bloomfield - Artesia Intersection Improvements, ROW & Construction | | 1,544.2 | 0.0 | 1,544.2 | 1,544.2 | | | | |
| | | **TOTAL CERRITOS** | | 1,958.4 | 0.0 | 1,958.4 | 1,958.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| Downey | MR315.03 | Lakewood - Telegraph Intersection Improvements **(Completed)** | | 2,120.0 | 0.0 | 2,120.0 | 2,120.0 | | | | |
| Downey | MR315.14 | Lakewood - Imperial Intersection Improvements | | 4,060.0 | 0.0 | 4,060.0 | 4,060.0 | | | | |
| Downey | MR315.18 | Bellflower - Imperial Highway Intersection Improvements **(Completed)** | | 2,740.4 | 0.0 | 2,740.4 | 2,740.4 | | | | |
| Downey | MR315.27 | Lakewood - Florence Intersection Improvements | | 4,925.0 | 0.0 | 4,925.0 | 4,925.0 | | | | |
| Downey | MR315.66 | Lakewood Blvd at Firestone Blvd Intersection Improvm. | | 1,300.0 | 0.0 | 1,300.0 | 1,300.0 | | | | |
| | | **TOTAL DOWNEY** | | 15,145.4 | 0.0 | 15,145.4 | 15,145.4 | 0.0 | 0.0 | 0.0 | 0.0 |

# ATTACHMENT A

| Lead Agency | Fund Agr (FA) No. | PROJECT/LOCATION | Notes | Prior Alloc | Alloc Change | Current Alloc | Prior Yr Program | FY21 | FY22 | FY23 | FY24 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| LA County | MR306.01 | Whittier Blvd (Indiana Street to Paramount Blvd) Corridor Project (Call Match) F9304 | | 700.0 | 0.0 | 700.0 | | 700.0 | | | |
| LA County | MR315.07 | Painter - Mulberry Intersection Improvements | | 4,410.0 | 0.0 | 4,410.0 | 2,410.0 | | 800.0 | 1,200.0 | |
| LA County | MR315.11 | Valley View - Imperial Intersection Improvements | | 1,640.0 | 0.0 | 1,640.0 | 1,640.0 | | | | |
| LA County | MR315.15 | Norwalk-Whittier Intersection Improvements | | 2,830.0 | 0.0 | 2,830.0 | 2,830.0 | | | | |
| LA County | MR315.22 | Norwalk-Washington Intersection Improvements **(Completed)** | | 550.0 | 0.0 | 550.0 | 550.0 | | | | |
| LA County | MR315.23 | Carmenita - Telegraph Intersection Improvements | CHG | 1,400.0 | 1,800.0 | 3,200.0 | 1,400.0 | | 900.0 | 900.0 | |
| LA County | MR315.64 | South Whittier Bikeway Access Improvements **(Call Match) F9511** | | 800.0 | 0.0 | 800.0 | 800.0 | | | | |
| | | **TOTAL LA COUNTY** | | 12,330.0 | 1,800.0 | 14,130.0 | 9,630.0 | 700.0 | 1,700.0 | 2,100.0 | 0.0 |
| Lakewood | MR315.01 | Lakewood Boulevard at Hardwick Street Traffic Signal Improvements | | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| Lakewood | MR315.04 | Lakewood - Del Amo Intersection Improvements | | 6,004.3 | 0.0 | 6,004.3 | 5,504.3 | 500.0 | | | |
| Lakewood | MR315.36 | Lakewood Blvd Regional Capacity Enhancement | | 3,900.0 | 0.0 | 3,900.0 | 3,600.0 | 300.0 | | | |
| | | **TOTAL LAKEWOOD** | | 9,904.3 | 0.0 | 9,904.3 | 9,104.3 | 800.0 | 0.0 | 0.0 | 0.0 |
| Long Beach | MR315.60 | Soundwall on NB I-605 near Spring Street | | 3,169.0 | 0.0 | 3,169.0 | 350.0 | 2,819.0 | | | |
| Long Beach | MR315.61 | Lakewood - Spring Intersection Improvements, PSE and Construction | | 454.3 | 0.0 | 454.3 | 454.3 | | | | |
| Long Beach | MR315.62 | Bellflower - Spring Intersection Improvements, PSE and Construction | | 492.8 | 0.0 | 492.8 | 492.8 | | | | |
| Long Beach | MR315.67 | 2015 CFP - Artesia Complete Blvd **(Call Match) F9130** | | 900.0 | 0.0 | 900.0 | 0.0 | 900.0 | | | |
| Long Beach | MR315.68 | 2015 CFP - Atherton Bridge & Campus Connection **(Call Match) F9532** | | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| Long Beach | MR315.69 | Park or Ride **(Call Match) F9808** | | 212.6 | (0.0) | 212.6 | 198.5 | 14.1 | | | |
| Long Beach | MR315.70 | Artesia Boulevard Imrprovements | | 1,450.0 | 0.0 | 1,450.0 | 1,450.0 | | | | |
| | | **TOTAL LONG BEACH** | | 6,678.7 | (0.0) | 6,678.7 | 2,945.6 | 3,733.1 | 0.0 | 0.0 | 0.0 |

# ATTACHMENT A

| Lead Agency | Fund Agr (FA) No. | PROJECT/LOCATION | Notes | Prior Alloc | Alloc Change | Current Alloc | Prior Yr Program | FY21 | FY22 | FY23 | FY24 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Norwalk | MR315.06 | Studebaker - Rosecrans Intersection Improvements | | 1,670.0 | 0.0 | 1,670.0 | 1,670.0 | | | | |
| Norwalk | MR315.10 | Bloomfield - Imperial Intersection Improvements | CHG | 920.0 | 0.0 | 920.0 | 95.1 | | 824.9 | | |
| Norwalk | MR315.17 | Pioneer - Imperial Intersection Improvements | CHG | 1,509.0 | 0.0 | 1,509.0 | 154.2 | | 1,000.0 | 354.8 | |
| Norwalk | MR315.26 | Studebaker - Alondra Intersection Improvements | | 480.0 | 0.0 | 480.0 | 480.0 | | | | |
| Norwalk | MR315.43 | Imperial Highway ITS Project, from San Gabriel River to Shoemaker Rd. (PAED, PS&E, CON) | | 3,380.4 | 0.0 | 3,380.4 | 3,380.4 | | | | |
| Norwalk | MR315.71 | Firestone Blvd Widening Project | | 2,000.0 | 0.0 | 2,000.0 | 2,000.0 | | | | |
| | | **TOTAL NORWALK** | | 9,959.4 | 0.0 | 9,959.4 | 7,779.7 | 0.0 | 1,824.9 | 354.8 | 0.0 |
| Paramount | MR315.20 | Alondra Boulevard Improvments | | 4,600.0 | 0.0 | 4,600.0 | 0.0 | 4,600.0 | | | |
| | | **TOTAL PARAMOUNT** | | 4,600.0 | 0.0 | 4,600.0 | 0.0 | 4,600.0 | 0.0 | 0.0 | 0.0 |
| Pico Rivera | MR315.05 | Rosemead - Beverly Intersection Improvements | | 13,479.0 | 0.0 | 13,479.0 | 13,479.0 | | | | |
| Pico Rivera | MR315.09 | Rosemead - Whittier Intersection Improvements | | 1,821.5 | 0.0 | 1,821.5 | 1,821.5 | | | | |
| Pico Rivera | MR315.19 | Rosemead - Slauson Intersection Improvements | | 2,901.0 | 0.0 | 2,901.0 | 2,901.0 | | | | |
| Pico Rivera | MR315.21 | Rosemead - Washington Intersection Improvements | | 53.0 | 0.0 | 53.0 | 53.0 | | | | |
| | | **TOTAL PICO RIVERA** | | 18,254.5 | 0.0 | 18,254.5 | 18,254.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| Santa Fe Springs | MR315.40 | Valley View - Rosecrans Intersection Improvements, Construction | | 824.0 | 0.0 | 824.0 | 824.0 | | | | |
| Santa Fe Springs | MR315.41 | Valley View - Alondra Intersection Improvements, ROW & Construction | | 2,667.0 | 0.0 | 2,667.0 | 2,667.0 | | | | |
| Santa Fe Springs | MR315.42 | Florence Avenue Widening Project, from Orr & Day to Pioneer Blvd (PAED, PSE, ROW) | | 3,800.0 | 0.0 | 3,800.0 | 3,800.0 | | | | |
| | | **TOTAL SANTA FE SPRINGS** | | 7,291.0 | 0.0 | 7,291.0 | 7,291.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Whittier | MR315.44 | Santa Fe Springs Whittier Intersection Improvements: Construction | CHG | 1,585.9 | 2,982.3 | 4,568.2 | 1,585.9 | | 882.3 | 2,100.0 | |
| Whittier | MR315.45 | Painter Ave - Whittier Intersection Improvements: Construction | CHG | 2,750.0 | 4,434.5 | 7,184.5 | 2,750.0 | | 1,000.0 | 2,000.0 | 1,434.5 |
| Whittier | MR315.46 | Colima Ave - Whittier Intersection Improvements: PSE, ROW, Construction | | 2,344.1 | 0.0 | 2,344.1 | 2,344.1 | | | | |
| | | **TOTAL WHITTIER** | | 6,680.0 | 7,416.8 | 14,096.8 | 6,680.0 | 0.0 | 1,882.3 | 4,100.0 | 1,434.5 |
| | | **TOTAL I-605/SR-91/I-405 "HOT SPOTS"** | | **274,509.8** | **53,229.6** | **327,739.4** | **234,972.9** | **19,932.1** | **21,725.0** | **25,374.8** | **22,434.5** |

# ATTACHMENT A

| Lead Agency | Fund Agr (FA) No. | PROJECT/LOCATION | Notes | Prior Alloc | Alloc Change | Current Alloc | Prior Yr Program | FY21 | FY22 | FY23 | FY24 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Gateway Cities: INTERSTATE 710 SOUTH EARLY ACTION PROJECT** | | | | **262,197.9** | **5,396.6** | **267,594.5** | **197,968.9** | **25,077.0** | **0.0** | **0.0** | **0.0** |
| GCCOG | MOU.306.03 | GCCOG Engineering Support Services | | 1,550.0 | 0.0 | 1,550.0 | 1,550.0 | | | | |
| | | **TOTAL GCCOG** | | 1,550.0 | 0.0 | 1,550.0 | 1,550.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Metro | AE3722900 | I-710 Soundwall Design Package 1 (PSE & ROW) **(Completed)** | | 2,161.9 | 0.0 | 2,161.9 | 2,161.9 | | | | |
| Metro | Bucket | I-710 ITS/Air Quality Early Action **(Grant Match)** | | 3,760.0 | 0.0 | 3,760.0 | 3,760.0 | | | | |
| Metro | MR306.02 | I-710 Soundwall Package 2 Construction | | 4,948.0 | 0.0 | 4,948.0 | 1,000.0 | 3,448.0 | 500.0 | | |
| Metro | PS2198100 | I-710 Soundwall Package 2 (PSE&ROW) | CHG | 3,709.6 | 370.0 | 4,079.6 | 2,551.6 | 1,158.0 | 370.0 | | |
| Metro | PS-4010-2540-02-17 | I-710/I-5 Interchange Project Development **(Completed)** | | 600.0 | 0.0 | 600.0 | 600.0 | | | | |
| Metro | PS4340-1939 | I-710 Corridor Project (PA/ED) EIR/EIS | | 40,495.9 | 0.0 | 40,495.9 | 40,495.9 | | | | |
| Metro | PS-4710-2744 | I-710 Soundwall Feasibility & Project Development | | 3,509.0 | 0.0 | 3,509.0 | 3,509.0 | | | | |
| Metro | PS4720-3330 | I-710 Soundwall PSE & ROW Package 3 | CHG | 7,209.6 | 720.0 | 7,929.6 | 5,271.6 | 1,938.0 | 720.0 | | |
| Metro | MR306.04 | I-710 Soundwall Package 3 Construction | | 43,062.0 | 0.0 | 43,062.0 | 5,000.0 | 10,000.0 | 28,062.0 | | |
| Metro | PS4720-3334 | Program/Project Management Support of Measure R Funds **(Completed)** | | 200.0 | 0.0 | 200.0 | 200.0 | | | | |
| Metro | MOU.Calstart2010 | Professional Services contract for development of zero emission technology report | | 150.0 | 0.0 | 150.0 | 150.0 | | | | |
| Metro | MR306.38 | Sustainable Transportation Planning Grant **(Grant Match)** | | 64.8 | 0.0 | 64.8 | 64.8 | | | | |
| Metro | MR306.41 | FRATIS Modernization **(Grant Match)** | | 3,000.0 | 0.0 | 3,000.0 | 3,000.0 | | | | |
| Metro | MR306.59 | Imperial Hwy Capacity Enhancements Project | | 865.0 | 0.0 | 865.0 | 865.0 | | | | |
| Metro | various | Professional Services contracts for I-710 Utility Studies (North, Central, South) | | 25,046.0 | 0.0 | 25,046.0 | 25,046.0 | | | | |
| Metro | MR306.05 | I-710 Integrated Corridor Management (ICM) Project | | 5,000.0 | 0.0 | 5,000.0 | | 1,000.0 | 3,000.0 | 1,000.0 | |
| Metro | MR306.61 | Rosecrans Ave/Atlantic Ave & Artesia Blvd/Santa Fe Intersection Improvements | ADD | 0.0 | 329.5 | 329.5 | | | 329.5 | | |
| Metro | MR306.62 | Willow St Corridor -- Walnut Ave to Cherry Ave Congestion Relief Poject | ADD | 0.0 | 1,312.1 | 1,312.1 | | | 700.1 | 612.0 | |
| | | **TOTAL METRO** | | 143,781.9 | 2,731.6 | 146,513.4 | 93,675.9 | 17,544.0 | 33,681.6 | 1,612.0 | 0.0 |

# ATTACHMENT A

| Lead Agency | Fund Agr (FA) No. | PROJECT/LOCATION | Notes | Prior Alloc | Alloc Change | Current Alloc | Prior Yr Program | FY21 | FY22 | FY23 | FY24 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| POLA | MR306.40 | I-710 Eco-FRATIS Drayage Truck Efficiency Project **(Grant Match)** | | 240.0 | 0.0 | 240.0 | 240.0 | | | | |
| | | **TOTAL POLA** | | 240.0 | 0.0 | 240.0 | 240.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Metro | 13.01/~~USACE~~ | Third Party Support Services for I-710 Corridor Project (US Army Corp of Eng) | | 100.0 | 0.0 | 100.0 | 100.0 | | | | |
| | | **TOTAL USACE** | | 100.0 | 0.0 | 100.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Metro | MR306.39 | I-710 Soundwall Project - SCE Utility Relocation Engineering Advance | | 75.0 | 0.0 | 75.0 | 75.0 | | | | |
| Metro | MR306.48 | SCE design support I-710 Soundwall Package 3 | | 400.0 | 0.0 | 400.0 | 400.0 | | | | |
| Metro | MR306.5B | Third Party Support Services for I-710 Corridor Project (So Cal Edison) | | 1,623.0 | 0.0 | 1,623.0 | 1,623.0 | | | | |
| | | **TOTAL SCE** | | 2,098.0 | 0.0 | 2,098.0 | 2,098.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Caltrans | MR306.24 | Reconfiguration of Firestone Blvd On-Ramp to I-710 S/B Freeway | | 1,450.0 | 0.0 | 1,450.0 | 1,450.0 | | | | |
| Caltrans | MR306.27 | Third Party Support for I-710 Corridor Project EIR/EIS Enhanced IQA | | 3,500.0 | 0.0 | 3,500.0 | 3,500.0 | | | | |
| Caltrans | MR306.29 | I-710 Early Action Project - Soundwall PA/ED Phase - Noise Study Only | | 100.0 | 0.0 | 100.0 | 100.0 | | | | |
| Caltrans | MR306.21 | I-710 Integrated Corridor Management (ICM) CT **IQA** | | 150.0 | 0.0 | 150.0 | 0.0 | 150.0 | | | |
| | | **TOTAL CALTRANS** | | 5,200.0 | 0.0 | 5,200.0 | 5,050.0 | 150.0 | 0.0 | 0.0 | 0.0 |
| LA County | MR306.01 | Whittier Blvd (Indiana Street to Paramount Blvd) Corridor Project (Call Match) F9304 | | 700.0 | 0.0 | 700.0 | 300.0 | 400.0 | | | |
| LA County | MR306.16 | Staff Support for the Review of the Draft I-710 South EIR/EIS | | 157.0 | 0.0 | 157.0 | 157.0 | | | | |
| | | **TOTAL LA COUNTY** | | 857.0 | 0.0 | 857.0 | 457.0 | 400.0 | 0.0 | 0.0 | 0.0 |
| Bell | MR306.07 | Staff Support for the Review of the Draft I-710 South EIR/EIS | | 136.0 | 0.0 | 136.0 | 136.0 | | | | |
| Bell | MR306.37 | Eastern at Bandini Rickenbacker Project **(Call Match)** *F9200* | | 178.6 | (0.0) | 178.6 | 178.6 | | | | |
| Bell | MR306.44 | Gage Ave Bridge Replacement Project | | 66.8 | 0.0 | 66.8 | 66.8 | | | | |
| | | **TOTAL BELL** | | 381.4 | 0.0 | 381.4 | 381.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| Bell Gardens | MR306.08 | Staff Support for the Review of the Draft I-710 South EIR/EIS | | 152.3 | 0.0 | 152.3 | 152.3 | | | | |
| Bell Gardens | MR306.30 | Florence Ave/Eastern Ave Intersection Widening ***(Call Match)*** *F7120* | | 1,184.7 | 0.0 | 1,184.7 | 1,184.7 | | | | |
| Bell Gardens | MR306.35 | Florence/Jaboneria Intersection Project ***(Call Match)*** *F9111* | | 283.4 | (0.0) | 283.4 | 100.4 | 183.0 | | | |
| Bell Gardens | MR306.52 | Garfield Ave & Eastern Ave Intersection Improvements | | 4,635.0 | 0.0 | 4,635.0 | 4,635.0 | | | | |
| | | **TOTAL BELL GARDENS** | | 6,255.4 | (0.0) | 6,255.4 | 6,072.4 | 183.0 | 0.0 | 0.0 | 0.0 |

# ATTACHMENT A

| Lead Agency | Fund Agr (FA) No. | PROJECT/LOCATION | Notes | Prior Alloc | Alloc Change | Current Alloc | Prior Yr Program | FY21 | FY22 | FY23 | FY24 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Commerce | MR306.09 | Staff Support for the Review of the Draft I-710 South EIR/EIS | | 75.0 | 0.0 | 75.0 | 75.0 | | | | |
| Commerce | MR306.23 | Washington Blvd Widening and Reconstruction Project **(Completed)** | | 13,500.0 | 0.0 | 13,500.0 | 13,500.0 | | | | |
| Commerce | MR306.45 | Atlantic Blvd. Improvements Project | | 1,500.0 | 0.0 | 1,500.0 | 1,500.0 | | | | |
| | | **TOTAL COMMERCE** | | 15,075.0 | 0.0 | 15,075.0 | 15,075.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Compton | MR306.10 | Staff Support for the Review of the Draft I-710 South EIR/EIS | | 35.3 | 0.0 | 35.3 | 35.3 | | | | |
| | | **TOTAL COMPTON** | | 35.3 | 0.0 | 35.3 | 35.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| Downey | MR306.18 | Staff Support for the Review of the Draft I-710 South EIR/EIS | | 120.0 | 0.0 | 120.0 | 120.0 | | | | |
| Downey | MR306.20 | Paramount Blvd/Firestone Intersection Improvements **(Complete)** | | 3,069.0 | 0.0 | 3,069.0 | 3,069.0 | | | | |
| Downey | MR306.31 | Lakewood Blvd Improvement Project **(Completed)** | | 6,000.0 | 0.0 | 6,000.0 | 6,000.0 | | | | |
| Downey | MR306.42 | Firestone Blvd Improvement Project (Old River Rd. to West City Limits) | | 323.0 | 0.0 | 323.0 | 323.0 | | | | |
| Downey | MR306.49 | Paramount Blvd at Imperial Highway Intersection Improvement Project | | 3,185.0 | 0.0 | 3,185.0 | 3,185.0 | | | | |
| | | **TOTAL DOWNEY** | | 12,697.0 | 0.0 | 12,697.0 | 12,697.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Huntington Park | MR306.36 | Staff Support for the Review of the Draft I-710 South EIR/EIS | | 15.0 | 0.0 | 15.0 | 15.0 | | | | |
| Huntington Park | MR306.53 | Slauson Ave Congestion Relief Improvements | | 700.0 | 0.0 | 700.0 | 700.0 | | | | |
| | | **TOTAL HUNTINGTON PARK** | | 715.0 | 0.0 | 715.0 | 715.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Long Beach | MR306.11 | Staff Support for the Review of the Draft I-710 South EIR/EIS | | 146.0 | 0.0 | 146.0 | 146.0 | | | | |
| Long Beach | MR306.19 | Shoemaker Bridge Replacement Project | | 23,900.0 | 0.0 | 23,900.0 | 11,000.0 | 6,000.0 | 6,900.0 | | |
| Long Beach | MR306.22 | Atlantic Ave/Willow St Intersection Improvements **(Completed)** | | 300.0 | 0.0 | 300.0 | 300.0 | | | | |
| Long Beach | MR306.60 | Shoreline Drive Realignment Project | CHG | 2,800.0 | 1,900.0 | 4,700.0 | 2,800.0 | | 1,900.0 | | |
| Long Beach | MR312.70 | Artesia Boulevard Imrpovements | ADD | 0.0 | 765.0 | 765.0 | 0.0 | | 765.0 | | |
| | | **TOTAL LONG BEACH** | | 27,146.0 | 2,665.0 | 29,811.0 | 14,246.0 | 6,000.0 | 9,565.0 | 0.0 | 0.0 |

# ATTACHMENT A

| Lead Agency | Fund Agr (FA) No. | PROJECT/LOCATION | Notes | Prior Alloc | Alloc Change | Current Alloc | Prior Yr Program | FY21 | FY22 | FY23 | FY24 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Lynwood | MR306.46 | Staff Support for the Review of the Draft I-710 South EIR/EIS | | 20.0 | 0.0 | 20.0 | 20.0 | | | | |
| | | **TOTAL LYNWOOD** | | 20.0 | 0.0 | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Maywood | MR306.12 | Staff Support for the Review of the Draft I-710 South EIR/EIS | | 65.0 | 0.0 | 65.0 | 65.0 | | | | |
| Maywood | MR306.56 | Slauson Ave and Atlantic Congestion Relief Improvements | | 445.0 | 0.0 | 445.0 | 445.0 | | | | |
| | | **TOTAL MAYWOOD** | | 510.0 | 0.0 | 510.0 | 510.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Paramount | MR306.13 | Staff Support for the Review of the Draft I-710 South EIR/EIS | | 130.0 | 0.0 | 130.0 | 130.0 | | | | |
| Paramount | MR306.32 | Garfield Ave Improvements | | 2,825.0 | 0.0 | 2,825.0 | 2,825.0 | | | | |
| Paramount | MR306.06 | Rosecrans Bridge Retrofit Project | | 800.0 | 0.0 | 800.0 | 800.0 | 800.0 | | | |
| | | **TOTAL PARAMOUNT** | | 3,755.0 | 0.0 | 3,755.0 | 3,755.0 | 800.0 | 0.0 | 0.0 | 0.0 |
| POLB | MR306.55 | Pier B Street Freight Corridor Reconstruciton | | 10,000.0 | 0.0 | 10,000.0 | 10,000.0 | | | | |
| | | **TOTAL PORT OF LONG BEACH** | | 10,000.0 | 0.0 | 10,000.0 | 10,000.0 | 0.0 | 0.0 | | |
| South Gate | MR306.14 | Staff Support for the Review of the Draft I-710 South EIR/EIS | | 184.5 | 0.0 | 184.5 | 184.5 | | | | |
| South Gate | MR306.17 | Atlantic Ave/Firestone Blvd Intersection Improvements **(Complete)** | | 12,400.0 | 0.0 | 12,400.0 | 12,400.0 | | | | |
| South Gate | MR306.33 | Firestone Blvd Regional Corridor Capacity Enhancement Project **(Completed)** | | 6,000.0 | 0.0 | 6,000.0 | 6,000.0 | | | | |
| South Gate | MR306.50 | I-710 Soundwall Project - Package 1 Construction Phase | | 8,900.0 | 0.0 | 8,900.0 | 8,900.0 | | | | |
| South Gate | MR306.57 | Imperial Highway Improvements Project | DEOB | 1,456.2 | (490.0) | 966.2 | 966.2 | | | | |
| South Gate | MR306.58 | Firestone Blvd at Otis St Improvements | CHG | 700.0 | 150.0 | 850.0 | 700.0 | | 150.0 | | |
| South Gate | MR306.63 | Garfield Ave Median Improvements | ADD | 0.0 | 340.0 | 340.0 | 0.0 | | 340.0 | | |
| | | **TOTAL SOUTH GATE** | | 29,640.7 | 0.0 | 29,640.7 | 29,150.7 | 0.0 | 490.0 | 0.0 | 0.0 |
| Vernon | MR306.15 | Staff Support for the Review of the Draft I-710 South EIR/EIS | | 70.2 | 0.0 | 70.2 | 70.2 | | | | |
| Vernon | MR306.25 | Atlantic Blvd Bridge Widening and Rehabilitation | | 2,070.0 | 0.0 | 2,070.0 | 2,070.0 | | | | |
| | | **TOTAL VERNON** | | 2,140.2 | 0.0 | 2,140.2 | 2,140.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | **TOTAL I-710 SOUTH & EARLY ACTION PROJ** | | **262,197.9** | **5,396.6** | **267,594.5** | **197,968.9** | **25,077.0** | **43,736.6** | **1,612.0** | **0.0** |

# ATTACHMENT A

| Lead Agency | Fund Agr (FA) No. | PROJECT/LOCATION | Notes | Prior Alloc | Alloc Change | Current Alloc | Prior Yr Program | FY21 | FY22 | FY23 | FY24 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **North County: SR-138 Capacity Enhancements** | | | | **200,000.0** | | **200,000.0** | **183,385.1** | | **12,340.0** | **2,274.9** | **0.0** |
| Metro | MR330.01 | SR-138 (AvenueD) PA/ED (I-5 to SR-14) | | 19,400.0 | 0.0 | 19,400.0 | 19,400.0 | | | | |
| Metro/ Caltrans | MR330.12 | SR 138 Segment 6 Construction | | 5,600.0 | 0.0 | 5,600.0 | 5,600.0 | | | | |
| | | **TOTAL METRO** | | **25,000.0** | **0.0** | **25,000.0** | **25,000.0** | **0.0** | **0.0** | **0.0** | **0.0** |
| Lancaster | MR330.02 | SR-138 (SR-14) Avenue K Interchange | | 20,340.0 | (0.0) | 20,340.0 | 15,000.0 | 1,000.0 | 4,340.0 | | |
| Lancaster | MR330.03 | SR-138 (SR-14) Avenue G Interchange | | 1,875.1 | (0.0) | 1,875.1 | 1,875.1 | | | | |
| Lancaster | MR330.04 | SR-138 (SR-14) Avenue J Interchange | | 21,274.9 | 0.0 | 21,274.9 | 10,000.0 | 1,000.0 | 8,000.0 | 2,274.9 | |
| Lancaster | MR330.05 | SR-138 (SR-14) Avenue L Interchange | | 1,510.0 | 0.0 | 1,510.0 | 1,510.0 | | | | |
| Lancaster | MR330.06 | SR-138 (SR-14) Avenue M Interchange | | 20,000.0 | 0.0 | 20,000.0 | 20,000.0 | | | | |
| | | **TOTAL LANCASTER** | | **65,000.0** | **0.0** | **65,000.0** | **48,385.1** | **2,000.0** | **12,340.0** | **2,274.9** | **0.0** |
| Palmdale | MR330.07 | SR-138 Palmdale Blvd. (SR-138) 5th to 10th St. East | | 25,000.0 | 0.0 | 25,000.0 | 25,000.0 | | | | |
| Palmdale | MR330.08 | SR-138 Palmdale Blvd. SB 14 Ramps | | 25,000.0 | 0.0 | 25,000.0 | 25,000.0 | | | | |
| Palmdale | MR330.09 | SR-138 10th St. West Interchange | | 15,000.0 | 0.0 | 15,000.0 | 15,000.0 | | | | |
| Palmdale | MR330.10 | SR-138 (SR-14) Widening Rancho Vista Blvd. to Palmdale Blvd | | 25,000.0 | 0.0 | 25,000.0 | 25,000.0 | | | | |
| Palmdale | MR330.11 | SR-138 Avenue N Overcrossing | | 20,000.0 | 0.0 | 20,000.0 | 20,000.0 | | | | |
| | | **TOTAL PALMDALE** | | **110,000.0** | **0.0** | **110,000.0** | **110,000.0** | **0.0** | **0.0** | **0.0** | **0.0** |
| | | **TOTAL SR-138 CAPACITY ENH** | | **200,000.0** | | **200,000.0** | **183,385.1** | **2,000.0** | **12,340.0** | **2,274.9** | **0.0** |

# ATTACHMENT A

| Lead Agency | Fund Agr (FA) No. | PROJECT/LOCATION | Notes | Prior Alloc | Alloc Change | Current Alloc | Prior Yr Program | FY21 | FY22 | FY23 | FY24 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **North County: I-5/SR-14 HOV SURPLUS** | | | | **85,094.9** | | **85,094.9** | **15,751.2** | **31,466.7** | **23,877.0** | **14,000.0** | **0.0** |
| Lancaster | MR330.02 | SR-138 (SR-14) Avenue K Interchange | | 9,297.5 | 0.0 | 9,297.5 | 4,000.0 | 5,297.5 | | | |
| Lancaster | MR330.04 | SR-138 (SR-14) Avenue J Interchange | | 8,769.2 | (0.0) | 8,769.2 | | 569.2 | 6,000.0 | 2,200.0 | |
| Lancaster | MR330.06 | SR-138 (SR-14) Avenue M Interchange | | 3,677.0 | 0.0 | 3,677.0 | 0.0 | | 2,877.0 | 800.0 | |
| | | **TOTAL LANCASTER** | | **21,743.7** | **(0.0)** | **21,743.7** | **4,000.0** | **5,866.7** | **8,877.0** | **3,000.0** | **0.0** |
| LA County | MR501.01 | The Old Road - Magic Mountain Prkwy to Turnberry Ln | | 25,000.0 | 0.0 | 25,000.0 | 1,000.0 | 6,000.0 | 7,000.0 | 11,000.0 | |
| | | **TOTAL LA COUNTY** | | **25,000.0** | **0.0** | **25,000.0** | **1,000.0** | **6,000.0** | **7,000.0** | **11,000.0** | **0.0** |
| Palmdale | MR330.08 | SR-138 Palmdale Blvd SB 14 Ramps | | 1,186.2 | 0.0 | 1,186.2 | 1,186.2 | | | | |
| Palmdale | MR330.09 | SR-138 10th St. West Interchange | | 12,600.0 | 0.0 | 12,600.0 | 3,000.0 | 9,600.0 | | | |
| | | **TOTAL PALMDALE** | | **13,786.2** | **0.0** | **13,786.2** | **4,186.2** | **9,600.0** | **0.0** | **0.0** | **0.0** |
| Santa Clarita | MR501.02 | Sierra Highway Traffi Signal Improvements | | 565.0 | 0.0 | 565.0 | 565.0 | | | | |
| Santa Clarita | MR501.03 | Vista Canyon Road Bridge at Los Canyon Road | | 20,000.0 | 0.0 | 20,000.0 | 4,000.0 | 8,000.0 | 8,000.0 | | |
| Santa Clarita | MR501.04 | Vista Canyon Metrolink Station | | 4,000.0 | 0.0 | 4,000.0 | 2,000.0 | 2,000.0 | | | |
| | | **TOTAL SANTA CLARITA** | | **24,565.0** | **0.0** | **24,565.0** | **6,565.0** | **10,000.0** | **8,000.0** | **0.0** | **0.0** |
| | | **TOTAL I-5/SR-14 CAPACITY ENH** | | **85,094.9** | | **85,094.9** | **15,751.2** | **31,466.7** | **23,877.0** | **14,000.0** | **0.0** |
| | | **Total Measure R Spent Inception to Date** | | **1,486,158** | **80,034** | **1,566,192** | **1,083,371** | **147,544** | **165,811** | **86,403** | **79,322** |

**Definitions:**

Lead Agency is the primary project manager for the administration of scope and use of funds

Funding Agreement (FA): references the agreement number on file with Metro

Project Location: Describes the general scope and parameters of the project

Project Phase identifies which lifecycle phase the project is in at the time of reporting noted as follows:

*PI - Project Initiation / PE - Preliminary Engineering / EA - Environmental Analysis / FD - Final Design / ROW - Right of Way Acq / CON - Construction*

Notes: Provide a quick reference to reported change for the period such as:

*Add - Addition of a new project / REP - Reprogram of funds / SCAD - Scope Addition / BAD - Budget Adjustment / DEL - Deletion*

Prior Allocation identifies the reported project allocation reported in the previous report

Alloc Change denotes the amount of change occurring in the current reporting period.

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

Metro

# Board Report

**File #:** 2021-0407, **File Type:** Program **Agenda Number:** 7.

**PLANNING AND PROGRAMMING COMMITTEE**
**JULY 14, 2021**

**SUBJECT: COUNTYWIDE CALL FOR PROJECTS**

**ACTION: APPROVE RECOMMENDATIONS**

## RECOMMENDATION

CONSIDER:

A. RECERTIFYING $12.78 million in existing Fiscal Year (FY) 2021-22 commitments from previously approved Countywide Call for Projects (Call) and AUTHORIZING the expenditure of funds to meet these commitments as shown in Attachment A;

B. DEOBLIGATING $12.47 million of previously approved Call funding, as shown in Attachment B, and hold in RESERVE;

C. AUTHORIZING the Chief Executive Officer (CEO) or their designee to:
   1. negotiate and execute all necessary agreements and/or amendments for previously awarded projects; and
   2. amend the FY 2021-22 budget, as necessary, to include the 2021 Countywide Call Recertification and Extension funding in the Subsidies budget;

D. APPROVING changes to the scope of work for:
   1. City of Glendale - Purchase of Alternative Fuel Buses for Glendale Beeline (#F9435)
   2. City of Lawndale - Redondo Beach Boulevard Improvements (#F9101)
   3. City of Los Angeles - Stocker/MLK Crenshaw Access to Expo LRT Station (#F3409)
   4. City of Los Angeles - Interactive Bicycle Board Demo Project (#F7708)
   5. City of Los Angeles - LADOT Streets for People: Parklets and Plazas (#F7814); and
   6. City of Los Angeles - Slauson Avenue: Western Avenue to Crenshaw Boulevard Project (#F9204); and

E. RECEIVING AND FILING:
   1. time extensions for 66 projects shown in Attachment D; and
   2. reprogram for nine projects shown in Attachment E.

## ISSUE

Each year the Board must recertify funding for projects that were approved through prior Calls in order to release the funds to the project sponsors. The Board must also approve the deobligation of lapsing project funds after providing project sponsors with the opportunity to appeal staff's preliminary deobligation recommendations to Metro's Technical Advisory Committee (TAC). The Board must also receive and file the extensions and reprogrammed funds granted through previously delegated Board authority. The background and discussion of each of these recommendations can be found in Attachment C.

## DISCUSSION

The Call process implements Metro's multi-modal programming priorities and implements the adopted Long Range Transportation Plan (LRTP). The 2021 Call Recertification and Deobligation process reinforces the annual authorization and timely use of funds policies. Specifically, Board policy calls for consideration of deobligation of funding from project sponsors who have not met lapsing deadlines, have not used the entire grant amount to complete the project (project savings) or have formally notified Metro that they no longer wish to proceed with the project (cancellation).

### Technical Advisory Committee (TAC) Appeals

On June 2, 2021, TAC heard sponsor appeals on the deobligation of funding from four projects (Attachment F). TAC recommended one-year extensions with certain reporting conditions. Staff concurs with these recommendations. Therefore, no projects would involuntarily lose funding due to the lapsing schedule and would have the timeline to completion lengthened under this proposed Board action.

Additionally, all proposed deobligated funds included in Attachment B are due primarily to project savings or cancellation requested by the project sponsors and would not be involuntarily deobligated by this proposed Board action, as further described in the attachment.

### Active Call for Projects as of June 30, 2021

In August 2016, Call programming was put on hold due to limited funding capacity and the potential for over a half billion of pending/outstanding approved project scope to require additional support in Southern California's somewhat volatile construction market. Last August, Metro staff reported the completed assessments of the past and current recipient performance in project delivery (2007 to 2015 Call cycles). We updated the table as of June 30, 2021 (see below). There are approximately 220 active and/or upcoming Call projects totaling $440.5 million, yet to be fully implemented. Staff will continue working with the project sponsors in expediting the delivery of those projects.

Table 1 - Active and Upcoming Call for Projects as of June 30, 2021

| Cycle | # of Awarded Projects | Original Programming Years | Total Prog Amount ($000') | # of Active/ Upcoming Projects | Remaining Balance ($000') |
|---|---|---|---|---|---|
| **2007 Call** | 169 | FY08 - FY13 | $ 454,520 | 30 | $ 58,790 |
| **2009 Call** | 133 | FY12 - FY15 | 337,551 | 36 | 82,107 |
| **2011 Call** | 72 | FY15 - FY17 | 123,516 | 30 | 36,270 |
| **2013 Call** | 96 | FY15 - FY19 | 199,390 | 56 | 112,622 |
| **2015 Call** | 88 | FY17 - FY21 | 201,923 | 68 | 150,715 |
| | **558** | | **$1,316,900** | **220** | **$ 440,504** |

## DETERMINATION OF SAFETY IMPACT

The 2021 Call Recertification and Deobligation will not have any adverse safety impacts on Metro's employees or patrons.

## FINANCIAL IMPACT

The amount of $50.5 million is included in the FY 2021-22 Adopted Budget in Cost Centers 0441 (Subsidies to Others) and 0442 (Highway Subsidies) for the Countywide Call. Since these are multi-year projects, the cost center managers, Chief Planning Officer and Chief Program Management Officer will be responsible for budgeting in future years.

Impact to Budget

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

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

RSTP funds in this action could be used for Metro's transit capital needs. Also, while these funds cannot be used directly for Metro's bus or rail operating needs, these funds could free up other such

eligible funds by exchanging the funds used for Metro's paratransit provider, Access Services Incorporated. Since these RSTP funds originate in the Highway portion (Title 23) of MAP-21, they are among the most flexible funds available to Metro and are very useful in meeting Call projects' requirements.

## EQUITY PLATFORM

The Call, an existing competitive grant program dating back to the early 1990s, programs transportation funds to local jurisdictions for regionally significant projects that are often beyond the fiscal capabilities of local sponsors. The latest Call cycle, including all funding commitments and project scopes of work, was approved by the Metro Board in September 2015 and the projects (and scopes) included in this action predate the Equity Platform (adopted in 2018). As such, Equity Platform criteria was not included in the evaluation of these projects. However, the third pillar of the Equity Platform, "Focus and Deliver" is applicable to these community driven projects. Metro staff will be actively working with the jurisdictions to ensure delivery of those projects, including ongoing stakeholder engagements as part of the project development. To the degree possible, Metro staff will ensure that project sponsors are listening to community needs to support the "Listen and Learn" pillar of the Equity Platform.

Given that no equity analysis occurred during the initial grant process, staff is working to evaluate the equity impacts to the existing grants now. The Equity Focus Communities ("EFCs", adopted as part of the 2020 Long Range Transportation Plan for equity evaluation) are being applied to all current Call grants to support the first pillar of the Equity Platform "Define and Measure." Specifically, the EFCs are a mapping tool being added to the newly created Call administration database. The initial analysis of the EFC layer to the Call grants (within a 1 mile radius) provides information about the make-up of the communities being served by these projects. See Attachment G for details regarding the 72.7% of $440 million in EFCs and other demographic details.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

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

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling by alleviating the current operational deficiencies and improving mobility along the projects.

Goal 4: Transform LA County through regional collaboration with the subregions and local jurisdictions in implementation of the projects.

## ALTERNATIVES CONSIDERED

The Board could cancel all or some of the FY 2021-22 funding commitments rather than authorize their continued expenditures. This would be a change to the previous Board-approved Countywide Calls programming commitments and would disrupt ongoing projects that received multi-year funding.

With respect to deobligations, the Board could choose to deobligate funds from one or more project

sponsors whose projects are beyond the lapse dates and are not moving forward consistent with the adopted Revised Lapsing Policy rather than extending the deadlines. A much stricter interpretation of the Revised Lapsing Policy might encourage project sponsors in general to deliver them in a more timely fashion. However, this would be disruptive to the process of delivering the specific projects currently underway, many of which are now very close to being delivered. On balance, the appeals process between the project sponsors and the Metro TAC is a significant reminder to project sponsors that these funded projects should not be further delayed ensuring policy objectives are achieved in expending the funds as intended by the Call program.

## NEXT STEPS

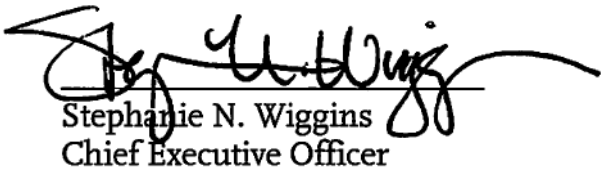
With Board approval of the 2021 Countywide Call Recertification, Deobligation and Extension process, project sponsors will be notified and Funding Agreements (FAs) and Letters of Agreement (LOAs) will be executed with those who have received their first year of funding through the Recertification process. Amendments to existing FAs and LOAs will be completed for those sponsors receiving time extensions. Project sponsors whose funds are being deobligated will be formally notified of the Board action as well as those receiving date certain time extension deadlines for executing their agreements.

## ATTACHMENTS

Attachment A - FY 2021-22 Countywide Call Recertification
Attachment B - FY 2020-21 Countywide Call Deobligation
Attachment C - Background/Discussion of Each Recommendation
Attachment D - FY 2020-21 Countywide Call Extensions
Attachment E - FY 2020-21 Countywide Call Reprogramming
Attachment F - Result of TAC Appeals Process
Attachment G - CFP and Equity Focused Communities Map

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Stephanie N. Wiggins
Chief Executive Officer

Metro

**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY**
**2021-22 CALL FOR PROJECTS RECERTIFICATION**
**($000)**

| | PROJ # | AGENCY | PROJECT TITLE | TOTAL |
|---|---|---|---|---|
| 1 | 8002 | SGV COG | ALAMEDA CORRIDOR EAST - PHASE I | $ 5,000 |
| 2 | F3519 | LA COUNTY | NORTH COUNTY BIKEWAYS | 820 |
| 3 | F5310 | LA COUNTY | RAMONA BOULEVARD/BADILLO STREET/COVINA BOULEVARD TSSP/BSP | 800 |
| 4 | F5316 | LA COUNTY | SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT | 200 |
| 5 | F9302 | LA COUNTY | SAN GABRIEL VALLEY FORUM 2015 TRAFFIC SIGNAL CORRIDORS PROJECT | 700 |
| 6 | F9303 | LA COUNTY | SOUTH BAY FORUM 2015 TRAFFIC SIGNAL CORRIDORS PROJECT | 800 |
| 7 | F9304 | LA COUNTY | GATEWAY CITIES FORUM 2015 TRAFFIC SIGNAL CORRIDORS PROJECT | 900 |
| 8 | F9305 | LA COUNTY | NORTH COUNTY TRAFFIC SIGNAL COMMUNICATIONS PROJECT | 200 |
| 9 | F9101 | LAWNDALE | REDONDO BEACH BOULEVARD IMPROVEMENTS | 3,363 |
| | | | **TOTAL** | **$ 12,783** |

Metro

## LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
## FY 2020-21 CALL FOR PROJECTS DEOBLIGATION RECOMMENDATIONS
## ($000)

| | PROJ # | AGENCY | PROJECT TITLE | FUNDING SOURCE | MODE | DOLLARS PROGRAMMED AND FISCAL YEARS | | | | | $ EXPD/ OBLG | TOTAL DEOB | REASON |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Prior | FY 17 | FY 18 | FY 19 | FY 20 | | | |
| 1 | 2316 | LA COUNTY | SOUTHEAST LA COUNTY TRAFFIC SIGNAL SYNCHRONIZATION CORRIDORS PROJECT | PC25 | SS | $ 25,189 | | | | | $ 25,114 | $ 75 | AUDIT SAVINGS |
| 2 | 8150 | LA COUNTY | SAN JOSE CREEK BICYCLE TRAIL PHASE II | CMAQ | BIKE | | | | 1,243 | | - | 1,243 | CANCELLED |
| 3 | F5115 | LA COUNTY | AVENUE L ROADWAY WIDENING PROJECT | RSTP | RSTI | $ 3,298 | $ 1,499 | | | | $ - | $ 4,797 | CANCELLED |
| 4 | F9114 | LA COUNTY | FULLERTON ROAD CORRIDOR IMPROVEMENTS | PC25 | RSTI | | | 1,233 | | 3,940 | - | 5,173 | CANCELLED |
| 5 | F3107 | PALMDALE | AVENUE S WIDENING PHASE II | PC25 | RSTI | 6,614 | | | | | 6,160 | 454 | AUDIT SAVINGS |
| 6 | F3701 | PASADENA | PASADENA ARTS ENHANCED PASSENGER INFORMATION | LTF | TDM | 683 | | | | | 671 | 12 | AUDIT SAVINGS |
| 7 | 6363 | SANTA CLARITA | I-5/MAGIC MT. PKWY (SR-126) INTERCHANGE RECONSTRUCTION | PC25 | RSTI | 15,435 | | | | | 14,718 | 717 | AUDIT SAVINGS |
| | | | | | **TOTAL** | **$ 51,219** | **$ 1,499** | **$ 1,233** | **$ 1,243** | **$ 3,940** | **$ 46,663** | **$ 12,471** | |
| 8 | F7701 | LA COUNTY | EAST LOS ANGELES DEMONSTRATION BICYCLE SHARING PROG * | LTF | TDM | | | 91 | 824 | | - | 915 | FUNDS REALLOCATED |

* $915,255 will be reallocated to Metro to fund the County's share of capital and operations and maintenance cost of the Metro Regional Bike Share Program. County is also committed to provide the local match commitment of up to $610,170.

| **TOTAL DEOBLIGATION RECOMMENDATION BY MODE** | |
|---|---|
| REGIONAL SURFACE TRANSPORTATION IMPROVEMENTS (RSTI) | $ 11,141 |
| SIGNAL SYNCHRONIZATION & BUS SPEED IMPROVEMENTS (SS) | 75 |
| BICYCLE IMPROVEMENTS (BIKE) | 1,243 |
| TRANSPORTATION DEMAND MANAGEMENT (TDM) | 12 |
| **TOTAL** | **$ 12,471** |

## Background/Discussion of Each Recommendation

### A. Recertify
The $12.78 million in existing FY 2021-22 Board approved commitments and programmed through previous Countywide Call processes are shown in Attachment A. The action is required to ensure that funding continues in FY 2021-22 for those on-going projects for which Metro previously committed funding.

### B. Deobligate
Attachment B shows the $12.47 million of previously approved Countywide Calls funding that is being recommended for deobligation. This includes approximately $11.21 million in cancelled projects, and $1.26 million in project savings.

### C. Authorize
Projects receiving their first year of funding are required to execute Funding Agreements or Letter of Agreements with Metro. And Projects receiving time extensions are required to execute Amendments with Metro. This recommendation will authorize the CEO or their designee to negotiate and execute any agreements and/or amendments with the project sponsors, based on the project sponsors showing that the projects have met the Project Readiness Criteria and timely use of funds policies.

### D. Approve Project Scope Change
1. The City of Glendale – Purchase of Alternative Fuel Buses for Glendale Beeline (#F9435) was programmed through the 2015 Call. As approved, the project includes procure three 35-foot and two 40-foot clean fuel buses to replace three existing 35-foot and two 40-foot CNG buses for its Beeline Transit System. The City is requesting to revise the scope of work to replace the five existing buses with five 35-ft battery-electric clean fuel buses for the Glendale Beeline service. The five 2009 buses have reached their useful life of 12 years. The new buses will feature bicycle racks and be ADA compliant. The buses will be deployed on the Glendale Beeline transit service which serves a significant role in providing feeder service to several Metro local and Rapid lines, Metrolink, Amtrak, Pasadena Arts, BurbankBus and LADOT Commuter Express. Staff has evaluated the proposed change in scope and found that they are consistent with the intent of the original scope of work. Metro will maintain its funding commitment of $2,186,396, and the City will maintain its local match commitment of $546,599 (30.3%). In addition, the City is committed to cover any future project cost overruns, if occurs.

2. The City of Lawndale – Redondo Beach Boulevard Improvements (#F9101) was programmed through the 2015 Call. As approved, the project covers 0.7 miles on Redondo Beach Boulevard between Artesia Boulevard and Prairie Avenue. The improvements include reconfiguring/adding lanes; improving traffic signals at the Hawthorne Boulevard, I-405 Southbound Off-Ramp, and Prairie Avenue intersections, add new signal at I-405 Northbound On-Ramp, signal synchronization, widening terminus of I-405 Southbound Off-Ramp, installing Class II bike lanes along the entire length of the project, adding new drought tolerant landscape

medians, improving access ramps, and improving pavement. Since the award of the Call grant, portions of project scopes were either completed by the LA County (under #F5316) or to be included as part of project with Caltrans. The City is requesting to revise the scope of work by eliminating freeway ramp improvements, traffic signals at the Hawthorne Boulevard, I-405 Southbound Off-Ramp, and Prairie Avenue intersections, add new signal at I-405 Northbound On-Ramp. Staff has evaluated the proposed change in scope and found that the remaining improvements are still consistent with the original intent of the project. The remaining scopes include: Class II bike lanes and Class III bike routes along the entire length of the project, adding new drought tolerant landscape medians, improving pavement, ADA improvements including sidewalk and curb ramp, and traffic striping and new traffic signs. Staff has evaluated the proposed change in scope and supports the changes. The revised scope of work will reduce Metro Call funds from $3,362,792 to $2,175,726 and the City corresponding local match commitment (35.3%) from $1,833,519 to $1,186,287. The revised total project cost of $3,362,013 will result in a cost saving of $1,187,066 in Call funds. In addition, the City is committed to cover any future project cost overruns, if occurs.

3. The City of Los Angeles – Stocker/MLK Crenshaw Access to Expo LRT Station (#F3409) was programmed through the 2009 Call. As approved, the project is for design and construction of 12 local bus shelters for Metro local and LADOT stops with benches, security lighting, wayfinding signage, bike parking, sidewalk and crosswalk improvements, bus pads and transit information. During the design phase, city staff determined some of the bus stops will be installed by the Crenshaw/LAX Transit Corridor project or will be relocated due to lack of ridership volumes. In addition, the newly adopted ADA standards would require civil design and concrete work with associated pipe/utility relocations, landscaping/tree relocations, electrical work, and easement permits. The City is requesting to revise the scope of work to include the design and construction of five bus shelters with benches, security lighting, wayfinding signage, sidewalk, and crosswalk improvements. Due to increased costs associated with the newly adopted ADA standards, this revised scope of work will require the entire project budget. Staff has evaluated the proposed change in scope and supports the changes. Metro will maintain its funding commitment of $1,390,203 and the City will maintain its local match commitment of $781,989 (36%). In addition, the City is committed to cover any future cost overruns, if occurs.

4. The City of Los Angeles – Interactive Bicycle Board Demo Project (#F7708) was programmed through the 2013 Call. As approved, the project is to install a total of 12 interactive display screens and 96 bicycle counters. Monitors will display this mode's level of use. Since the award of the Call grant, the City has found that the counting technology has improved and is proposing different models of Eco-Counter pedestrian and bicyclist counter units. The City is requesting to revise the scope of work by eliminating ten display screens and increase the counters. The revised scope will include 60 Loop Detectors, 55 Eco-Counter CITIX 3D Counter units, and 2 Eco-Counter Compact Displays. Staff has evaluated the proposed change in scope

and supports the changes. Metro will maintain its funding commitment of $547,212 and the City will maintain its local match commitment of $136,803 (20%). In addition, the City is committed to cover any future cost overruns, if occurs.

5. The City of Los Angeles – LADOT Streets for People: Parklets and Plazas (#F7814), was programmed through the 2013 Call. This project scope was revised once previously in 2019. As approved in 2019, the project is to install one parklet, one plaza, four intersection murals and nine decorative crosswalks. The City is requesting to revise the scope of work due to the financial impact of Covid-19, as well as the parklet partner withdrew. The revised scope of work will include seven decorative crosswalks, one intersection mural and one parklet. Staff has evaluated the proposed change in scope and supports the changes. Metro will maintain its funding commitment of $437,200 and the City will maintain its local match commitment of $109,300 (20%). In addition, the City is committed to cover any future cost overruns, if occurs.

6. The City of Los Angeles – Slauson Avenue: Western Avenue to Crenshaw Boulevard Project (#F9204), was programmed through the 2015 Call. As approved, the project covers 1.26 miles of improvements on Slauson Avenue by increasing curb radii, installing new signalization equipment at key intersections, reconstructing failing AC pavement, providing street lighting, and installing ADA compliant curb ramps. The City is now proposing to make 0.80 miles of improvements, between Western and 5$^{th}$ Avenue. The revised scope will include the construction of curbs and gutters, sidewalks, driveways, grind and overlay portions of the pavement, and ADA compliant curb ramps. Staff has evaluated the proposed change in scope and found that they are consistent with the intent of the original scope of work. Metro will maintain its funding commitment of $1,929,408 and the City will maintain its local match commitment of $482,352 (20%). In addition, the City is committed to cover any future cost overruns, if occurs.

**E. Receive and File**

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

    1) Project delay due to an unforeseen and extraordinary circumstance beyond the control of project sponsor (federal or state delay, legal challenge, Act of God);

    2) Project delay due to Metro action that results in a change in project scope, schedule or sponsorship that is mutually agreed; and

    3) Project is contractually obligated, however, a time extension is needed to complete construction that is already underway (capital projects only).

    Based on the above criteria, extensions for the 66 projects shown in Attachment D are being granted.

2. Since the March 2016 Metro TAC approval of the Proposed Revised Call Lapsing Policy, several project sponsors have informed staff that their projects will not be able to be completed within the one-time, 20-month extension. Through the 2016 Call Recertification and Deobligation process, Board delegated authority to reprogram currently programmed Call funds to a later year. Reprograms for the nine projects shown in Attachment E are being granted.

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

Metro

**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY**
**2020-21 CALL FOR PROJECTS EXTENSION LIST**
**AS OF JUNE 30, 2021**
**($000')**

| | PROJ # | AGENCY | PROJECT TITLE | FUNDING SOURCE | LAPSING FUND YR | TOTAL PROG $ | TOTAL $ EXP/ OBLIG | AMT SUBJECT TO LAPSE | RECOM EXT Months | REASON FOR EXT 1, 2, OR 3 | NEW REVISED LAPSE DATE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | F7517 | ARCADIA | BICYCLE AND FACILITY IMPROVEMENTS | LTF | 2019 | $136 | $0 | $136 | 20 | 1 | 2/28/2023 |
| 2 | F9620 | BALDWIN PARK | FIRST/LAST MILE CONNECTIONS FOR THE BALDWIN PARK TRANSIT CTR | PC25 | 2018 2019 | 657 | - | 657 | 20 | 3 | 2/28/2023 |
| 3 | F9200 | BELL | EASTERN AVENUE CAPACITY AND OPERATIONAL IMPROVEMENTS | PC25 | 2017 | 536 | - | 536 | 12 | 3 | 2/28/2022 |
| 4 | F1502 | BURBANK | SAN FERNANDO BIKEWAY | CMAQ | 2019 | 6,173 | 532 | 5,641 | 12 | 1 | 6/30/2022 |
| 5 | F5701 | BURBANK | BURBANK TRAVELER INFORMATION AND WAYFINDING SYSTEM | LTF | 2017 | 232 | 227 | 5 | 12 | 3 | 2/28/2022 |
| 6 | F7506 | BURBANK | CHANDLER BIKEWAY EXTENSION | CMAQ | 2017 2018 | 2,639 | 456 | 2,183 | 12 | 1 | 6/30/2022 |
| 7 | F9301 | Caltrans | I-210 CONNECTED CORRIDORS ARTERIAL SYSTEMS IMPROVEMENTS | PC25 | 2018 2019 | 6,456 | 4,595 | 1,861 | 20 | 3 | 2/28/2023 |
| 8 | F5108 | COMMERCE | GARFIELD AVE/WASHINGTON BLVD MULTIMODAL INTERSECTION | PC25 | 2016 2017 | 538 | 26 | 512 | 12 | 3 | 2/28/2022 |
| 9 | F9530 | COMPTON | CENTRAL AVENUE REGIONAL COMMUTER BIKEWAY PROJECT | LTF PC25 (EME) | 2018 2019 | 1,438 | - | 1,438 | 20 | 3 | 2/28/2023 |
| 10 | F7303 | CULVER CITY | NETWORK-WIDE SIGNAL SYNCH WITH VID & ARTERIAL PERFORMANCE ME | PC25 | 2017 | 989 | 374 | 615 | 12 | 3 | 2/28/2022 |
| 11 | F7118 | Downey | FLORENCE AVE. BRIDGE OVER SAN GABRIEL RIVER | CMAQ | 2016 2017 | 1,917 | - | 1,917 | 12 | 1 | 6/30/2022 |
| 12 | F7311 | Downey | DOWNEY CITYWIDE TRANSIT PRIORITY SYSTEM PROGRAM | PC25 | 2017 2018 2019 | 1,292 | - | 1,292 | 20 | 1 | 2/28/2023 |
| 13 | F5705 | EL MONTE | SHARED PARKING PROGRAM/SMART PARKING DETECTION SYSTEM | LTF | 2017 | 316 | 61 | 255 | 12 | 3 | 2/28/2022 |
| 14 | F7321 | Glendale | REGIONAL ARTERIAL TRAFFIC PERFORMANCE MEASUREMENT SYSTEM | PC25 | 2018 2019 | 531 | - | 531 | 20 | 1 | 2/28/2023 |
| 15 | F7101 | Hawthorne | SIGNAL IMPROVEMENTS ON PRAIRIE AVE FROM 118TH ST. TO MARINE AVE. | PC25 | 2019 | 2,589 | 2,249 | 340 | 20 | 3 | 2/28/2023 |
| 16 | F5100 | INDUSTRY | SR57/60 CONFLUENCE, GRANT AVE AT GOLDEN SPRING DR | PC25 | 2016 2017 | 6,728 | 1,058 | 5,670 | 24 | 3 | 2/28/2023 |
| 17 | F7319 | INGLEWOOD | ITS: PHASE V OF INGLEWOOD'S ITS UPGRADES | PC25 | 2018 2019 | 1,534 | 193 | 1,341 | 20 | 3 | 2/28/2023 |
| 18 | F9307 | INGLEWOOD | INGLEWOOD ITS PHASE VI | PC25 | 2018 2019 | 1,206 | 168 | 1,038 | 20 | 3 | 2/28/2023 |

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

Metro

**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY**
**2020-21 CALL FOR PROJECTS EXTENSION LIST**
**AS OF JUNE 30, 2021**
**($000')**

| | PROJ # | AGENCY | PROJECT TITLE | FUNDING SOURCE | LAPSING FUND YR | TOTAL PROG $ | TOTAL $ EXP/ OBLIG | AMT SUBJECT TO LAPSE | RECOM EXT Months | REASON FOR EXT 1, 2, OR 3 | NEW REVISED LAPSE DATE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 19 | 8046 | LA CITY | BURBANK BLVD. WIDENING - LANKERSHIM BLVD. TO CLEON AVENUE | RSTP | 2018 | 5,043 | 5,042 | 1 | 12 | 3 | 6/30/2022 |
| 19 | 8046 | LA CITY | BURBANK BLVD. WIDENING - LANKERSHIM BLVD. TO CLEON AVENUE | PC25 | 2019 | 4,978 | 3,010 | 1,968 | 20 | 3 | 2/28/2023 |
| 20 | F1520 | LA CITY | IMPERIAL HIGHWAY BIKE LANES | CMAQ | 2019 | 1,506 | - | 1,506 | 12 | 1 | 6/30/2022 |
| 21 | F1612 | LA CITY | CENTURY CITY URBAN DESIGN AND PEDESTRIAN CONNECTION PLAN | CMAQ | 2011 | 1,605 | 297 | 1,308 | 12 | 1 | 6/30/2022 |
| 22 | F3409 | LA CITY | STOCKER/MLK CRENSHAW ACCESS TO EXPO LRT STATION | LTF | 2017 | 1,390 | 268 | 1,122 | 12 | 3 | 2/28/2022 |
| 23 | F3514 | LA CITY | EXPOSITION-WEST BIKEWAY-NORTHVALE PROJECT | CMAQ | 2014 2015 | 4,416 | 1,732 | 2,684 | 12 | 1 | 6/30/2022 |
| 24 | F3516 | LA CITY | LOS ANGELES RIVER BIKE PATH PHASE IV - CONSTRUCTION | CMAQ | 2019 | 1,827 | - | 1,827 | 12 | 1 | 6/30/2022 |
| 25 | F3631 | LA CITY | WESTLAKE MACARTHUR PARK PEDESTRIAN IMPROVEMENT PROJECT | CMAQ | 2014 2015 | 1,339 | 268 | 1,071 | 12 | 1 | 6/30/2022 |
| 26 | F3726 | LA CITY | FIRST AND LAST MILE TRANSIT CONNECTIVITY OPTIONS | CMAQ | 2013 2014 | 1,313 | 105 | 1,208 | 12 | 1 | 6/30/2022 |
| 27 | F5121 | LA CITY | BALBOA BOULEVARD WIDENING AT DEVONSHIRE STREET | RSTP | 2016 2017 | 1,208 | 207 | 1,001 | 12 | 1 | 6/30/2022 |
| 28 | F5317 | LA CITY | ITS PLATFORM UPGRADES | PC25 | 2017 | 2,300 | 996 | 1,304 | 12 | 3 | 2/28/2022 |
| 29 | F5519 | LA CITY | BICYCLE FRIENDLY STREETS | CMAQ | 2015 2016 | 586 | 110 | 476 | 12 | 1 | 6/30/2022 |
| 30 | F5525/ F5709 | LA CITY | BICYCLE CORRAL PROGRAM LAUNCH | CMAQ | 2016 2017 | 972 | - | 972 | 12 | 1 | 6/30/2022 |
| 31 | F5624 | LA CITY | WASHINGTON BLVD PEDESTRIAN TRANSIT ACCESS II | CMAQ | 2019 | 1,492 | 178 | 1,314 | 12 | 1 | 6/30/2022 |
| 32 | F7123 | LA CITY | MAGNOLIA BL WIDENING (NORTH SIDE) -CAHUENGA BL TO VINELAND | RSTP | 2017 2018 | 5,461 | 975 | 4,486 | 12 | 1 | 6/30/2022 |
| 33 | F7205 | LA CITY | ALAMEDA ST. WIDENING FROM ANAHEIM ST. TO 300 FT SOUTH OF PCH | RSTP | 2017 2018 | 5,874 | 1,014 | 4,860 | 12 | 1 | 6/30/2022 |
| 34 | F7207 | LA CITY | IMPROVE ANAHEIM ST. FROM FARRAGUT AVE. TO DOMINGUEZ CHANNEL | RSTP | 2017 2018 | 3,141 | - | 3,141 | 12 | 1 | 6/30/2022 |
| 35 | F7624 | LA CITY | WALK PICO! A CATALYST FOR COMMUNITY VITALITY & CONNECTIVITY | CMAQ | 2019 | 1,841 | 222 | 1,619 | 12 | 1 | 6/30/2022 |

**Reason for Extensions:**
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2. Project delay due to Metro action that results in a change in project scope, schedule, or sponsorship that is mutually agreed; and
**3.** Project is contractually obligated, however, a time extension is needed to complete construction that is already underway (capital projects only).

Metro

**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY**
**2020-21 CALL FOR PROJECTS EXTENSION LIST**
**AS OF JUNE 30, 2021**
**($000')**

| | PROJ # | AGENCY | PROJECT TITLE | FUNDING SOURCE | LAPSING FUND YR | TOTAL PROG $ | TOTAL $ EXP/ OBLIG | AMT SUBJECT TO LAPSE | RECOM EXT Months | REASON FOR EXT 1, 2, OR 3 | NEW REVISED LAPSE DATE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 36 | F7636 | LA CITY | BROADWAY STREETSCAPE IMPLEMENTATION (8TH-9TH) | CMAQ | 2019 | 2,384 | 426 | 1,958 | 12 | 1 | 6/30/2022 |
| 37 | F7707 | LA CITY | LAST MILE FOLDING BIKE INCENTIVE PROGRAM | LTF | 2016 to 2019 | 695 | - | 695 | 20 | 1 | 2/28/2023 |
| 38 | F7708 | LA CITY | INTERACTIVE BICYCLE BOARD DEMO PROJECT | LTF | 2017 2018 2019 | 547 | - | 547 | 20 | 1 | 2/28/2023 |
| 39 | F7817 | LA CITY | VERMONT AVE STORMWATER CAPTURE & GREENSTREET TRANSIT PROJ | LTF | 2017 | 1,145 | 531 | 614 | 12 | 3 | 2/28/2022 |
| 40 | F9123 | LA CITY | COMPLETE STREETS PROJECT FOR COLORADO BLVD. IN EAGLE ROCK | PC25 | 2019 | 1,754 | 586 | 1,168 | 20 | 2 | 2/28/2023 |
| 41 | F9527 | LA CITY | CHANDLER CYCLETRACK GAP CLOSURE PROJECT | CMAQ | 2017 2019 | 3,177 | - | 3,177 | 12 | 1 | 6/30/2022 |
| 42 | F9803 | LA CITY | BUILDING CONNECTIVITY WITH BICYCLE FRIENDLY BUSINESS DISTRICTS | LTF | 2017 2018 2019 | 823 | - | 823 | 20 | 1 | 2/28/2023 |
| 43 | F7412 | LA COUNTY | LOS ANGELES COUNTY/USC MEDICAL CENTER TRANSIT VEHICLE | CMAQ | 2016 | 282 | - | 282 | 12 | 1 | 6/30/2022 |
| 44 | F7512 | LA COUNTY | WEST ATHENS COMMUNITY BIKEWAYS* | LTF | 2019 | 645 | - | 645 | 20 | 1 | 2/28/2023 |
| 45 | F7700 | LA COUNTY | WILLOWBROOK INTERACTIVE INFORMATION KIOSKS | LTF | 2018 2019 | 143 | - | 143 | 20 | 1 | 2/28/2023 |
| 46 | F7806 | LA COUNTY | VERMONT AVENUE STREETSCAPE IMPROVEMENT PROJECT | LTF | 2017 2018 2019 | 765 | - | 765 | 20 | 1 | 2/28/2023 |
| 47 | F9412 | LA COUNTY | ATHENS SHUTTLE AND LENNOX SHUTTLE TRANSIT VEHICLES | CMAQ | 2019 | 750 | - | 750 | 12 | 1 | 6/30/2022 |
| 48 | F7615 | LONG BEACH | MARKET STREET PED ENHANCEMENTS | CMAQ | 2018 2019 | 3,234 | - | 3,234 | 12 | 1 | 6/30/2022 |
| 49 | 8211 | MONROVIA | HUNTINGTON DRIVE PHASE II PROJECT (OLD TOWN PEDESTRIAN IMPROVEMENTS) | RSTP | 2017 | 1,242 | | 1,242 | 12 | 1 | 6/30/2022 |
| 50 | F7304 | PALMDALE | NORTH COUNTY ITS - PALMDALE EXTENSION | CMAQ | 2017 2018 2019 | 3,000 | - | 3,000 | 12 | 1 | 6/30/2022 |
| 51 | F3302 | PASADENA | INTELLIGENT TRANSPORTATION SYSTEM (ITS) PHASE III | PC25 | 2015 | 4,235 | 3,814 | 421 | 12 | 3 | 2/28/2022 |
| 52 | F7317 | PASADENA | PASADENA AREA RAPID TRANSIT SYSTEM - TRANSIT SIGNAL PRIORITY | PC25 | 2018 2019 | 1,158 | 171 | 987 | 20 | 1 | 2/28/2023 |
| 53 | F7318 | PASADENA | ADAPTIVE TRAFFIC CONTROL NETWORK - PHASE II | PC25 | 2018 2019 | 1,658 | 185 | 1,473 | 20 | 1 | 2/28/2023 |

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

Metro

**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY**
**2020-21 CALL FOR PROJECTS EXTENSION LIST**
**AS OF JUNE 30, 2021**
**($000')**

| | PROJ # | AGENCY | PROJECT TITLE | FUNDING SOURCE | LAPSING FUND YR | TOTAL PROG $ | TOTAL $ EXP/ OBLIG | AMT SUBJECT TO LAPSE | RECOM EXT Months | REASON FOR EXT 1, 2, OR 3 | NEW REVISED LAPSE DATE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 54 | F9122 | PICO RIVERA | TELEGRAPH ROAD BRIDGE REPLACEMENT | PC25 | 2018 2019 | 2,299 | - | 2,299 | 20 | 1 | 2/28/2023 |
| 55 | F3502 | REDONDO BEACH | REDONDO BEACH BICYCLE TRANSPORTATION PLAN IMPLEMENTATION | CMAQ | 2016 | 1,559 | - | 1,559 | 12 | 2 | 6/30/2022 |
| 56 | F5301 | REDONDO BEACH | GRANT AVENUE SIGNAL IMPROVEMENTS | PC25 | 2017 | 1,222 | - | 1,222 | 12 | 3 | 2/28/2022 |
| 57 | F1505 | SAN FERNANDO | SAN FERNANDO PACOIMA WASH BIKE PATH | CMAQ | 2019 | 1,513 | - | 1,513 | 12 | 1 | 6/30/2022 |
| 58 | F1804 | SAN GABRIEL | LAS TUNAS DRIVE STREETSCAPE ENHANCEMENT PROJECT | CMAQ | 2019 | 641 | - | 641 | 12 | 1 | 6/30/2022 |
| 59 | F7404 | SANTA CLARITA | VISTA CANYON REGIONAL TRANSIT CENTER | PC25 | 2016 | 2,809 | 2,722 | 87 | 12 | 3 | 2/28/2022 |
| 60 | F9414 | SANTA CLARITA | VISTA CANYON METROLINK STATION | PC25 | 2018 2019 | 3,276 | 789 | 2,487 | 20 | 3 | 2/28/2023 |
| 61 | F9513 | SANTA CLARITA | RAILROAD AVENUE CLASS I BIKE PATH | PC25 | 2018 2019 | 2,265 | - | 2,265 | 20 | 2 | 2/28/2023 |
| 62 | F9807 | SANTA MONICA | SANTA MONICA EXPO AND LOCALIZED TRAVEL PLANNING ASSISTANCE | LTF | 2017 2018 2019 | 376 | - | 376 | 20 | 1 | 2/28/2023 |
| 63 | F3124 | SOUTH GATE | FIRESTONE BLVD CAPACITY IMPROVEMENTS | PC25 | 2015 | 7,072 | 6,002 | 1,070 | 12 | 3 | 2/28/2022 |
| 64 | F7309 | SOUTH GATE | TWEEDY BOULEVARD AND SIGNAL SYNCHRONIZATION PROJECT | PC25 | 2018 2019 | 1,317 | 82 | 1,235 | 20 | 1 | 2/28/2023 |
| 65 | F5308 | SOUTH PASADENA | SOUTH PASADENA'S ATMS, CENTRAL TCS AND FOIC FOR FAIR OAKS AV | PC25 | 2017 | 464 | 91 | 373 | 12 | 3 | 2/28/2022 |
| 66 | F9601 | WEST HOLLYWOOD | WEST HOLLYWOOD - MELROSE AVENUE COMPLETE STREET PROJECT | PC25 | 2017 2018 2019 | 3,142 | - | 3,142 | 20 | 1 | 2/28/2023 |
| | | | | | **TOTAL** | **$ 137,791** | **$ 39,762** | **$ 98,029** | | | |

* Project previously known as West Carson Community Bikeways

Metro

**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY**
**2020-21 CALL FOR PROJECTS REPROGRAMMING**
**($000)**

***Reprogrammed Years are listed in Bold and Italic***

| PROJ | AGENCY | PROJECT TITLE | DOLLARS PROGRAMMED AND FISCAL YEARS | | | | | | FUND SOURCE |
|---|---|---|---|---|---|---|---|---|---|
| | | | 2019-20 & Prior | 2020-21 | 2021-22 | 2022-23 | 2023-24 | TOTAL | |
| F7814 | LA CITY | LADOT STREETS FOR PEOPLE: PARKLETS AND PLAZAS | 437 | | | | | 437 | LTF |
| | | | | ***437*** | | | | ***437*** | |
| F3519 | LA COUNTY | NORTH COUNTY BIKEWAYS | $ 820 | | | | | $ 820 | CMAQ |
| | | | | | ***820*** | | | ***820*** | |
| F5310 | LA COUNTY | RAMONA BOULEVARD/BADILLO STREET/COVINA BOULEVARD TSSP/BSP | 2,758 | | | | | 2,758 | PC25 |
| | | | ***141*** | ***500*** | ***800*** | ***1,317*** | | ***2,758*** | |
| F5316 | LA COUNTY | SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT | 1,880 | | | | | | PC25 |
| | | | ***85*** | ***99*** | ***200*** | ***1,496*** | | ***1,880*** | |
| F9302 | LA COUNTY | SAN GABRIEL VALLEY FORUM 2015 TRAFFIC SIGNAL CORRIDORS PROJECT | 1,770 | 5,537 | | | | 7,307 | PC25 |
| | | | | ***300*** | ***700*** | ***1,000*** | ***5,307*** | ***7,307*** | |
| F9303 | LA COUNTY | SOUTH BAY FORUM 2015 TRAFFIC SIGNAL CORRIDORS PROJECT | 302 | 3,757 | | | | 4,059 | PC25 |
| | | | | ***300*** | ***800*** | ***1,000*** | ***1,959*** | ***4,059*** | |
| F9304 | LA COUNTY | GATEWAY CITIES FORUM 2015 TRAFFIC SIGNAL CORRIDORS PROJECT | 62 | 6,075 | | | | 6,137 | PC25 |
| | | | | ***400*** | ***900*** | ***2,000*** | ***2,837*** | ***6,137*** | |

Metro

**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY**
**2020-21 CALL FOR PROJECTS REPROGRAMMING**
**($000)**

***Reprogrammed Years are listed in Bold and Italic***

| PROJ | AGENCY | PROJECT TITLE | DOLLARS PROGRAMMED AND FISCAL YEARS | | | | | | FUND SOURCE |
|---|---|---|---|---|---|---|---|---|---|
| | | | 2019-20 & Prior | 2020-21 | 2021-22 | 2022-23 | 2023-24 | TOTAL | |
| F9305 | LA COUNTY | NORTH COUNTY TRAFFIC SIGNAL COMMUNICATIONS PROJECT | 96 | 2,110 | | | | 2,206 | PC25 |
| | | | | ***50*** | ***200*** | ***800*** | ***1,156*** | ***2,206*** | |
| F9101 | LAWNDALE | REDONDO BEACH BOULEVARD IMPROVEMENTS | 3,363 | | | | | 3,363 | PC25 |
| | | | | | ***3,363*** | | | ***3,363*** | |

| | | | | | | |
|---|---|---|---|---|---|---|
| ORIGINAL PROGRAMMED AMOUNT | $ 11,051 | $ 17,479 | $ - | $ - | $ - | $ 28,530 |
| ***REPROGRAMMED AMOUNT*** | ***$ 226*** | ***$ 1,649*** | ***$ 7,783*** | ***$ 7,613*** | ***$ 11,259*** | ***$ 28,530*** |
| **DELTA** | **10,825** | **15,830** | **(7,783)** | **(7,613)** | **(11,259)** | **-** |

**June 2021 Metro Technical Advisory Committee (TAC) Appeals**
***Sorted by Agency***

Metro

| | PROJ # | AGENCY | PROJECT TITLE | FUND SOURCE | PROG YR(S) | TOTAL METRO PROG $ | LAPSING FUND YR(S) | PROG $ SUBJECT TO LAPSE (000') | TOTAL YRS EXT | REASON FOR APPEAL | TAC RECOMMENDATIONS | METRO RESPONSE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | F7118 | DOWNEY | FLORENCE AVE. BRIDGE OVER SAN GABRIEL RIVER | CMAQ | 2016<br>2017 | 1,917 | 2016<br>2017 | 1,917 | 2 | Did not meet Lapsing Policy & Status Update per June 2020 TAC Appeal | One-year extension to June 30, 2022. Project Sponsor must provide an update at the 2022 TAC appeals on final scope of work and status of the HBP funding. | Concur with TAC recommendation. |
| 2 | F3514 | LA CITY | EXPOSITION-WEST BIKEWAY-NORTHVALE PROJECT | CMAQ | 2013<br>2014<br>2015 | 4,416 | 2014<br>2015 | 2,684 | 5 | Did not meet Lapsing Policy & Status Update per June 2020 TAC Appeal | One-year extension to June 30, 2022. Project Sponsor must provide an update at the 2022 TAC appeals and demonstrate full project funding. | Concur with TAC recommendation. |
| 3 | F1804 | SAN GABRIEL | LAS TUNAS DRIVE STREETSCAPE ENHACEMENT | CMAQ | 2019 | 641 | 2019 | 641 | 0 | No agreement & Did not meet Lapsing Policy | One-year extension to June 30, 2022, to execute the Letter of Agreement and obligate the construction funds. | Concur with TAC recommendation. |
| 4 | F3124 | SOUTH GATE | FIRESTONE BOULEVARD CAPACITY IMPROVEMENTS | PC25 | 2012<br>2013<br>2014<br>2015 | 9,424 | 2015 | 917 | 6 | Project lapsed 02/28/2021 | One-year extension to February 28, 2022, to allow Project Sponsor to revise the scope of work adding back scope elements previously removed from the Project. | Concur with TAC recommendation. |

ATTACHMENT G

# CALL FOR PROJECTS AND EQUITY FOCUS COMMUNITIES

Ventura County
Los Angeles County
Kern County
San Bernardino County
Riverside County
Orange County
Pacific Ocean

Burbank Bob Hope Airport
LAX
Long Beach Municipal Airport
Palmdale Regional Airport
Union Station
Port of Los Angeles
Port of Long Beach
Santa Catalina Island

**LEGEND**
- Call For Projects
- Freeway
- Highway
- Equity Focus Communities
- County Boundary

N W E S
0 2.5 5
MILES

**Data Sources:**
LA Metro Equity Focus Communities (Feb 2021).

Map Produced By Countywide Planning and Development, LACMTA, June 2021
Thomas Bros. Data Used With Permission

R:\Y21011_CallForProjects\WebApplication\CallForProjects\EFCs_CallForProjects_V1.aprx

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

**File #:** 2021-0315, **File Type:** Contract **Agenda Number:** 8.

**PLANNING AND PROGRAMMING COMMITTEE**
**JULY 14, 2021**

**SUBJECT: METRO VANPOOL PROGRAM**

**ACTION: APPROVE RECOMMENDATIONS**

## RECOMMENDATION

CONSIDER:

A. AUTHORIZING the Chief Executive Officer (CEO) to execute financial incentives and updates to vehicle criteria guidelines in support of the Metro Vanpool Program Post-COVID Initiatives;

B. AUTHORIZING the CEO to execute Modification No. 3 to the Vanpool Vehicle Supplier Bench Contract Nos. PS10754400051491 for Airport Van Rental, PS10754300051491 for Green Commuter, and PS10754500051491 for Enterprise Rideshare (a division of Enterprise Holdings) to exercise the second, one-year option in an amount not to exceed $9 million increasing the total contract value from $27 million to $36 million, and extending the period of performance from October 1, 2021 to September 30, 2022.

## ISSUE

The Metro Vanpool Program implemented temporary initiatives in July 2020 in response to the COVID-19 global pandemic. These initiatives were due to California's COVID-19 Stay at Home Order which required non-essential workers to work from home. This led to Metro Vanpool providing flexibility for program policies regarding occupancy levels and days of travel as less people commuted to work and new safety protocols following US Centers for Disease Control and Prevention (CDC) guidance were needed. As society begins to reopen, post-COVID initiatives are being proposed including financial incentives, changes to vehicle criteria guidelines and marketing and outreach efforts. These initiatives are needed to support the anticipated growth of the program as it returns to pre-COVID levels.

In addition, Metro requires the modification of the Vanpool Vehicle Supplier Bench Contract to execute Option Year 2 from October 1, 2021 to September 30, 2022. The term for Option Year 1 is ending September 30, 2021. This contract was originally awarded in July 2018 for a two-year base period and three, one-year options.

Staff requires Board authorization to execute financial incentives and updates to vehicle criteria

guidelines as well as to execute Option Year 2.

## BACKGROUND

The Metro Vanpool Program launched in May 2007 and has become an industry leader in providing a mobility option to employers and commuters that significantly reduces traffic congestion while improving air quality throughout Southern California. This program offers inter-county services to commuters that may lack transit options or other mobility alternatives. In addition, this program contributes to the reduction of more than 100 million vehicle miles traveled (VMT) annually produced by single-occupancy vehicles (SOV) in Los Angeles County. Thousands of cars would be on the road without this highly successful program.

In July 2018, the Metro Board authorized a Vanpool Vehicle Supplier Bench Contract to three vehicle suppliers for a two-year base period for an amount not-to-exceed $18 million, with three one-year options, each in an amount not-to-exceed $9 million, for a total contract value amount of $45 million. These contracts were awarded to three suppliers, Airport Van Rental, Green Commuter, and Enterprise Rideshare (a division of Enterprise Holdings). With the approval of this recommendation, Option Year 2 will be executed increasing the current total contract value to $36 million.

The Metro Vanpool Program Bench contracts were established to offer commuters multiple vendor options to secure lease vehicle services. Each contract effectively buys down the cost of eligible public vanpool leasing fares to the end user. Eligible vanpools enrolled in the program must agree to and comply with participation and reporting rules to receive fare subsidies amounting to a maximum of 50% of the vanpool vehicle lease costs or up to $500 per month.

Metro Vanpool is widely available to all commuters and is easily accessible. Vanpool participants must first lease the vehicle directly from the vehicle supplier of their choice and then apply to the Metro Vanpool Program to receive a subsidy. Vanpools are composed of five to 15 commuters who regularly travel together to work. Typically, Metro enters into a vanpool subsidy agreement with the vanpool coordinator, in most cases the leaseholder of the vehicle. The program is open to everyone and it strictly prohibits discrimination in all its forms. In addition, vehicle suppliers provide vehicles that are compliant with the Americans with Disabilities Act (ADA) upon request.

Although COVID-19 has impacted daily work activities, staff has maintained reporting requirements during this time and has worked closely with participants. Monthly National Transit Database (NTD) ridership reports that contain specific NTD data collected from vanpool participants each month have been consistently submitted to the Federal Transit Administration (FTA). Although the subsidy to vanpools is funded through Prop C 25%, the submission of data to NTD generates a reimbursement annually to Metro from Sections 5307 and 5339 federal funds. These funds are made available to other departments at Metro including Operations.

Metro Vanpool generates approximately $20 million annually of federal funding for the agency. The reimbursement amount is far more than the budgeted funding for the program.

The Metro Vanpool Program is managed by Metro's Transportation Demand Management (TDM) team in the Countywide Planning & Development Department. The program supports Metro's vision of increasing the percent usage of transportation modes and reducing solo driving as outlined in the Metro Vision 2028 Strategic Plan.

## DISCUSSION

Safe Commute with the Metro Vanpool Program

The Metro Vanpool Program implemented temporary initiatives in July 2020 to support commuters and retain vanpool participants, creating stability for the program and securing long-term growth. These initiatives were intended to continue to encourage vanpool use while also ensuring prudent use of Metro's financial resources. Staff developed a three-phased approach shown in the table below.

| Phase | Duration | Action |
|---|---|---|
| **Phase 1 - Flexible Thresholds** | August 1, 2020 - September 30, 2021 | Metro will only provide a subsidy to vanpools that operate, meaning the vehicle must be used for commuting purposes to and from work. "Parked" vans will no longer receive a Metro subsidy. Eligible vanpools must also meet the following minimum criteria to receive a full subsidy: • Individual vanpools must operate a minimum of 6 days per month. • Individual vanpools must have a minimum of 2 people on board. |
| **Phase 2 - Flexible Thresholds** | October 1 - December 31, 2021 | Metro will continue to provide a full subsidy to vanpools that operate and meet the following minimum criteria: • Individual vanpools must operate a minimum of 9 days per month. • Individual vanpools must have a minimum of 3 people on board. |
| **Phase 3 - Normal Operations Resume** | January 1, 2022 - TBD | Metro will continue to provide a full subsidy to vanpools that operate in accordance to established program policy for normal operations and meet the following criteria: • Individual vanpools must operate a minimum of 12 days per month. • Individual vanpools must have a minimum of 4 people on board. Metro will provide prorated subsidies to vanpools on a case-by-case basis depending on operating days and termination end dates. |

Metro has continued to follow the recommendations from the LA County Department of Public Health and the CDC which has led to the extended duration of Phase 1. During this time, safety protocols were also implemented by Metro and vehicle suppliers that included additional information on safety, social distancing protocols, vehicle sanitations, encouraging vaccinations, recommending COVID-19 screening and providing safety kits that included masks and hand sanitizers. Phases 2 and Phase 3 are recommended to be implemented as part of post-COVID initiatives of the Metro Vanpool Program.

Metro Vanpool Program Post-COVID Goals

As Los Angeles County enters a post-COVID period and commuters begin returning to work, staff is recommending the implementation of post-COVID initiatives for the Metro Vanpool Program. The proposed initiatives are meant to grow the program to eventually reach pre-COVID levels. In the last year, the program has lost 50% of participants because of the state's Stay at Home Order that led to many commuters teleworking from home. Metro has a compelling interest in supporting the growth of the program because it provides participants the opportunity to commute to work in a non-drive-alone mode reducing traffic and improving air quality. The program offers flexibility that allows commuters to continue to partially telecommute and to use the program on the days when they work in the office. Developing post-COVID initiatives that are attractive to commuters will be crucial in order to re-engage with former participants and attract new participants.

The post-COVID initiatives consist of three goals that are focused on increasing the number of vans that currently operate to the level of vanpools that had been operating pre-COVID. The initiatives include a comprehensive marketing and outreach effort and changes to policies and procedures that staff believes will create efficiencies within the program. These initiatives are expected to be implemented by staff during FY 2022. The following is a summary of each goal.

*Goal 1. Increase the Number of Vanpools to Pre-COVID Levels*

Prior to the COVID-19 pandemic, a total of 1,251 vanpools were enrolled in the Metro Vanpool Program. As of March 2021, only 649 vanpools remain, almost a 50% reduction. Additionally, due to social distancing guidelines, the occupancy levels and required days of service per month have been lowered to allow those vans to remain in the program.

Staff is developing strategies to recover these vans, initiate new vanpools, and target new audiences. Among these strategies is increased marketing of the Metro Rewards program. This is an existing program available to commuters who use non-drive-alone modes consistently, including vanpooling. Commuters have the opportunity to win gift cards as they record their daily commuting trips at ridematch.info, a website sponsored by Metro's Shared Mobility. Another incentive recommended is increasing the maximum monthly subsidy amount from $500 to $600, which is further described below. The implementation of these strategies will incentivize new and existing commuters to enroll in the Metro Vanpool Program.

*Goal 2. Develop a Strategic Marketing Plan to Increase Awareness of the Metro Vanpool Program*

The pandemic has caused a shift in commute patterns and schedules. To increase visibility of the program and reach broader, more targeted audiences, staff has prepared marketing materials and

strategies to re-engage marketing efforts with existing partners and extend efforts to align with these new commute patterns. In addition, the newly implemented online vanpool software and mobile application provide easier access and make the program more appealing.

Staff is continuing to implement a safety campaign to emphasize the importance of safety during COVID and to inform participants of safe travel practices. The safety and COVID risk of vanpooling has been widely discussed in the last year which has led to social distancing requirements. Metro has supported these changes and has worked with vehicle suppliers, participants, and employers to make necessary accommodations, including splitting vanpools into several vehicles. In addition to continuing to follow CDC guidelines, staff is recommending the ongoing distribution of safety kits for participating vanpools that will also include “safe travel” car decals.

Staff is also redeveloping the Metro Vanpool Program webpage, creating new policy documents, and developing user guides for participants. Additional outreach efforts to be implemented include assistance with vanpool formations, increased coordination with employers, and utilization of existing regional marketing opportunities.

*Goal 3. Update Policies and Procedures to Create More Program Efficiencies*

In July 2020, the Metro Vanpool Program launched a new software system and subsequent mobile application to improve overall operations and management of the program. The new system enables online monthly reporting and self-service options and increases accuracy and performance.

As part of this continued effort to streamline processes and increase efficiencies, staff has developed a set of tools and resources for participants, vehicle suppliers, employers, and internal staff. Staff has also revised existing policy documents to reflect the new software system, created a more efficient enrollment process, and increased coordination with the vehicle suppliers. Additionally, staff is developing new program metrics and proposing to revise vehicle year requirements.

Updated Financial Incentives

Eligible vanpools enrolled in the Metro Vanpool Program must agree to and comply with participation and reporting rules to receive fare subsidies amounting to a maximum of 50% of the vanpool vehicle lease costs or up to $500 per month. Due to the ongoing COVID-19 pandemic and subsequent 50% reduction in vanpools, staff is proposing financial incentives to promote the program and grow ridership. This is especially important since the program collects data from participants and submits it annually to the NTD, which results in a financial reimbursement back to Metro. Consistently, Metro has received $20 million annually in federal funds that are then utilized by Metro Operations. In order to continue receiving a similar level of subsidies in the future, the program must strive to return to pre-COVID levels.

Staff recommends an increase in the maximum subsidy amount from $500 to $600 as changes in commute patterns have caused a modal shift. The proposed subsidy increase will incentivize vanpooling as an option for commute trips, reduce SOVs, and lead to a reduction in VMTs. The subsidy was last increased in July 2018 when the maximum amount changed from $400 to $500. In addition to increasing the monthly subsidy, another financial incentive being recommended would provide a $200 bonus to a vanpool’s first month’s subsidy as a promotional offer. The offer would incentivize both new vanpools and returning riders.

Lastly, staff recommends an increased subsidy amount of $700 be offered to vanpools with an occupancy level of 70% or above. Increasing occupancy is important for the program as this results in increased vanpool passenger miles, one of the data points submitted to NTD that could affect reimbursements. However, higher occupancy levels would only be encouraged if permitted by COVID social distancing guidelines.

As shown in the table below, the cost of the financial incentives proposed are within the FY 2022 budget of $6,283,000, which includes an anticipated annual growth of 200 vans in FY 2022.

| **FY 2022 Subsidy Initiatives** | **1. Increase Subsidy Amount to $600** | **2. Include First Month Bonus of $200** | **3. Include Increased Subsidy for Higher Occupancy Vehicles** |
|---|---|---|---|
| **FY 2022 Estimated Expenditures** | $4,000,000 | $4,000,000 | $4,000,000 |
| **Estimated Annual Growth (200 New Vanpools)** | $1,440,000 | $1,440,000 | $1,440,000 |
| **Estimated Cost of Increased Subsidy Amount** | $523,880 | $523,880 | $523,880 |
| **Estimated Cost of $200 Bonus for 200 Vanpools** | -- | $40,000 | $40,000 |
| **Estimated Cost of Increasing Subsidy for 70% Occupancy** | -- | -- | $89,800 |
| **Total Annual Expenditures with Adjustment(s)** | $5,963,880 | $6,003,880 | $6,093,680 |

Updated Vehicle Criteria Guidelines

The Metro Vanpool Program currently requires that all vehicles shall not exceed four years in age or 200,000 miles. Staff proposes amending this requirement for electric vehicles. Due to technological advancements, some types of electric vehicles are equipped to receive over-the-air updates to improve the safety and enhance the efficiency of the vehicles. Additionally, the mechanical composition of electric vehicles requires less maintenance. Therefore, staff recommends the vehicle year requirement for electric vehicles be extended to ten years in age or 200,000 miles. This change will apply to all three vehicle suppliers and will be implemented at the discretion of Metro Vanpool staff.

## DETERMINATION OF SAFETY IMPACT

The Board's action will have no negative impact on the safety of Metro's patrons or employees. In

addition, the Metro Vanpool Program has demonstrated effectiveness in reducing the number of cars on the road during the peak commute period which contributes to public safety.

## FINANCIAL IMPACT

The approved budget for FY 2022 for the Metro Vanpool Program assumed an anticipated level of growth for the program post-COVID, which would result in increased spending when compared to FY 2021. The increased anticipated spending will account for additional vanpools in the program, a higher subsidy per vanpool, a bonus for new vanpools and higher subsidies for vanpools with higher occupancy levels. Funding for this program is included in Project 405547, Task 02.07, Cost Center 4540 (Regional Rideshare/Shared Mobility). As this is a multi-year project, the Cost Center Manager and Chief Planning Officer will be accountable for budgeting the cost in future years.

Impact to Budget

The funding source for this action is Proposition C 25% Streets & Highway and is not eligible for bus and rail operating and capital expenditures. In addition, FTA Sections 5307 and 5339 grant funds generated by the Metro Vanpool Program are estimated to increase funds available for bus and rail capital expenditures by approximately $20 million annually.

## EQUITY PLATFORM

Metro Vanpool provides a public service to commuters and is committed to the ongoing implementation of a program that is equitable in all aspects, including being ADA compliant and one that stands against discrimination. The program has been in continuous operation since 2007 and is anticipated to continue to yield benefits for marginalized groups and Equity Focused Communities (EFCs), with no equity concerns in the program or contract process at this time.

Staff utilized the Rapid Equity Assessment Tool to evaluate the recommendations proposed. The program provides a non-drive alone mode option to all commuters living in Los Angeles County, including those in EFCs, and is open to all groups. A positive impact for marginalized and vulnerable groups includes increased access to a non-drive alone mode that reduces traffic and improves air quality in the communities where they live. The program is available to all commuters at a cost that is comparable or less to that of driving alone. Metro provides a subsidy to individual vanpools through vehicle supplier companies to offset the cost of the lease. The subsidy decreases the overall cost and increases the program's affordability. Metro complies with ADA regulations and requires vehicle suppliers to provide vehicles that can accommodate participants with different physical abilities.

If approved by the Board, the recommendations will lower the cost of the program further by implementing post-COVID initiatives and allow the program to continue through September 2022. There are no known groups that will be burdened or known unintended negative consequences that will result from the approval of the recommendations.

In an effort to expand the benefit of the program to marginalized and EFCs, Metro Vanpool is committed to prioritizing outreach and reducing barriers these communities may face (e.g., limited English proficiency, digital access disparities, reaching people with disabilities, etc.). Staff will

research and identify opportunities and assess the feasibility of implementing these strategies. In addition, information collected will include demographic data of participants not currently available. Travel information will also be collected including origin and destination locations related to EFCs, which is also currently not available.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

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

## ALTERNATIVES CONSIDERED

The Board could choose not to approve the recommendation. Staff does not recommend this because doing so would not support the implementation of post-COVID initiatives and would lead to greater negative impacts to the Metro Vanpool Program. Existing vanpools rely on receiving subsidies from the program to offset the cost and would likely cease operation if the program ended as a result of not executing the contract modification. Decreased reporting to the NTD and less federal funds reimbursed to Metro would result from this decision. Metro Vanpool is an important program in Los Angeles County. Vanpooling reduces congestion by decreasing the number of SOVs commuting to worksites during peak hours. Vanpools also allow employers to meet the South Coast Air Quality Management District's Rule 2202 Average Vehicle ridership targets and reduce greenhouse gas emissions.

## NEXT STEPS

Upon Board approval, staff will execute the recommended financial incentives and updates to vehicle criteria guidelines in support of post-COVID initiatives. Staff will also execute Contract Modification No. 3 for Option Year 2 of the Vanpool Vehicle Supplier Bench Contract Nos. PS10754400051491 for Airport Van Rental, PS10754300051491 for Green Commuter, and PS10754500051491 for Enterprise Rideshare (a division of Enterprise Holdings).

## ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary

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Stephanie N. Wiggins
Chief Executive Officer

## PROCUREMENT SUMMARY

## VANPOOL VEHICLE SUPPLIER BENCH/PS10754X00051491

| | | | | |
|---|---|---|---|---|
| **1.** | **Contract Number**: PS10754400051491, PS10754300051491, PS10754500051491 | | | |
| **2.** | **Contractor**: Airport Van Rental, Green Commuter and Enterprise Rideshare (a division of Enterprise Holdings) | | | |
| **3.** | **Mod. Work Description**: Exercise Second One-Year Option Term | | | |
| **4.** | **Contract Work Description**: Vanpool Vehicle Supplier Bench | | | |
| **5.** | **The following data is current as of**: 6/28/21 | | | |
| **6.** | **Contract Completion Status** | | **Financial Status** | |
| | | | | |
| | **Contract Awarded:** | 7/26/18 | **Contract Award Amount:** | $18,000,000 |
| | **Notice to Proceed (NTP):** | N/A | **Total of Modifications Approved:** | $9,000,000 |
| | **Original Complete Date:** | 7/31/20 | **Pending Modifications (including this action):** | $9,000,000 |
| | **Current Est. Complete Date:** | 9/30/22 | **Current Contract Value (with this action):** | $36,000,000 |
| | | | | |
| **7.** | **Contract Administrator**: Erica Rodriguez-Duvergel | | **Telephone Number**: (213) 922-1064 | |
| **8.** | **Project Manager**: Neha Chawla | | **Telephone Number**: (213) 922-3984 | |

## A. Procurement Background

This Board action is to approve Contract Modification No. 3 issued to exercise the second, one-year option term of the Vanpool Vehicle Supplier Bench Contract Nos. PS10754400051491 to Airport Van Rental, PS10754300051491 to Green Commuter, and PS10754500051491 to Enterprise Rideshare (a division of Enterprise Holdings). As part of the implementation of the Metro Vanpool Program post-COVID initiatives, this Modification will also update financial incentives by increasing the maximum subsidy amount from $500 to $600 and incorporate a $200 bonus to a vanpool's first month's subsidy as a promotional offer and updates to vehicle criteria guidelines.

These Contract Modifications will be processed in accordance with Metro's Acquisition Policy and the contract type is firm fixed unit prices.

On July 26, 2018, the Board awarded firm fixed unit price Vanpool Vehicle Supplier Bench Contract Nos. PS10754400051491 to Airport Van Rental, PS10754300051491 to Green Commuter, and PS10754500051491 to Enterprise Rideshare (a division of Enterprise Holdings) for a two-year base period for an amount not to exceed $18 million, with three, one-year options, each in an amount

not to exceed $9 million, for a total not to exceed amount of $45 million effective August 1, 2018.

Two modifications have been issued to date.

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

## B. Price Analysis

As part of the Metro Vanpool Program post-COVID initiatives, the updated financial incentives will increase the maximum subsidy amount from $500 to $600 per month per approved vanpool. Metro will continue to pay this monthly amount directly to the vanpool vehicle suppliers.

In addition to increasing the monthly subsidy, Metro will provide a $200 bonus to a vanpool's first month's subsidy as a promotional offer to incentivize both new vanpools and returning riders.

All other terms remain unchanged.

**ATTACHMENT B**

## CONTRACT MODIFICATION/CHANGE ORDER LOG

## VANPOOL VEHICLE SUPPLIER BENCH/PS10754X00051491

| Mod. No. | Description | Status (approved or pending) | Date | $ Amount |
|---|---|---|---|---|
| 1 | Period of performance (POP) extension through 9/30/20 | Approved | 7/30/20 | $0 |
| 2 | Exercise First, One-Year Option extending POP through 9/30/21 | Approved | 8/28/20 | $9,000,000 |
| **3** | **Exercise Second, One-Year Option extending POP through 9/30/22** | **Pending** | **Pending** | **$9,000,000** |
| | **Modification Total:** | | | **$18,000,000** |
| | **Original Contract:** | **Approved** | 7/26/18 | **$18,000,000** |
| | **Total:** | | | **$36,000,000** |

# DEOD SUMMARY

## VANPOOL VEHICLE SUPPLIER BENCH/PS10754X00051491

### A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a Small Business Enterprise (SBE) goal for this solicitation due to lack of subcontracting opportunities. Metro's project manager confirmed that based on industry practices, it is expected that the prime contractors awarded on this bench will provide all the services, equipment, and/or materials necessary to implement the Metro Vanpool 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 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. Project Labor Agreement/Construction Careers Policy is applicable only to construction contracts that have a construction contract value in excess of $2.5 million.




# Metro Vanpool Program

# Recommendation

1. Authorize the Chief Executive Officer (CEO) to execute post-COVID initiatives;
2. Authorize the CEO to execute Modification No. 3 to the Vanpool Vehicle Supplier Bench Contracts:
   a. Increase total contract value to $36 million
   b. Extend period from 10/1/21 to 9/30/22

Metro

# Response to COVID-19

- Provide stability to program
- Implement phased plan that allowed flexibility
- Implement safety protocols including:
  - Social distancing and vehicle sanitations,
  - Providing safety kits that included masks and hand sanitizers.
- Utilized new database to collect monthly reports online

Metro

# Post-COVID Initiatives

- Focus on goals
  - Goal 1. Increase the Number of Vanpools
  - Goal 2. Increase Awareness
  - Goal 3. Create More Program Efficiencies
- Implement financial incentives within FY22 budget
  - Increase monthly subsidy from $500 to $600 per eligible vanpool
  - Provide a $200 bonus for first month for new vanpools
  - Provide higher subsidy to vanpools with higher occupancy
- Update vehicle criteria guidelines for electric vehicles
  - Extend vehicle year requirement from four years to 10 years

# Next Steps

- If approved, staff to:
  - Implement post-COVID and financial incentives
  - Implement Contract Modification No. 3 with suppliers – Green Commuter, Airport Rental Vanpool, and Enterprise
- Implement phased plan to recover from pandemic
- Initiate NTD reporting process for FY21
- Ensure Equity is monitored through Rapid Equity Assessment Tool (REA)

Metro

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

Metro

# Board Report

**File #:** 2021-0380, **File Type:** Agreement **Agenda Number:** 9.

**PLANNING AND PROGRAMMING COMMITTEE**
**JULY 14, 2021**

**SUBJECT: VERMONT/SANTA MONICA JOINT DEVELOPMENT PROJECT**

**ACTION: APPROVE RECOMMENDATION**

## RECOMMENDATION

AUTHORIZING the Chief Executive Officer (CEO) to execute an amendment to the Purchase and Sale Agreement with SMV Housing, L.P., an affiliate of LTSC Community Development Corporation (LTSC) to amend the purchase price of approximately 33,682 square feet of real property (Metro Property) adjacent to the Vermont/Santa Monica B (Red) Line Station from $7,140,000 to $5,100,000, subject to Federal Transit Administration (FTA) concurrence.

## ISSUE

Metro and SMV Housing, L.P. (Developer), an affiliate of LTSC Community Development Corporation (LTSC), are currently parties to a Purchase and Sale Agreement (PSA) which allows the Developer to purchase from Metro approximately 33,682 square feet of real property (Metro Property) next to the Vermont/Santa Monica B (Red) Line Station to facilitate the construction and operation of a mixed-use, affordable housing project (Project) on the Metro Property and adjacent Developer-owned property. In August 2020, the Metro Board of Directors (Board) approved the PSA terms including a 30% discount ($3,060,000) from fair market value (FMV) for the Metro Property. The Developer must lower the Project's total development costs (TDC) in order to be competitive for Low Income Housing Tax Credits and tax-exempt bonds, the final funding sources needed to begin construction. The Developer has reduced Project costs but the TDC remains over the threshold to be competitive for these critical funding sources. The Developer has requested an additional discount of 20% from FMV for the Metro Property (total discount of 50% or $5,100,000 from FMV). Reducing the purchase price for the Metro Property would improve the Project's competitiveness for funding. Without the requested Board action, the Developer will be at an impasse in its affordable housing development.

## BACKGROUND

In January 2017, Metro received an Unsolicited Joint Development (JD) Proposal from the Developer which contemplated development of the Metro Property and 20,499 square feet of adjacent Developer-owned property (Developer Property) at the Vermont/Santa Monica B Line Station (see Attachment A - Site Map). The Metro Property and Developer Property (collectively, the Site) are located in the City of Los Angeles East Hollywood community and are surrounded by the

neighborhoods of Hollywood, Silver Lake, and Los Feliz. Metro currently owns four (4) parcels at the Site with a total area of 46,105 square feet (1.05 acres). In March 2018, the Metro Board approved entering into an Exclusive Negotiation Agreement and Planning Document (ENA) with the Developer. The ENA allowed Metro staff and the Developer to explore the feasibility of the proposed Project, conduct community outreach, finalize design, undertake CEQA clearance, secure entitlements and negotiate the key terms and conditions of the disposition and development of the Metro Property.

Metro JD projects typically utilize long-term ground leases. During the ENA period, Metro staff and the Developer determined that entitling a project across multiple ownerships would create insurmountable obstacles to securing planning and land use entitlements from the City of Los Angeles. Given the configuration of the parcels, it was infeasible to design the buildings in a way that would not cross over property lines with differing ownership. In order to adequately protect Metro's interest in the event of ground lease default, Metro would be required to retain rights to automatically acquire the Developer Property to ensure continuous operation of the Project. Such an acquisition would present challenges, including securing funds within a short period of time to purchase the Developer's improvements on the Metro Property in the event of a default under a ground lease. It was thus determined that a ground lease structure would not be possible.

In May 2020, the Metro Property was appraised at a fair market value of $10,200,000. In August 2020, the Metro Board approved the PSA terms and a 30% discount ($3,060,000) from fair market value resulting in a purchase price of $7,140,000 for the Metro Property. The PSA will transfer ownership of the approximately 33,682 square foot Metro Property to the Developer. Metro will retain ownership of the remaining approximately 12,423 square feet which includes the station plaza and portal. The PSA also allows Metro to retain certain rights that will unequivocally safeguard and preserve Metro's ability to operate, maintain, and access the adjacent public transit facilities. As the Metro Property was acquired in the early 1990s using funding from both the Federal Transit Administration (FTA) and State bonds, Metro secured approval of the property disposition and PSA terms from the FTA and the California Transportation Commission (CTC) in summer/fall 2020. The PSA was executed in January 2021.

*Project Overview*
The Project consists of a total of one hundred and eighty-five (185) affordable rental units including ninety-one (91) units restricted to households earning 50% of Area Median Income (AMI) or less and ninety-four (94) special needs units restricted to households earning 30% of AMI or less. The PSA requires that all units remain affordable for a period of ninety-nine (99) years. There will be two (2) unrestricted managers' units and sixty-nine (69) parking spaces. Approximately 20,000 square feet of ground floor commercial space will be provided, along with on-site supportive services, community space and a federally-qualified health clinic. LTSC's Small Business Program, in partnership with local East Hollywood organizations, intends to recruit longtime area businesses to rent space in the proposed food hall that will surround the plaza. In order to enhance the overall pedestrian experience and connect with the existing neighborhood fabric, the Project includes transit-related infrastructure and pedestrian amenities including new landscaping, a self-service Metro Bike Hub, upgraded lighting, and street furniture.

## DISCUSSION

The PSA closing conditions require the Developer to demonstrate to Metro that it has the financial resources sufficient to design, construct and operate the Project. Once the PSA closing conditions are satisfied, Metro and the Developer will close on the transaction and transfer the Metro Property to the Developer. The Project has all funding commitments to begin construction with the exception of Low Income Housing Tax Credits and tax-exempt bonds. In order to be competitive for these funding sources, the Developer must lower the Project's TDC. The Developer has exhausted all cost savings options including significantly reducing construction, Developer, and soft costs. The Project's TDC still remains above the threshold required to ensure competitiveness in the tax credit and bond allocation process so the Developer has requested Metro amend the PSA to reduce the purchase price for the Metro Property to $5,100,000. This would result in a discount of $2,040,000 (20%) in addition to the $3,060,000 (30%) from the fair market value granted by the Metro Board in August 2020. The new proposed purchase price represents a total discount of $5,100,000 (50%) from the May 2020 appraised fair market value. Staff and a JD financial have analyzed the request and determined it to be reasonable and necessary for the Project to compete for and secure these final funding sources. All other terms of the PSA will remain unchanged.

The recommended PSA amendment does not require additional approval by the CTC. Staff submitted the request to amend the PSA to the FTA in May 2021. FTA approval of the PSA amendment is expected in July 2020.

## DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety. Staff will continue to oversee the development and eventual construction of the Project to ensure that it does not adversely impact the Metro transit system or the continued safety of staff, contractors, and the public. In addition, the implementation of this Project at the Vermont/Santa Monica Station will offer opportunities to improve safety for transit riders and the general public through new active transportation connections and improvements to the existing plaza at the station entrance.

## FINANCIAL IMPACT

Pursuant to the previously approved PSA, certain staff and consultant costs are reimbursed through the Developer's deposit. No new capital investment or operating expenses are anticipated to implement the Project. A total of $5,100,000 in revenue will be generated once the Developer satisfies the PSA closing conditions. Per the revised Metro JD Policy, this revenue will be used to fund Metro Transit Oriented Communities activities.

Impact to Budget
Continued work under the PSA is included in the FY22 budget in Cost Center 2210 (Joint Development) under Project 401004 (Vermont/Santa Monica Joint Development).

## EQUITY PLATFORM

Consistent with the Equity Platform, the eventual development of the Project provides an opportunity to "focus and deliver" by adding much needed transit-accessible, permanent supportive affordable housing and opportunities for small businesses to an Equity Focus Community. The Developer, LTSC

Community Development Corporation, is a mission-based, minority-led non-profit organization with an over 40-year track record of improving the lives of underserved individuals and families and promoting the equitable development of diverse communities. Since entering into an ENA with Metro in March 2018, the Developer has engaged with more than 500 local stakeholders and two dozen local organizations. Initial outreach was conducted via door-knocking and in-depth conversations with neighbors surrounding the Site. Community engagement also included meetings with area institutions including Los Angeles City College, the Blind Children's Center, the Braille Institute, John Wesley Community Health Center, Children's Hospital Los Angeles, Kaiser Permanente, and the Los Angeles LGBT Center. The East Hollywood Business Improvement District and East Hollywood Neighborhood Council voted to formally support the Project at their fall 2019 meetings.

The Project is subject to Metro's Project Labor Agreement/Construction Careers Policy (PLA/CCP). The PLA/CCP sets forth procedures and requirements for hiring and training targeted and/or disadvantaged construction workers in ways calculated to mitigate the harms caused by geographically concentrated poverty, unemployment, and underemployment.

Portions of the Metro Property are currently leased by adjacent, minority-owned small businesses for parking. Development of this Project will result in the loss of portions of that parking. Replacement parking may not be needed. If it is, alternative parking arrangements in the surrounding community may be available to these businesses. Consistent with the Equity Platform and the recently revised Metro JD Policy, staff will "define and measure" by tracking various equitable outcomes and metrics related to any negative unintended consequences related to this Project and its impact on the surrounding community.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

This recommendation supports the Strategic Plan Goal to "enhance communities and lives through mobility and access to opportunity", specifically Initiative 3.2 which states "Metro will leverage its transit investments to catalyze transit-oriented communities and help stabilize neighborhoods where these investments are made." The Project will deliver a number of community benefits, including transit-accessible, low-income housing and new commercial/community space. Metro will also conduct surveys of the Project's residential and commercial tenants to gather metrics such as transit use, demographic data (as allowed/feasible), car ownership, move in/move out information, revenue generation and qualitative data on tenant satisfaction to help inform features for future JD projects (e.g. design issues, amenities, desired ground floor services, parking, and unit design).

## ALTERNATIVES CONSIDERED

The Board could choose not to authorize execution of the PSA amendment. Staff does not recommend this option because the Project is the product of extensive negotiations and community engagement and is consistent with the goals of the JD Policy, including the development of affordable housing and new opportunities for local businesses. Electing not to authorize execution of the PSA amendment would delay and potentially jeopardize delivery of critical affordable housing units.

## NEXT STEPS

Upon Board and FTA approval of the recommended action, Metro and the Developer will execute the PSA amendment. Once the Developer satisfies all of the PSA closing conditions, it is anticipated that Project construction will commence in late 2021/early 2022 with completion in late 2023/early 2024.

## ATTACHMENTS

Attachment A - Site Map

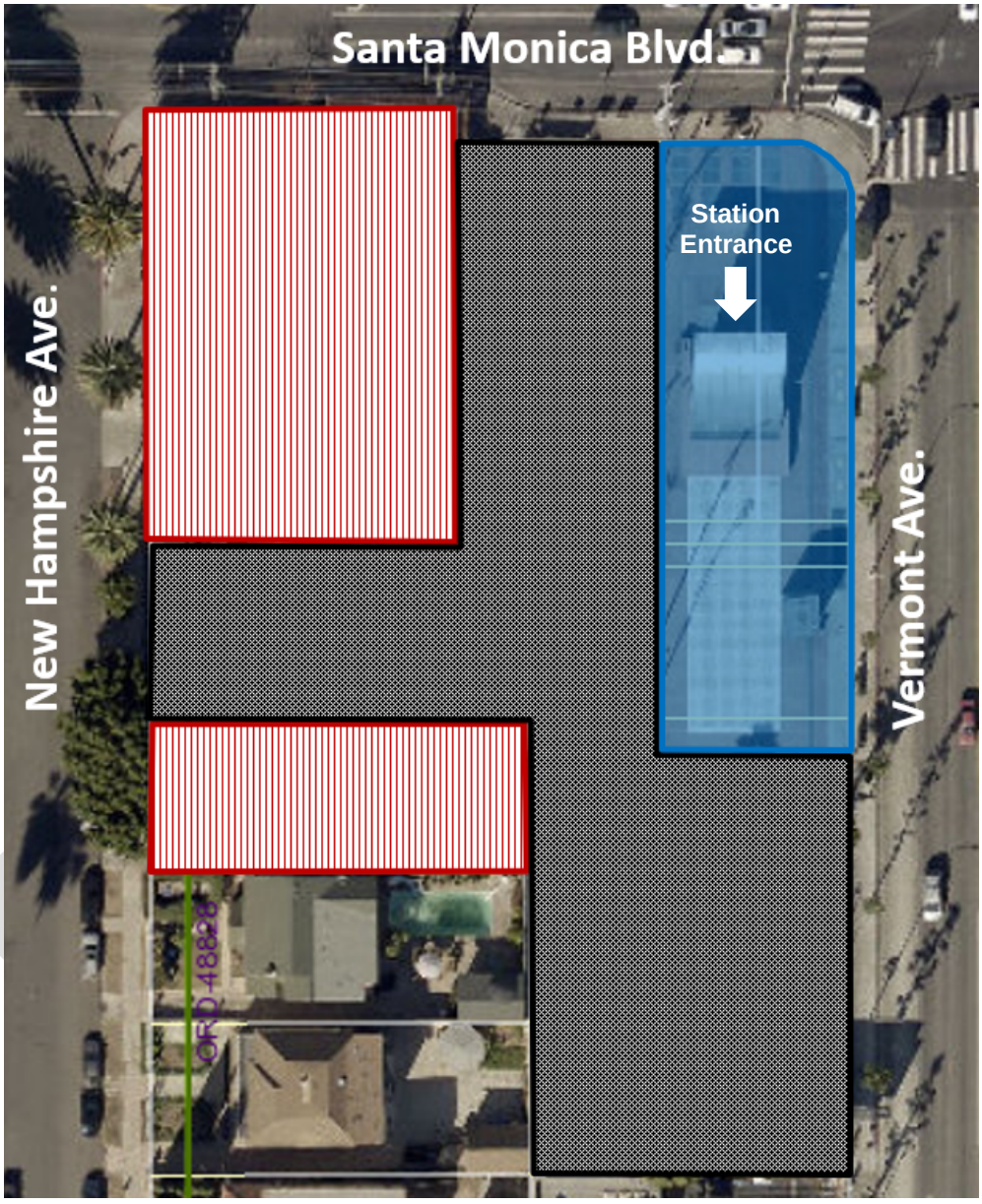
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Chief Executive Officer

**ATTACHMENT A**

SITE MAP




Metro Property to be transferred

Metro Property to be retained

Developer Property



# Next stop: building communities.

## Vermont/Santa Monica Joint Development

### Planning and Programming Committee

July 14, 2021

Legistar File 2021-0380

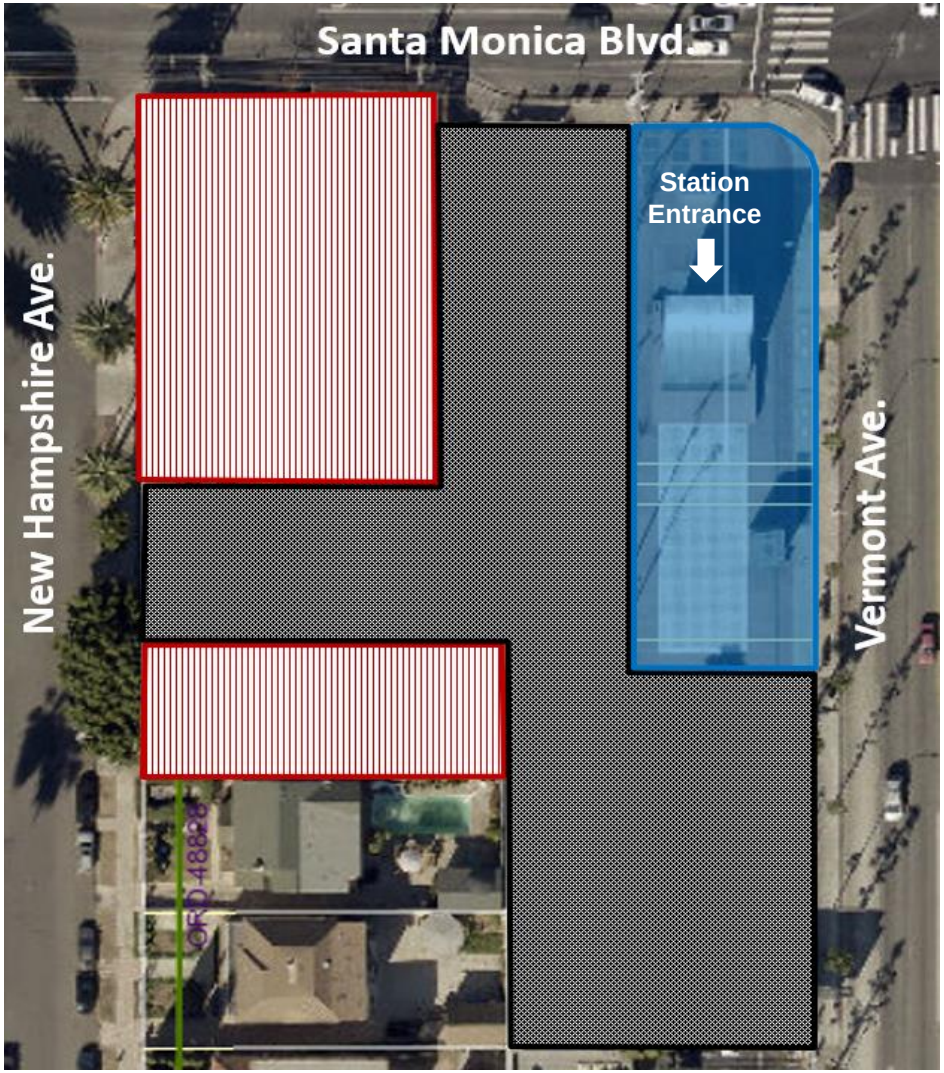
Metro

# Recommendation

**CONSIDER:**

AUTHORIZING the Chief Executive Officer (CEO) to execute an amendment to the Purchase and Sale Agreement (PSA) with SMV Housing, L.P. (Developer), an affiliate of LTSC Community Development Corporation (LTSC) to amend the purchase price of approximately 33,682 square feet of real property (Metro Property) adjacent to the Vermont/Santa Monica B (Red) Line Station from $7,140,000 to $5,100,000, subject to Federal Transit Administration (FTA) concurrence.

# Site Overview




Metro Property to be transferred

Metro Property to be retained

Developer Property



Metro

# Project

- 185 affordable units
  - 91 units restricted to households earning 50% of Area Median Income (AMI) or less
  - 94 units designated for special needs tenants earning 30% of AMI or less
  - affordable for 99 years
- 2 unrestricted managers units
- 69 parking spaces
- 22,000 square feet of ground floor commercial space including on-site supportive services, community space, a federally qualified health clinic, and food court with opportunities for small businesses



# Purchase and Sale Agreement (PSA) Amendment

- Developer must lower total development costs (TDC) in order to be competitive for Low Income Housing Tax Credits and tax-exempt bonds.
- The Developer has exhausted all cost savings options, but TDC remains too high to be competitive.
- Metro Property appraised at $10,200,000.
- August 2020: Board approved a $3,060,000 discount (30%) and purchase price of $7,140,000.
- New proposed purchase price would be $5,100,000 (50% discount).

# Next Steps

Summer 2021: Execute PSA amendment.

Late 2021/early 2022: Start construction.

Late 2023/early 2024: Construction completion.

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

**File #:** 2021-0235, **File Type:** Informational Report **Agenda Number:** 10.

**PLANNING AND PROGRAMMING COMMITTEE**
**JULY 14, 2021**

**SUBJECT: EXPO/CRENSHAW STATION FIRST/LAST MILE PLAN**

**ACTION: APPROVE RECOMMENDATION**

## RECOMMENDATION

ADOPT the Expo/Crenshaw First/Last Mile Plan (Attachment A).

## ISSUE

The Expo/Crenshaw First/Last Mile Plan (Plan, Attachment A) presents a menu of potential streetscape improvements for the Expo/Crenshaw Station on the E Line (Expo) and forthcoming Crenshaw/LAX Line. The Plan's recommendations address enhancing safety, comfort, and access in the area surrounding the station. Metro staff conducted additional engagement during the month of May as directed by the Metro Board in March 2021. The plan includes a Supplement (Attachment C) incorporating this community feedback and detailing priority projects based on the level of community support.

Notwithstanding additional technical review and vetting of individual improvements that may be necessary, adopting the Plan would aid in future grant funding applications for implementation.

## BACKGROUND

First/Last Mile (FLM) planning is part of Metro efforts to improve safety and access to transit, deriving from the 2016 Board Motion 14.1 direction to integrate FLM planning into new transit projects. In 2019, staff identified an opportunity to conduct a focused FLM plan in collaboration with other Transit Oriented Communities (TOC) efforts in the area, including the joint development partnership with LA County adjacent to the station.

The Plan differs slightly from previous Metro FLM plans, in that it focuses more closely on the area immediately proximate the station, utilizing ¼-mile and 1-mile radii for walking and biking projects, respectively. The Plan also recognizes and builds upon the prior planning work conducted in the area in anticipation of the Crenshaw/LAX Transit Project.
The planning process and outreach are detailed in the supporting documents to the Plan. The attached Supplement details outreach events conducted in May 2021 following Board direction to allow additional community input on Plan recommendations.

## DISCUSSION

Findings
The Plan presents project ideas to improve safety, connectivity, and accessibility to people accessing the Expo/Crenshaw station by walking, biking, or other non-motorized transportation modes. Proposed projects are grouped along the Primary and Collector Pathway networks of streets leading riders to the station.

Key proposed improvements include elements to improve pedestrian and bicyclist comfort, safety, and connectivity in reaching the station. Comfort-oriented improvements include additional shade trees and pedestrian lighting, while safety improvements, such as enhanced crosswalks and bulb-outs, address pedestrian safety at crosswalks. Bicycle facilities, including protected bike lanes, are also recommended on key access streets where safe bicycling facilities are not present, noting that bicycle recommendations on three streets may necessitate travel lane reductions. Given community concern on these specific projects, the Supplement details additional public process and technical steps that would need to precede any implementation activities.
A full list of Pathways and recommended improvements is available in the Plan text, which is linked in the Executive Summary.

Process
Plan recommendations are the culmination of a focused outreach process, which began with a review of the recent existing planning work along the Crenshaw corridor, such as the 2016 Crenshaw Boulevard Streetscape Plan. In the winter of 2019, three roundtable meetings were held, with a local youth group, neighborhood council representatives, and bicycle and pedestrian advocates, to learn of local barriers and identify priorities for improvements. The team also held an interactive pop-up event in February 2020 and distributed an online survey through community partners to gather further input on desired treatment types and locations. Further review and coordination with City of Los Angeles staff took place in the Spring of 2020 to ensure the Plan's support of City active transportation priorities.

On March 25, 2021, the Board directed staff to conduct additional outreach in order to allow greater community participation and feedback. Staff held two virtual open houses in May 2021, with more than 80 community members attending across the two events. The events were promoted through email, social media, local community groups, and flyers distributed to residents in the station area. The workshops were structured to collect comments, questions, and feedback through breakout discussion groups. Participants also ranked their most-desired improvement types through a survey exercise, generating nearly 70 survey entries, and submitted written comments via email. The attached Supplement to the Plan details the community feedback collected from these workshops. This input informed the creation of a list of "priority projects" that are recommended for early implementation given their broad base of community support. Several projects have been identified as projects of concern and therefore are recommended for the City of Los Angeles to conduct further outreach and study before considering implementation. Note that this Plan is not subject to the FLM Guidelines, either generally related to project development steps, or specifically related to priority projects.

## FINANCIAL IMPACT

Adoption of the Expo/Crenshaw First/Last Mile Plan would have no financial impact to the agency.

Impact to Budget

The project recommendations within the Expo/Crenshaw First/Last Mile Plan are unfunded and would not carry a budgetary impact.

## EQUITY PLATFORM

The Plan advances equity though the framework of the Equity Platform, specifically the Define and Measure, Listen and Learn, and Focus and Deliver pillars. An understanding of the area's existing conditions was informed through participation from stakeholders in multiple engagement opportunities and the use of key data. Development of the Plan involved stakeholder roundtables, a pop-up event, an online survey, and two virtual workshops. Comments and feedback from these events informed plan improvements and prioritization. The variety of engagement types were designed to solicit feedback from a wide set of residents with diverse relations to the station and station area. The Supplement responds to community concerns and interests captured through workshops.

The concept recommendations within the Plan would be highly beneficial to transit riders traveling on the E Line (Expo) and Crenshaw/LAX Transit Project by enhancing safety and comfort for those navigating to, from, and around a key transfer station. The Plan improves safety on two streets (Crenshaw and Jefferson Boulevards) identified in the City of Los Angeles High Injury Network (HIN). The HIN is the 6 percent of streets within the City that comprise 65 percent of its traffic fatalities and severe injuries from crashes involving people walking. The network is a key data indicator for the City's Vision Zero plan and aids in guiding strategic safety investments to address high-need, dangerous street corridors. In their current conditions, Jefferson and Crenshaw Blvds are multi-lane, high-speed commercial corridors that also serve as direct connections for riders reaching Expo/Crenshaw Station. Between 2010 and 2019, the date of most recent data, a total of 77 bicycle-involved crashes and 91 pedestrian crashes occurred within a half-mile of the station, including five fatal crashes. The Plan recommendations seek to add improvements such as protected bike lanes, enhanced crosswalks, curb extensions, and other streetscape upgrades that would improve safety by calming traffic and prioritizing space and crossings for people walking and biking.

These improvements would be most beneficial to community members who most commonly walk, bike, and ride transit in LA County. This includes younger residents, the elderly, people of color, and lower-income residents. The residents in neighborhoods comprising Expo/Crenshaw station area are predominantly Black and Latino, comprising 46 and 40 percent of residents, respectively, although higher-income households in portions of the station area suggest some residents of color are less likely to ride transit than other adjacent neighborhoods. In addition, about one-third of the station area includes Metro Equity-Focused Community census tract, in which residents are more likely to rely on transit: 58 percent of households make less than $35,000 annually, and 22 percent do not have access to a car. By implementing Plan-proposed improvements, these residents will see safer, more comfortable, and more direct pathways to reach the station, improving their transit access and overall traffic safety.

The Plan recommends popular and frequently suggested improvement ideas from feedback heard throughout the development and engagement process, while workshops held in May elicited substantial concern from some residents with a focus on bike projects necessitating lane reductions and potential associated traffic impacts. This can be mitigated and addressed through the next steps as described elsewhere in the report.

## DETERMINATION OF SAFETY IMPACT

The recommended action has no direct safety impact. Projects recommended within the Plan will, when implemented, enhance safety for Metro riders walking and biking to and from Expo/Crenshaw Station and making transfers in the station area. These project types include treatments such as protected bike lanes, enhanced crosswalks, and corner bulb-outs.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

Adoption of the Plan supports strategic plan goals #2 and #3. Following Initiative 2.2, Metro is committed to improving legibility, ease of use, and trip information on the transit system, first/last mile improvements enhance transit access and the experience of traveling to stations. Additionally, the Plan enhances communities and lives through mobility and access to opportunity, specifically through Initiative 3.2: Metro will leverage its transit investments to catalyze transit-oriented communities and help stabilize neighborhoods where these investments are made.

## ALTERNATIVES CONSIDERED

The Board may choose to not adopt the Plan. This action is not recommended as it would hamper the ability of Metro and the City of Los Angeles to advance plan concepts to the next stage and potentially the ability to seek funding to implement certain safety and access improvements around this key transfer station.

## NEXT STEPS

Staff will continue to work with City of Los Angeles to identify suitable funding opportunities for implementation of Plan-recommended projects. Applicable state and local funding sources include the State's Active Transportation Program and Affordable Housing and Sustainable Communities Program, along with the Measure M Multi-Year Subregional Program (MSP). Additionally, staff will coordinate with the City of Los Angeles to discuss and address specific community interests and concerns captured in the Supplement. The Supplement stipulates specific activities for some plan projects including conducting further community outreach, investigating design alternatives as necessary, and developing additional transportation impact studies. These stipulations will be communicated to the City, and Metro may assist in carrying out these steps pending further discussion.

## ATTACHMENTS

Attachment A - Expo/Crenshaw First/Last Mile Plan
Attachment B - Executive Summary
Attachment C - Supplement to the Expo/Crenshaw First/Last Mile Plan

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Next stop: our healthy future.

# Expo/Crenshaw First/Last Mile Plan

*August 28, 2020*

Metro®

# Acknowledgments


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# Preface

The Expo/Crenshaw First/Last Mile Plan presents key pathways for improving safety and access to the Metro station, along public streets within the City of LA. Plan context, graphics, and narrative are designed to be used in support of funding applications from a variety sources, such as active transportation and streetscape grants. The recommended projects in this plan are high level concepts - specific design elements are not included nor specified. Further design investigation and ongoing community conversations are critical. Likewise, it is important that ownership, installation, and maintenance responsibilities of projects and project elements are established as project design moves forward. Further coordination among the City of Los Angeles, Metro, and community stakeholders will be necessary to identify and move forward priority first/last mile projects. Since projects are located on public streets, the City of Los Angeles should take the lead on project implementation moving forward.

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**Appendix B: Cost Estimate Detail**
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**Appendix D: Outreach Summary**

# Introduction

# Introducing the Project Area.

The **Expo/Crenshaw station** is uniquely situated as a key transfer station, connecting regional trips to and from **LAX, Santa Monica, Downtown Los Angeles,** and farther to other key employment centers and destinations throughout the City.

The Expo/Crenshaw station will be the terminus of the Crenshaw/LAX line, currently under construction. Once open, the light rail line will run from the existing E Line (Expo Line) at Crenshaw and Exposition Boulevards, 8.5 miles south to the C Line (Green Line). The line will serve the cities of Los Angeles, Inglewood, El Segundo and parts of unincorporated Los Angeles County. The Expo/Crenshaw station will be a major transfer point for Crenshaw/LAX Line, E Line (Expo Line), and bus riders. This Plan identifies and prioritizes First/Last Mile (FLM) improvements to enhance the transit experience for all people.



# The Expo/Crenshaw station will draw new local & regional riders.

The Expo/Crenshaw station is located near several regional destinations. These key attractions mean that many people recreating, shopping, working, and living in the area will be traveling through this station in the future.

## Crenshaw Crossing

The Crenshaw Crossing project proposes a transit oriented, mixed-use community adjacent to the Expo/ Crenshaw station. With new community and commercial space, the areas around the transit station will be activated and energized.

## West Angeles Church

The West Angeles Church currently occupies approximately 3.5 acres just north of the Expo/Crenshaw station. With a congregation of 24,000 people, this regional destination will also contribute to the activity at the station, for churchgoers.

## Commercial Center

The commercial area to the south of the station includes big-box stores such as Walgreens, Big 5, Verizon, Chase, Starbucks, etc. Access to these stores from the station will require intuitive wayfinding as both patrons and store employees may pass through the station on their way to the commercial center.



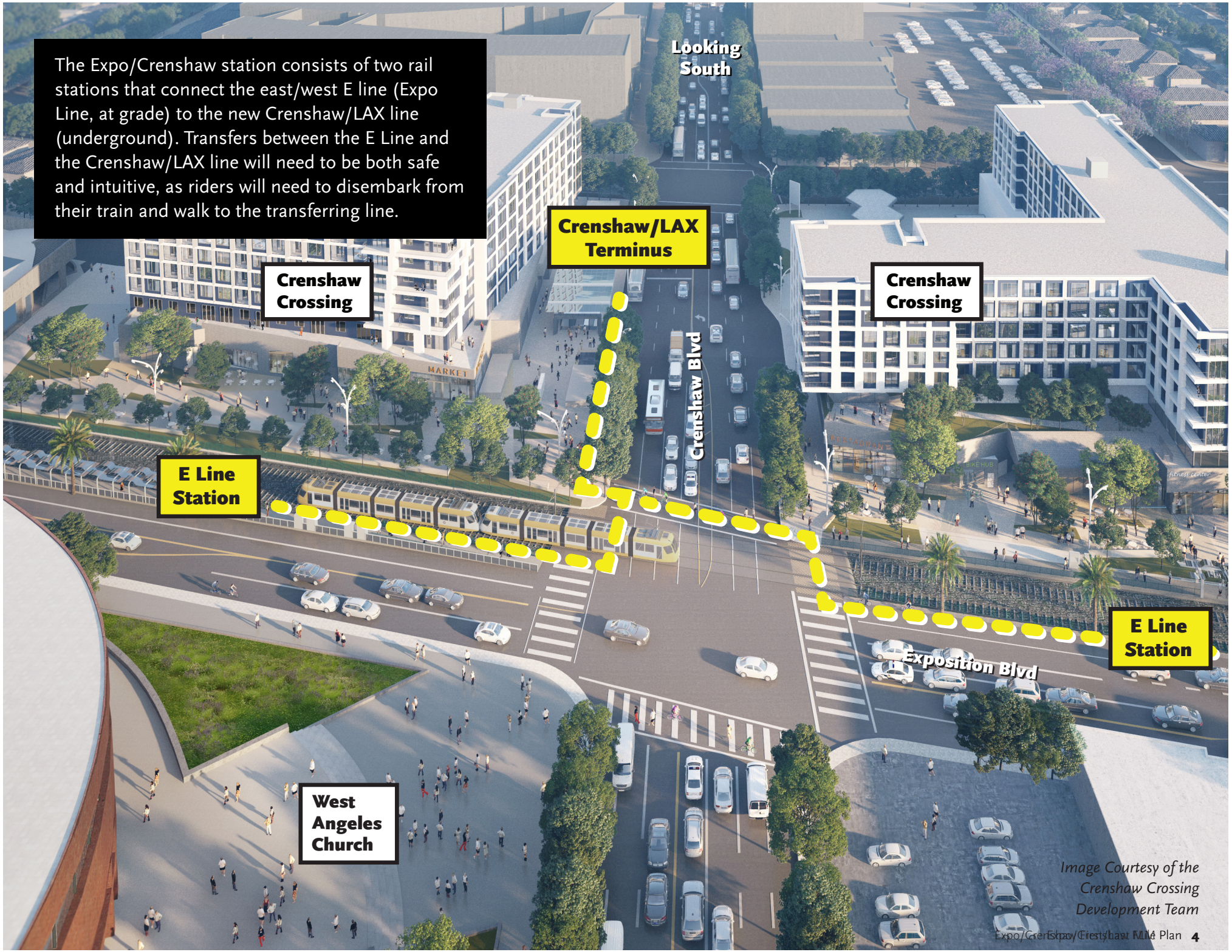


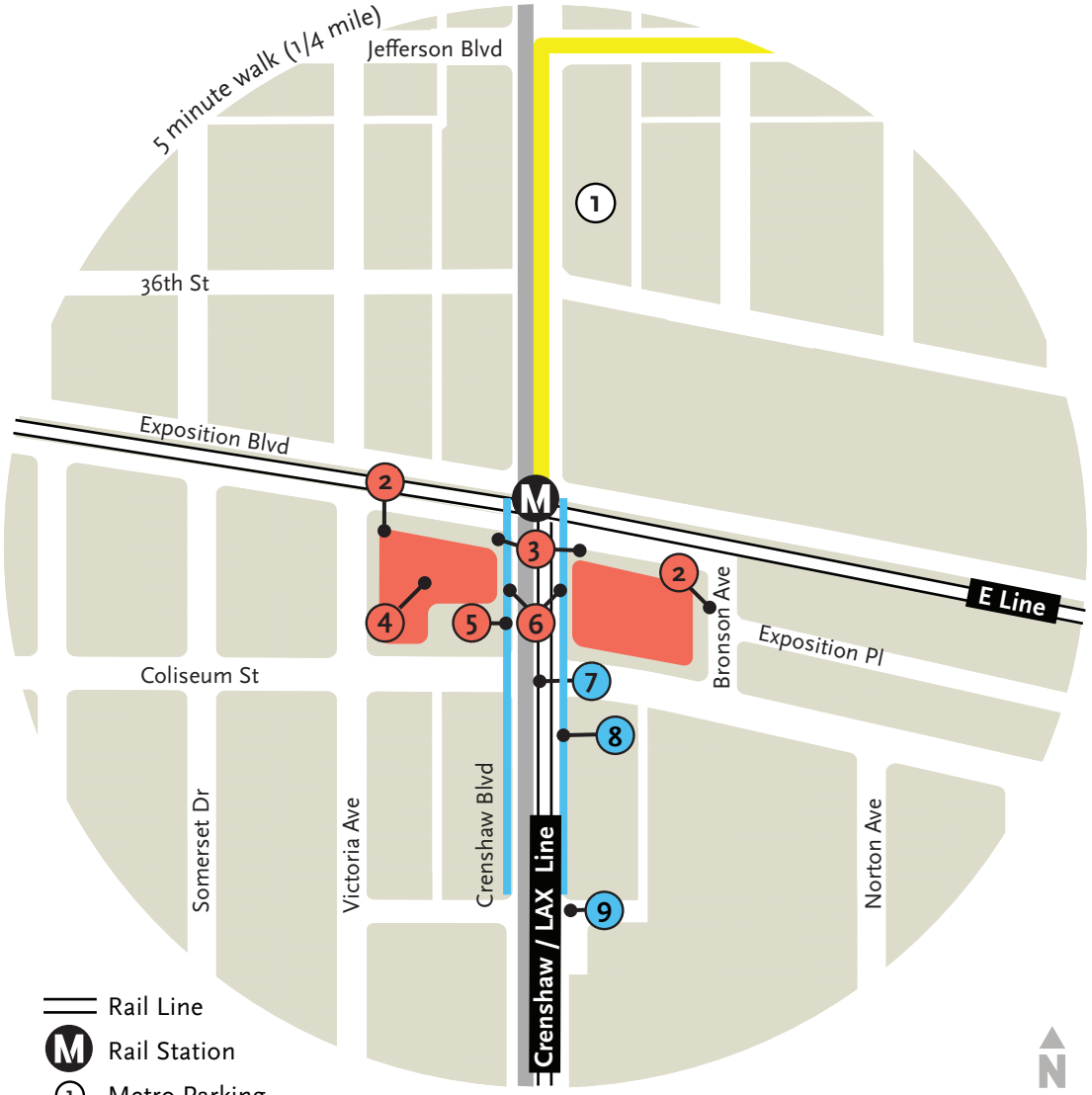

*Image Courtesy of the Crenshaw Crossing Development Team*

# Significant planning has already been completed. We've integrated these ideas into the Plan.

Over the last two decades, a significant amount of planning has been completed for the area surrounding the Expo/Crenshaw station. The increased attention to the area is indicative both of the need for enhancements and an energetic and activated community. Further description of all plans can be found in Appendix C.

Relevant plans and projects include:

- **Crenshaw Blvd Streetscape Plan**
- **Crenshaw Corridor Specific Plan**
- **Destination Crenshaw**
- **Expo/Crenshaw Joint Development Guidelines & proposed Crenshaw Crossing project**
- **Great Streets Challenge Grant**
- **Metro NextGen Study**
- **Metro Active Transportation Strategic Plan**
- **Metro First/Last Mile Strategic Plan**
- **Prop 1C Improvements**
- **Vision Zero Crenshaw Safety Improvements**
- **West Adams/Baldwin Hills/Leimert Community Plan**




**Prop 1C Improvements**

Improvements include elements like: new trees, pedestrian lighting, sidewalk repairs, & curb ramps

**Crenshaw Crossing Project**

2. Drop-off zone
3. Street vacation
4. Bike hub
5. Future additional portal to Crenshaw/LAX line
6. Bus turnouts

**Crenshaw Blvd Streetscape Plan**

**Crenshaw/ LAX Transit Project**

7. New crosswalk & dual curb ramps
8. New street trees
9. New single curb ramps

# Let's Dive into Some of Those Plans.

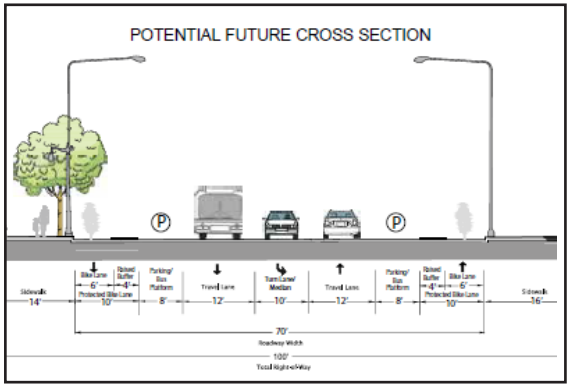
## Crenshaw Crossing Project



The Crenshaw Crossing rendering above shows the southwest corner of Exposition Blvd and Crenshaw Blvd.

The Metro Joint Development sites, in partnership with the County of Los Angeles, are located south of Exposition Blvd, on either side of Crenshaw Blvd. The western site is currently the LA County Probation Department Office, while the eastern site is being used as a staging area for the Crenshaw/LAX light-rail project. The sites include a set of buildings and spaces with mixed uses, consisting of residential over commercial and community space, and the Metro station entrance portal (see image of the proposed project, left). The new development will provide a key connection for transit riders who are transferring between the E Line (Expo Line) and the Crenshaw/LAX Line. Transfers between the two lines will require coordination and enhanced safety measures for the high pedestrian volumes anticipated through the Crenshaw Blvd / Exposition Blvd intersection.

## Crenshaw Boulevard Streetscape Plan




The Crenshaw Blvd Streetscape Plan details roadway reconfiguration concepts and recommended streetscape improvements along Crenshaw Blvd between the 10 Freeway and 79th St. Although recommendations vary throughout the corridor, the design concepts establish "unifying streetscape elements that are intended to tie the corridor together visually, and unique district streetscape elements that differentiate the corridor's many distinct neighborhoods." The Crenshaw Blvd Streetscape Plan describes community support for a protected bicycle facility along Crenshaw Blvd, north of 48th St. Significant right-of-way changes would need to occur to accommodate a protected bicycle lane (see illustration from the Streetscape Plan, left).

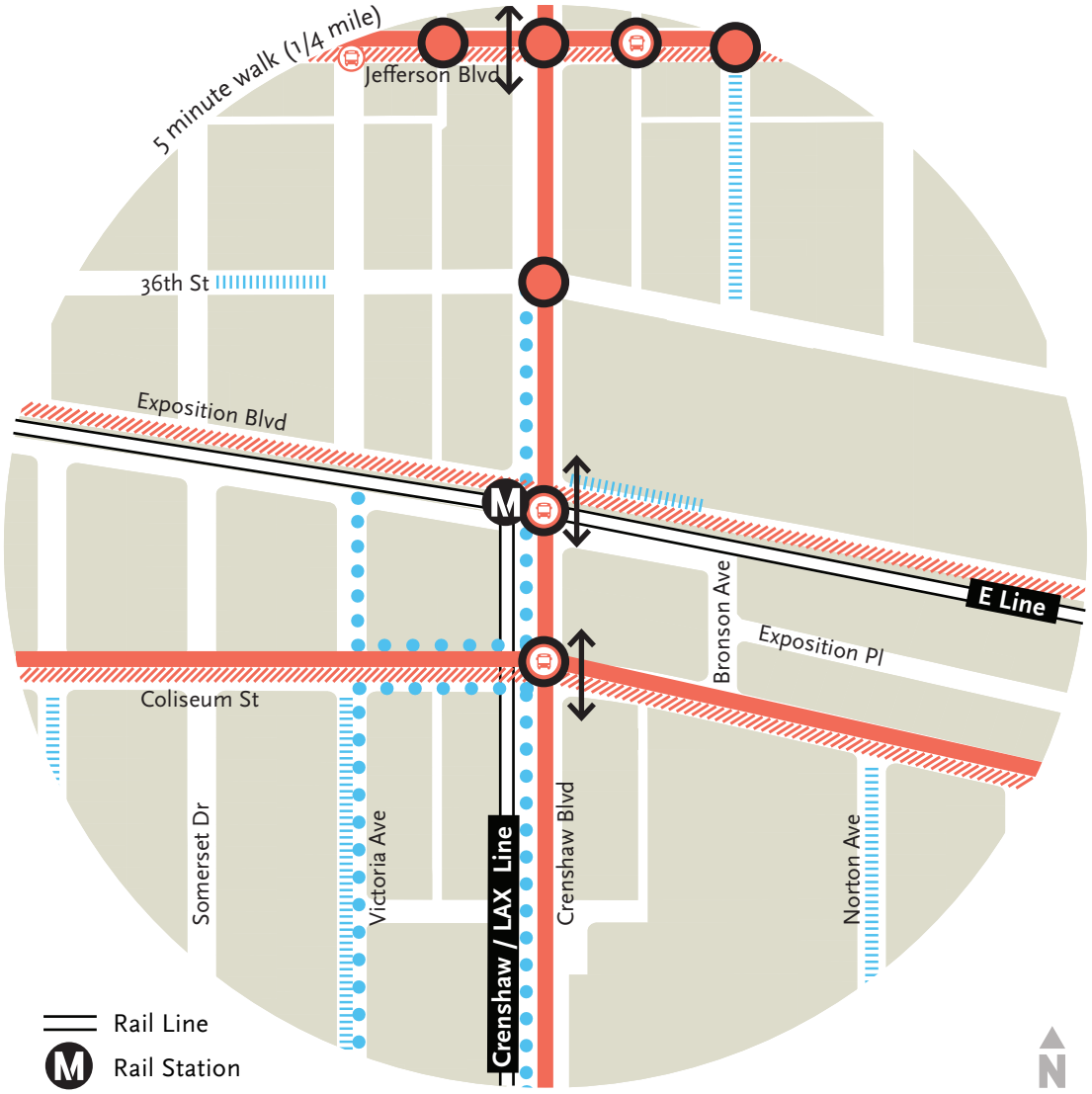
*Further description of all plans can be found in Appendix C.*

# Summing it Up.

Existing walking, biking, and "rolling" conditions were studied to understand barriers and opportunities for improvement, relating to the First/Last Mile. The First/Last Mile refers to the parts of an individual's transit trip, before and after boarding or disembarking from the Metro line. While bus and rail services often form the core of a trip, riders complete the first and last portion on their own, for example by walking, biking, driving, or rolling themselves to and from the nearest station. This is referred to as the First/Last Mile.

The analysis looked at community destinations, the transit network, safety, pedestrian amenities, street conditions, and the bicycle network. In the station area, existing signalized crossings are critical in providing safe crossings, especially across east/west thoroughfares. Shade and a mature tree canopy are present on some residential streets, but absent on commercial corridors. East/west streets around the station often act as barriers to north/south movement, as there are often over 1,300 feet between crossings. Wide streets in the area encourage high vehicular speeds and contribute to an unpleasant pedestrian environment. High collisions occur on Crenshaw Blvd and Jefferson Blvd, and the transit environment around the station is consistently poor, with little to no amenities.

*Detailed mapping and analysis can be found in Appendix C.*



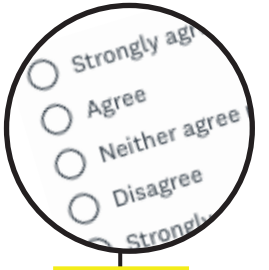
# Active Listening

# Project Process

The project followed Metro's First/ Last Mile methodology.








**Stakeholder Conversations** | **Pop-Up** | **Survey**

2019 **Summer** **Fall** 2020 **Winter** **Spring**

## Gather Background Data

Existing plans and projects were analyzed to understand how they will impact and can inform first/last mile planning. Existing urban conditions were analyzed and mapped. This initial analysis set the stage for fruitful community conversations and draft design concepts.

## Active Listening

The Plan involved multiple conversations with the community, including 3 stakeholder meetings, an online survey, and a community pop-up. Community members helped identify problem areas and locations for improvements. The findings from these conversations helped lay the foundation for first/last mile design concepts.

**Metro's Equity Platform**

In 2018, the Metro Board approved the Metro Equity Platform Framework, which calls on the agency to address equity in multiple ways. This Plan uses the Equity Platform as a guide, identifying recommendations that derive from a diverse range of local voices. The West Angeles Community Development Corporation (CDC), a community based non-profit organization, was a key partner throughout the process. This section describes community conversations on which Plan recommendations are based. For each project design, most of the elements requested by the community have been included, and if not, explanations as to why are provided on the costing sheets.

## Prepare Design Concepts

Pathways were identified for people to walk, bike, and roll the Expo/ Crenshaw station. Streetscape enhancements and recommendations were identified for each pathway, with a focus on the 1/4 mile around the station.

## Compile Final Plan Report

Background data, community conversations, and refined design concepts were compiled into this Plan.

# Meeting with Stakeholders.

Three stakeholder meetings were assembled during the winter of 2019. All three meetings were held in the study area and included conversations with:

- **A local church youth group (Nov 14, 2019)**
- **Representatives from Neighborhood Councils and an HOA (Dec 9, 2019)**
- **Bicycle and pedestrian advocates (Dec 17, 2019)**

In discussions, community members, many of whom are transit dependent, focused almost exclusively on ways to improve the walking and biking environment around the station. Several participants urged the design and planning team to 'think big' and consider streets improvements that would provide significant improvements to the walking, biking, and rolling experience. Examples included protected bike lanes, Complete Streets, and a consistent landscaped parkway with curvilinear sidewalks. Crenshaw Blvd and Exposition Blvd rose to the top as the streets most in need of an overhaul for people walking, biking, and rolling. Street trees, pedestrian lighting, enhanced crosswalks, and improved bike facilities were noted overall as the most needed elements throughout the station area.

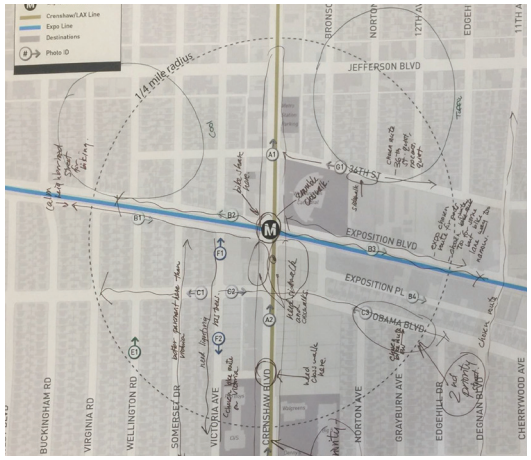
*A detailed overview of findings can be found in Appendix D.*



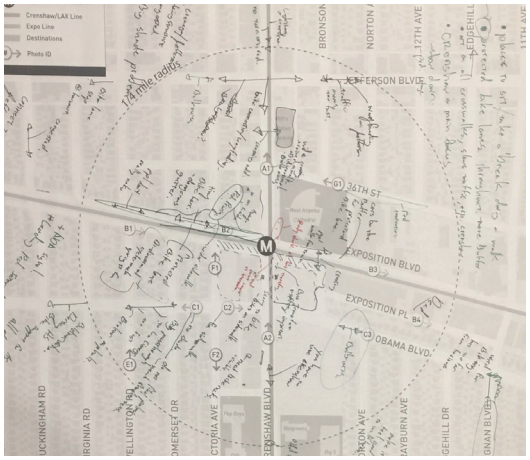

**Neighborhood Representatives Notes**



**Youth Group Notes**



**Bicycle and Pedestrian Advocates Notes**





# Popping Up at the Crenshaw Farmers' Market

A community pop-up workshop was held to gather feedback from the public at the Crenshaw Farmers' Market on February 28, 2020.

The pop-up included educational information and a playful activity that used an oversized "Connect 4" game for feedback. Participants were shown a menu of possible improvements and were instructed to choose the three streets they felt needed improvements the most. Participants placed corresponding improvement chips into the game board for their chosen streets. A blank chip was included for participants who wanted to write in their own idea or comment.

*A detailed overview of findings can be found in Appendix D.*

*Participants*

**141 comments**

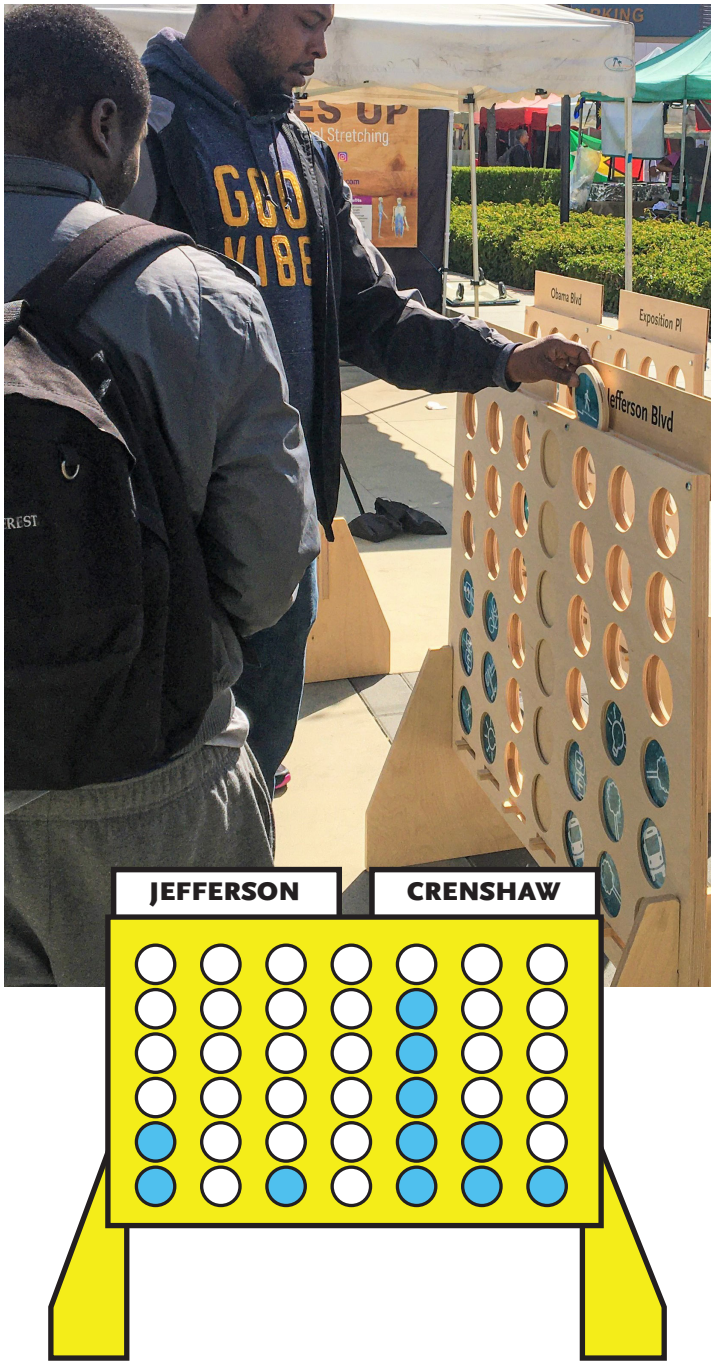
*Most voted streets*

**Crenshaw Blvd, Obama Blvd, & Jefferson Blvd**

*Most important improvements*

**Street trees, enhanced crosswalks, & pedestrian lighting**

**Voting for sidewalk improvements on Jefferson Blvd**



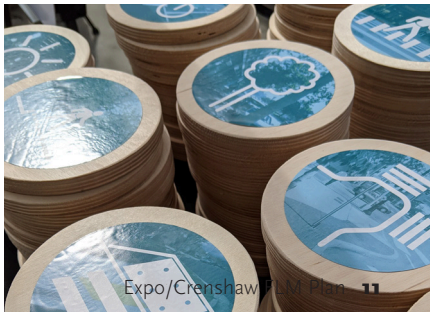

**Crenshaw snapshot**




**Voting for trees on Crenshaw Blvd**




**First/Last Mile voting chips**



# Community Survey

The purpose of the online survey was to allow additional community members to have a chance to share their thoughts regarding improvements needed around the Expo/Crenshaw station. The questions on the survey aligned with the questions asked during the pop-up; the goal was to gather feedback to help prioritize first/last mile improvements within the 1/4 mile around the station. The survey, which was online for 3 weeks, was distributed via Metro social media, listservs, and through community members and organizations who had previously participated in stakeholder roundtable meetings. Respondents submitted 130 survey entries. 72% of respondents reported that they live within the study area.

Similar to the findings from the pop-up and the input received from the stakeholder meetings, **Crenshaw Blvd, Obama Blvd, Exposition Blvd,** and **Jefferson Blvd** were the top 4 streets that were brought up by survey participants.

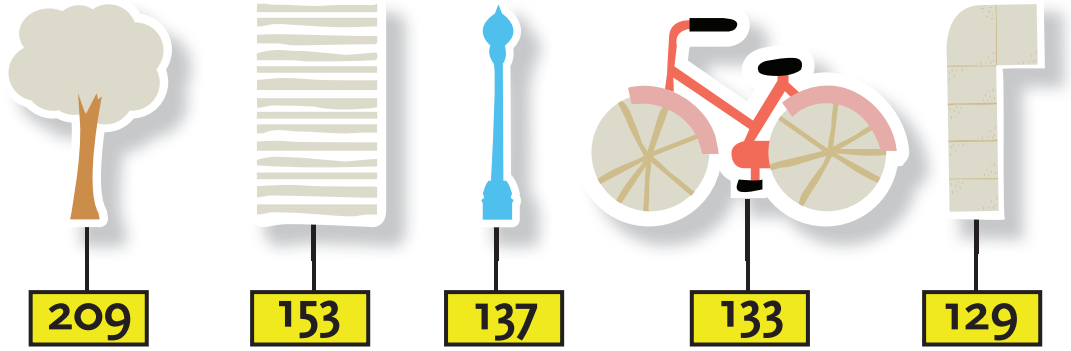
**130 Survey Entries**

Top 3 streets that need improvements

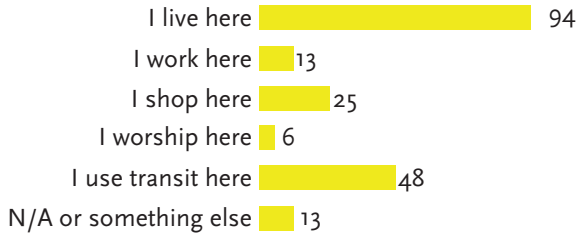
**Crenshaw Blvd**
**Obama Blvd**
**Exposition Blvd**

**Top Improvements Needed**

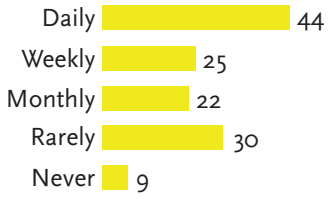
(Total number of votes for each improvement in yellow boxes; top 5)




**What draws people to the study area?**




**Participants use the bus/train...**



# The Pathway Strategy

# Improving station access means improving a complete network of streets, enhanced for multiple modes.

## Understanding the Recommendations

Take a look first at the First/Last Mile Pedestrian Pathway Network and Wheels Pathway Network maps to understand the streets that have been chosen for improvement. These streets were selected as a result of community conversations - each street was recommended for inclusion by the community, except in one case, where Somerset Dr was added to the network because it solves a particular issue that was identified by participants (providing a safe alternative to Crenshaw Blvd for people who are biking and walking). The **Pedestrian Pathway Network** map includes streets that are within a comfortable walking distance from the station (1/4 mile), while the **Wheels Pathway Network** map looks further out (1 mile), given the longer distance people are willing to bike or scoot, compared to those walking.

In recognition of the importance of safe and visible, street crossings, an **Intersections Treatment Diagram** is included, illustrating recommended improvements for intersections near the Expo/Crenshaw station, as being able to cross frequently and regularly is important for station access.

*Note: Recommended dimensions provided are for guidance purposes only to showcase desired spatial allocation. Actual dimensions will vary based on on-the-ground conditions and detailed study.*

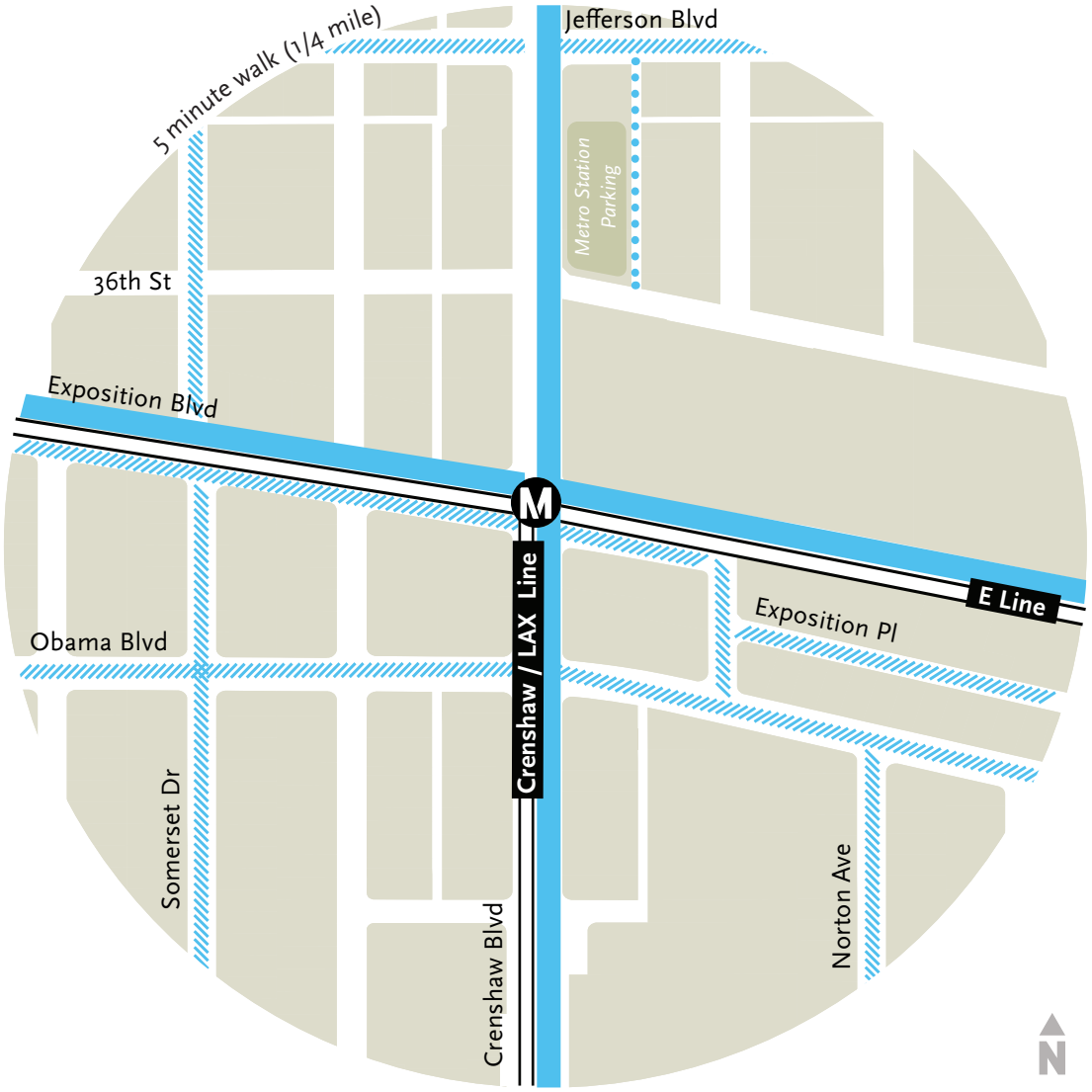
**While all streets should be comfortable for people walking, the First/ Last Mile Pedestrian Pathway Network highlights streets that are especially critical for access.**

### Pedestrian Pathway Network

The First/Last Mile Pedestrian Pathway Network includes streets, primarily identified by the community, which are critical for station access for people walking. Streetscape improvements should be focused along these streets.

The Network is composed of three different types of pathways:

1. **Pathway Arterials** are primary routes that connect directly to the station. Here they include Exposition Blvd and Crenshaw Blvd.
2. **Pathway Collectors** are secondary routes that connect to the two Pathway Arterials
3. **Pathway Cut-Throughs** are additional shortcut routes or pathways to improve access to key destinations.




*Note: Coliseum St and Buckingham Rd are not within the 1/4 mile study area, but are included in this Plan as key transit access streets.*

# For bike-related improvements, let's look beyond the 1/4 mile, at new bike facilities that can link in with the regional network.

**Wheels Pathway Network**

The goal for the proposed Wheels Pathway Network is to optimize access for people riding, scooting, and otherwise rolling to and from the station. Proposed 'wheels' facilities connect to existing and city-proposed bike lanes and help to close gaps. See the Toolkit in Appendix A for example photos of each type of proposed facility. All proposed facilities should be friendly for both expert and novice riders of all ages. This means that on major streets, bike facilities should be protected, vertically separated from vehicle lanes, and well-delineated. On slower neighborhood streets, bike facilities should be enhanced with traffic calming measures and streetscape improvements.

In addition, Bicycle Friendly Intersections (BFIs) and a Green Zone are recommended. BFIs can include bike boxes, conflict striping, and bike signage, as appropriate. The Green Zone can include transfer amenities such as a drop off zone, electric vehicle charging, bike share stations, micro-mobility parking, and a mobility hub.

*See Appendix A and the FLM Strategic Plan for more information.*



# Using Metro's First/ Last Mile suite of improvements, the recommendations for each key street are summarized here.*

Community stakeholders additionally expressed interest in **engaging local artists** to design public art, gateways, and other streetscape elements to reinforce the cultural identity of the corridor. Although specific locations for public art are not identified in this Plan, visual enhancements are supported within the study area. As an example, artists can be commissioned to enhance the character of commercial corridors by artfully painting blank building facades.



| Name | *Type* | Enhanced Crosswalks | Speed Cushions | Corner Curb Extensions | Directional Ramps | Improved Sidewalks | Street Trees | Street Furniture | Wayfinding ** | Enhanced Bus Stops | Pedestrian Lighting | Bike Facility (e.g. lane or other) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Crenshaw Blvd** | *Arterial* | ○ | | | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| **Obama Blvd** | *Collector* | ○ | | ○ | ○ | | ○ | | ○ | | ○ | ○ |
| **Exposition Blvd** | *Arterial* | ○ | | ○ | ○ | | ○ | | ○ | | ○ | ○ |
| **Exposition Blvd (S of Expo Line)** | *Collector* | ○ | | ○ | ○ | | ○ | | | | ○ | ○ |
| **Jefferson Blvd** | *Collector* | ○ | | ○ | ○ | ○ | ○ | | ○ | ○ | ○ | ○ |
| **Somerset Dr** | *Collector* | ○ | ○ | ○ | ○ | | ○ | | ○ | | ○ | ○ |
| **Norton** | *Collector* | ○ | ○ | ○ | ○ | | ○ | | ○ | | ○ | ○ |
| **Coliseum** | *Collector* | ○ | | ○ | ○ | | ○ | | ○ | ○ | ○ | ○ |
| **Exposition Pl** | *Collector* | | | | | | ○ | ○ | ○ | | ○ | ○ |
| **Alley (E of Crenshaw)** | *Cut-Through* | | | | | | | | ○ | | ○ | |

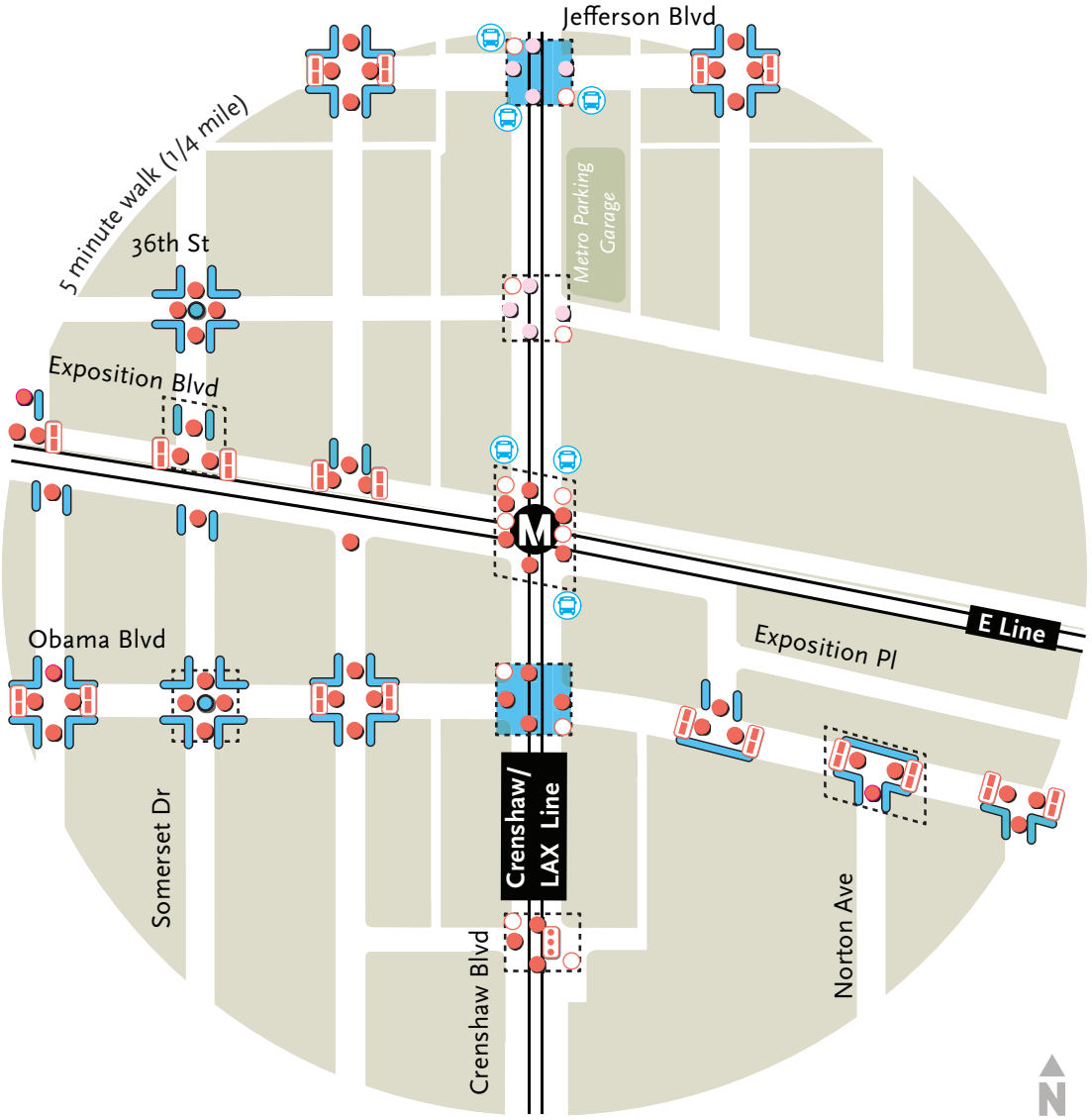
** Not all improvements recommended in the Plan are included in this matrix. See project pages for details.*

** * The design of wayfinding and signage as it relates to Metro Rail needs to follow Metro's Trailblazing Signage Standards to ensure that Metro wayfinding is consistent and recognizable to riders accessing the system across LA County.*

# Facilitating easy and pleasant crossings at intersections is key for First/Last Mile access.

Improving intersections for First/Last Mile access can take many forms. Usually the intent is to make crossing the street easier and safer, through increased visibility, shorter crossing distances, slowing or stopping traffic, or bike-friendly design.

Corner curb extensions with directional curb ramps and enhanced crosswalks are recommended at various locations along many First/Last Mile Pathways throughout the 1/4 mile study area. Traffic circles are added at key intersections along Somerset Dr, Norton Ave, and Buckingham Rd to transform them into Neighborhood Greenways. New rectangular rapid flashing beacons are recommended along Jefferson Blvd and Obama Blvd to allow for more frequent crossings on these busy streets. Bicycle signals are recommended at intersections along Crenshaw Blvd.



# Project Specifics

# Recommendations consider the full experience - what it feels, smells, looks, and sounds like around the station.

Here we present **recommendations for a network of key streets*** that can be used to safely and pleasantly walk, bike, and "roll" to and from the Metro station. Recommendations include public realm improvements, taking into consideration the full experience of getting to and from the station - what does it feel like, what does it look like, what does it sound like? Adding trees and shade can make it **feel** more comfortable and **smell** more pleasant with cleaner air, adding sidewalk lighting can make it **look** nicer and easier to navigate, and slowing traffic or moving vehicles away from the sidewalk, can make it **sound** calmer, quieter, and more welcoming for people not in vehicles.

Streetscape enhancements are presented for each key street within a 1/4 mile of the station. The order in which the streets are presented in this section reflects the streets that were ranked the highest in response to the following online survey question: "Which street needs improvement the most?" Crenshaw Blvd received the most votes (122), followed by Obama Blvd (74), Exposition Blvd (69), Jefferson Blvd (65), Coliseum St (32), and Exposition Pl (18). Norton and Somerset were not options for this question. This ranking is supported by the Project Prioritization presented in the final section of this Plan.

**Tear out the pages for the street you are interested in.**

This packet can be used for funding applications or to build community support. Street recommendations follow the same organization:

1. Overview of goals
2. ID of community-identified issues & opportunities
3. Illustration of improvements, via a plan view, street sections, and in some cases 3D before/after renderings
4. Costing information

* *Recommendations in this Plan are compatible with or complement already-planned or proposed improvements by the City of LA and others, as noted in the Relevant Plans and Projects Memo. (See Appendix C)*

1

**Crenshaw Blvd** is a major north-south commercial corridor that connects directly to the Expo/Crenshaw station. There is strong community support* for both pedestrian and bicycle improvements along the street. Currently, Crenshaw serves various Metro bus lines and has up to three lanes of traffic in each direction and a center turn lane. When it comes to walking and biking, the street is fairly uncomfortable. Adding a protected bike lane would make it much nicer for cyclists and also for pedestrians, since vehicles would be further away from the sidewalk. This proposal aligns with the "Aspirational Bike Lane" concept designed in the City's *Crenshaw Blvd Streetscape Plan.*

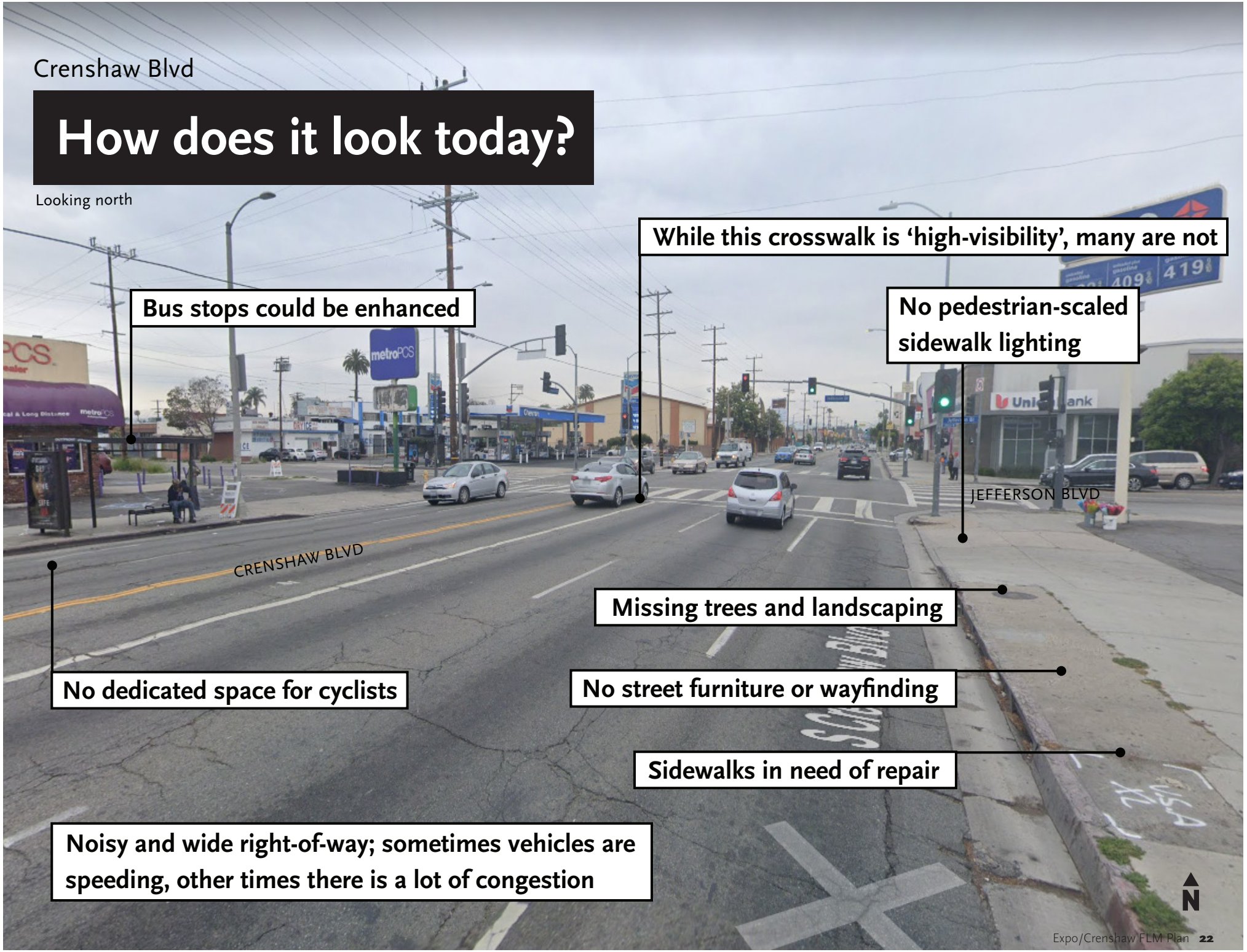
** Crenshaw Blvd, especially the segment north of Exposition Blvd, was the most commented upon street during the stakeholder meetings, community pop-up, and the online survey. It also rose to the top for both pedestrian- and wheels- project prioritization.*

# Crenshaw Blvd

Crenshaw Blvd

# How does it look today?

Looking north



# What's needed the most?

## Top 3 Requested Improvements *



Street Trees



Crosswalks



Sidewalk Improvements

## Other Items that Need Attention **

**A direct connection is needed for people riding their bikes to the station, it is generally unpleasant to walk on the street due to the heat and lack of shade, swiftly moving vehicles, and sidewalks in need of repair. The street is also missing wayfinding signage, which would be very helpful in this area. The improvements from the Crenshaw Blvd Streetscape Plan should be implemented.**

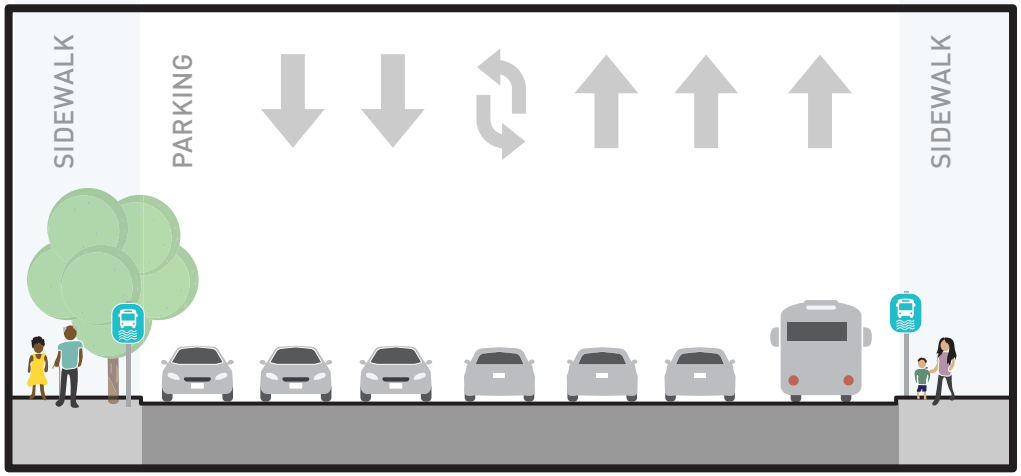
* *From the online survey*

** *As discussed by community stakeholders*

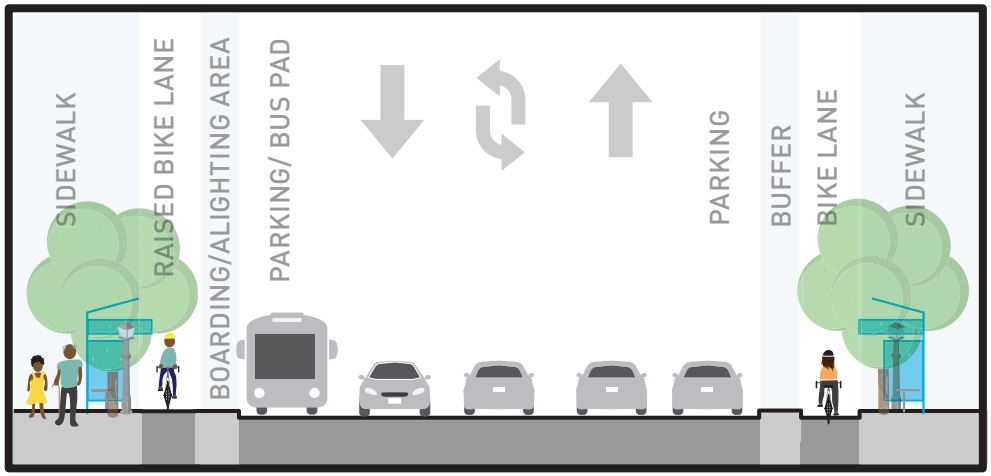
Crenshaw Blvd

# Roadway Changes

## Existing Street




## Proposed Street




## Summary

Major traffic impacts - remove 2 northbound travel lanes and 1 southbound travel lane

Retain parking on west side and add parking on the east side

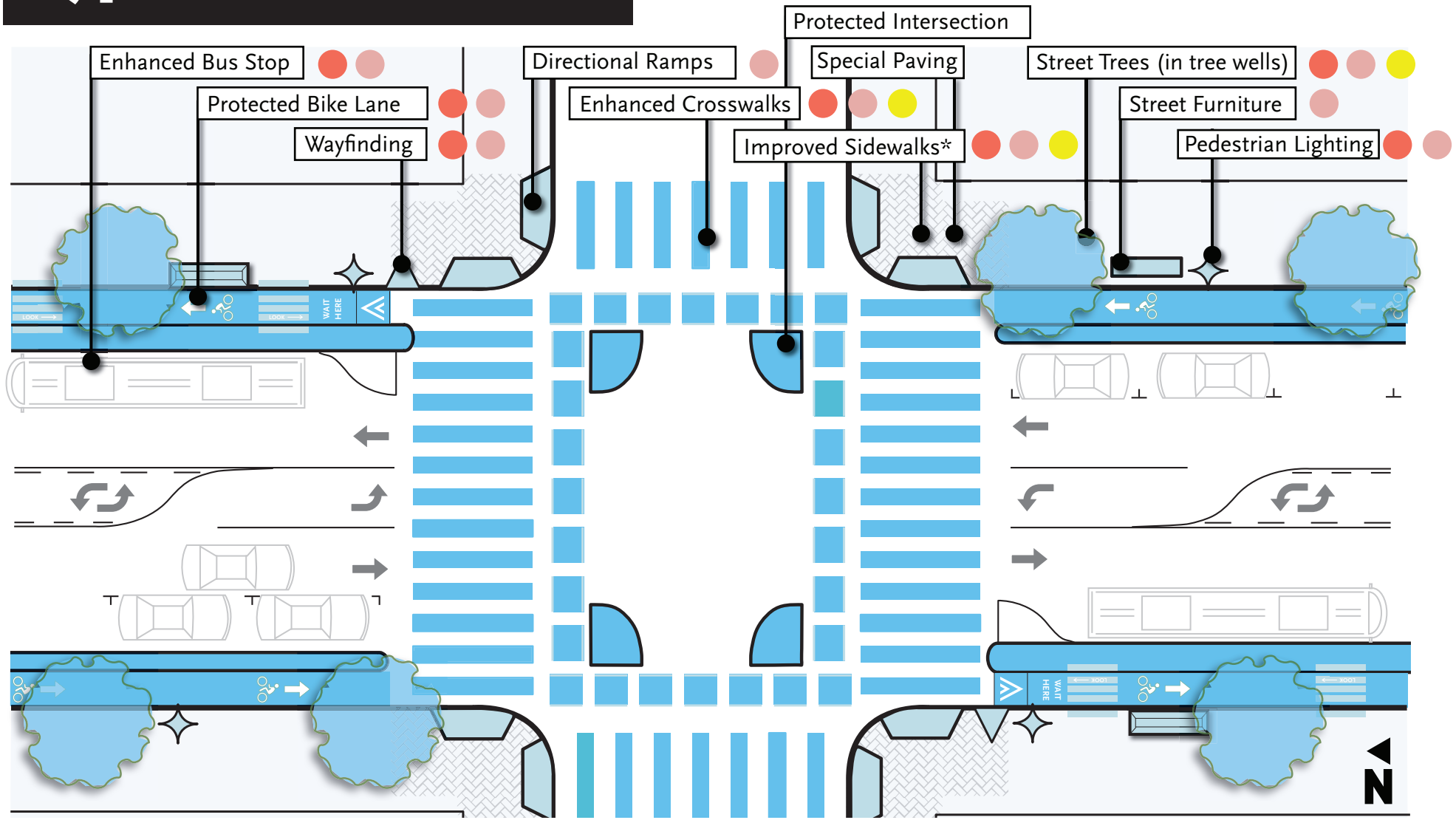
Add in protected bike lane

Introduce raised bike lane with narrow boarding/alighting area at bus stops

Add Protected Intersections where feasible (see illustration, next page)

Crenshaw Blvd

# Typical Intersection

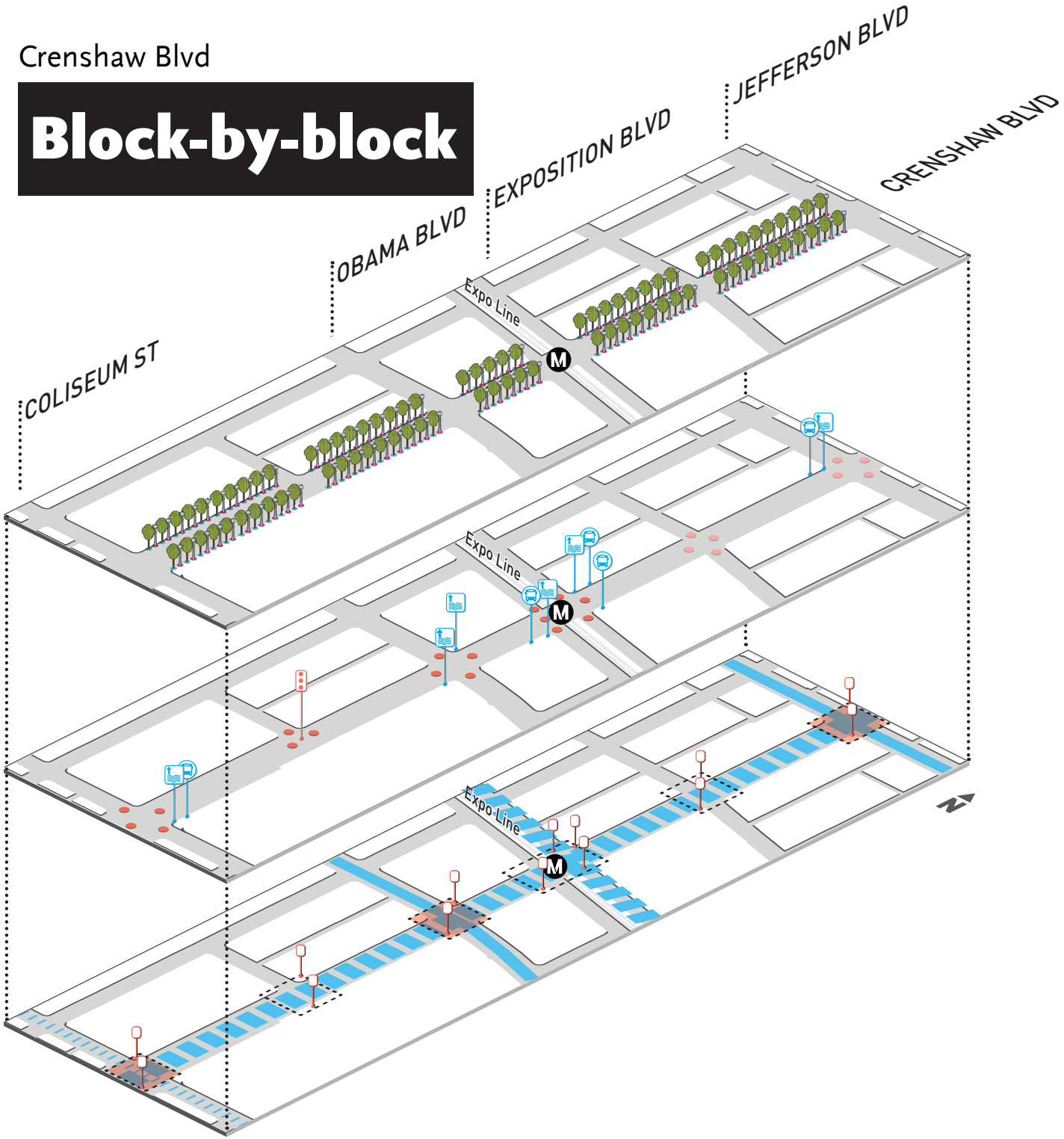



- *Recommended during a stakeholder meeting*
- *Recommended during the community pop-up*
- *Element in the top 3 of those supported in the online survey*

* *Further study needed to identify specific spot locations for sidewalk improvements. Not included in cost estimate.*

Crenshaw Blvd

# Block-by-block




## Comfort

- Street Tree Infill* (30' on center)
- Pedestrian Scaled Lighting* (30' on center)

## Access

- Enhanced Crosswalks
- Existing Crosswalks
- New Traffic Signal
- Enhanced Bus Stop
- Wayfinding

## Mobility

- Bike Friendly Intersection (e.g. bike boxes, conflict striping, bike signage, etc)
- Protected Intersection
- Bike Signal
- 8-80 Protected Bike Lane (Class IV)
- Bike Lane (Class II)
- Greenway (Class III)
- Advisory Bike Lane (Class III)

*Street trees and pedestrian scaled lighting shown for illustrative purposes only. Actual street tree and pedestrian scaled lighting locations and counts vary by block and available space.

Crenshaw Blvd

# Before-and-After



# How much will this cost?

## Pedestrian Projects

| | |
|---|---|
| Street trees (in tree well) | $407,000 |
| Pedestrian lighting | $945,000 |
| Sidewalk paving enhancements | $588,000 |
| Enhanced crosswalks | $93,240 |
| Outboard bus platforms | $210,000 |
| Wayfinding | $12,600 |
| Signal modifications | $315,000 |
| Green zone | $60,000 |
| Misc/contingency/construction/soft costs | $3,535,000 |
| **Total (rounded)** | **$6,166,000** |

## Wheels Projects

| | |
|---|---|
| Bike signals | $350,000 |
| Bike friendly intersections | $270,000 |
| 8-80 protected bike lane (Class IV) | $2,120,000 |
| Protected intersections | $1,500,000 |
| Misc/contingency/construction/soft costs | $5,689,000 |
| **Total (rounded)** | **$9,929,000** |

**Other items recommended by the community, which were not integrated into the design plans:**
All recommendations provided by the community were folded into the Plan. Traffic calming will result from the reduction in lanes due to the addition 8-80 protected bike facility (Class IV).

# 2

**Obama Blvd** is as a key east-west residential route located south of the Expo/Crenshaw station. Obama Blvd is often used as a vehicular cut-through and it therefore sees high traffic speeds. Curb extensions with enhanced crosswalks will help to calm traffic and facilitate pedestrian and bicyclist movement across and along the street. A bike lane is recommended, requiring removal of one travel lane in each direction. The goal is to make Obama Blvd more people-oriented and friendly to use while walking to and from the station.

# Obama Blvd

Obama Blvd

# How does it look today?

Looking west



Obama Blvd

# What's needed the most?

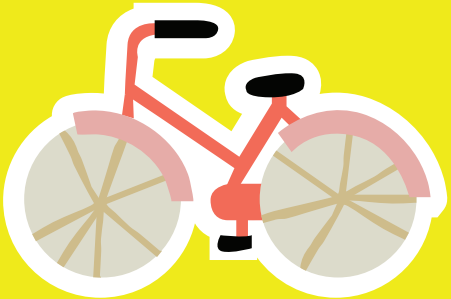
## Top 3 Requested Improvements *



Street Trees



Crosswalks



Bike Amenities

## Other Items that Need Attention **

**Dark at night, long blocks, and the wide street encourage speeding traffic.**

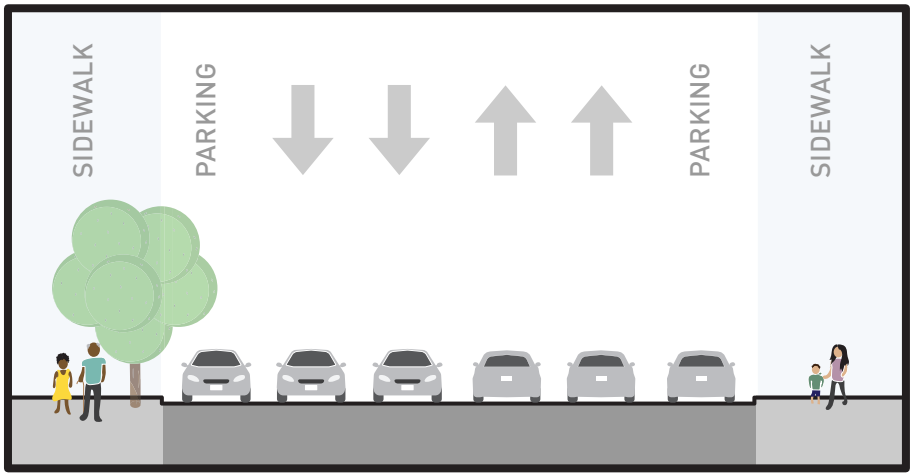
* *From the online survey*

** *As discussed by community stakeholders*

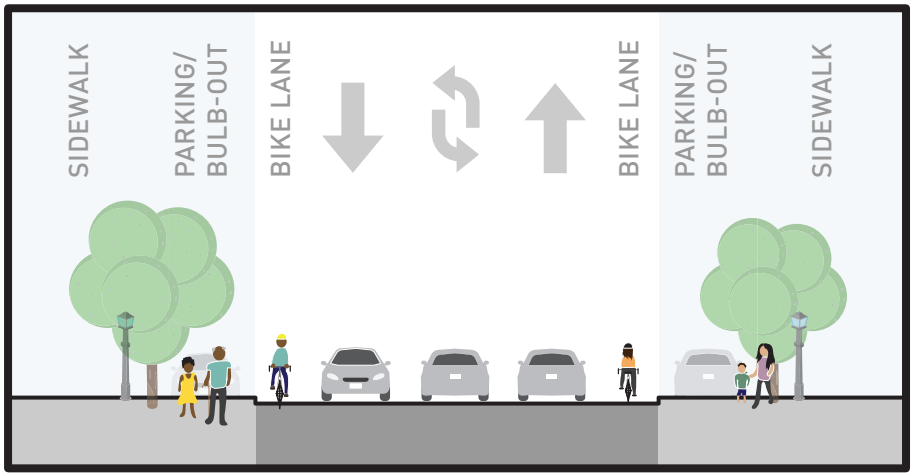
Obama Blvd

# Roadway Changes

## Existing Street




## Proposed Street




## Summary

Remove one travel lane in each direction

Introduce center turn lane

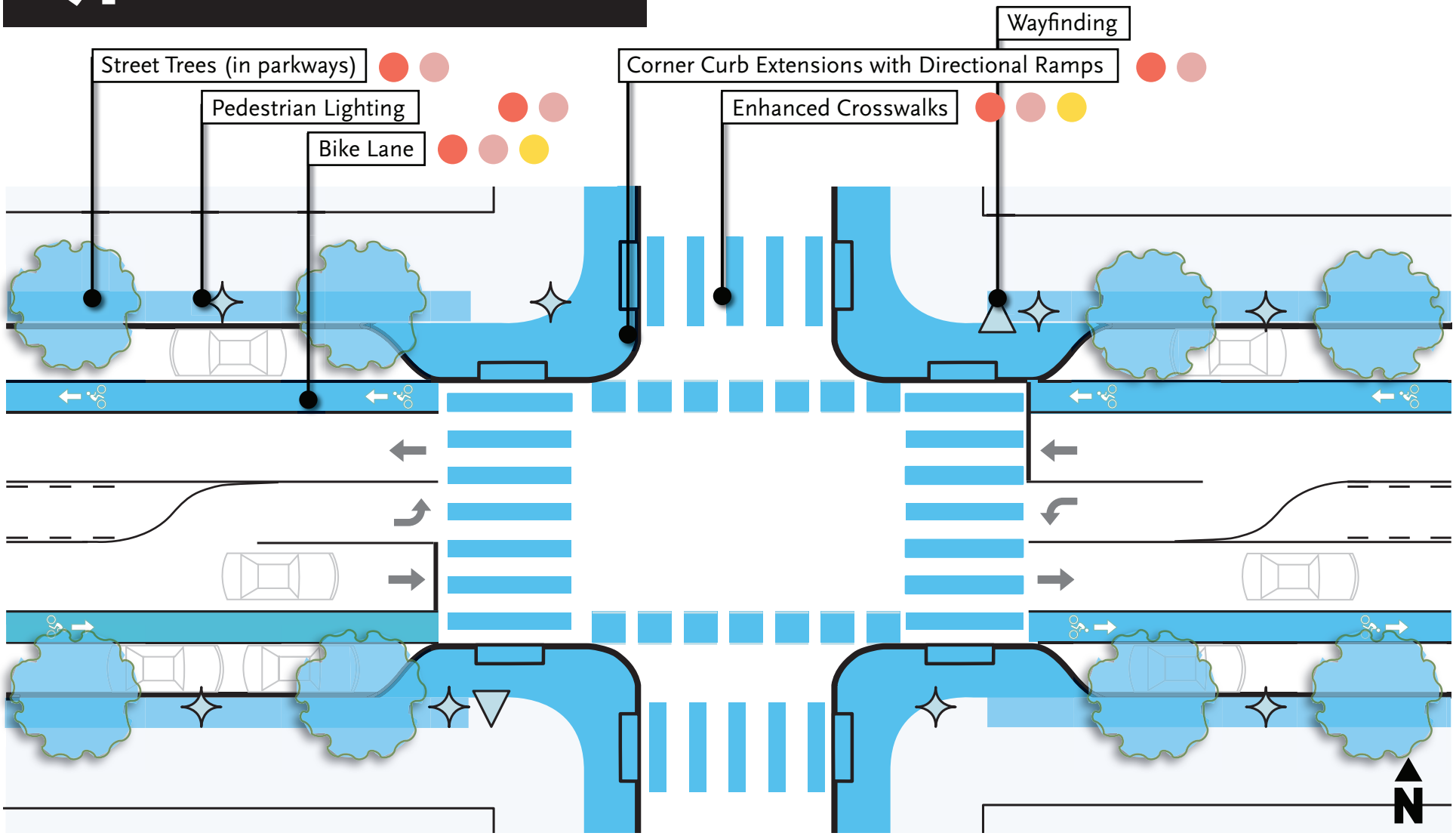
Retain parking

Add corner curb extensions

Add bike lane

Obama Blvd

# Typical Intersection



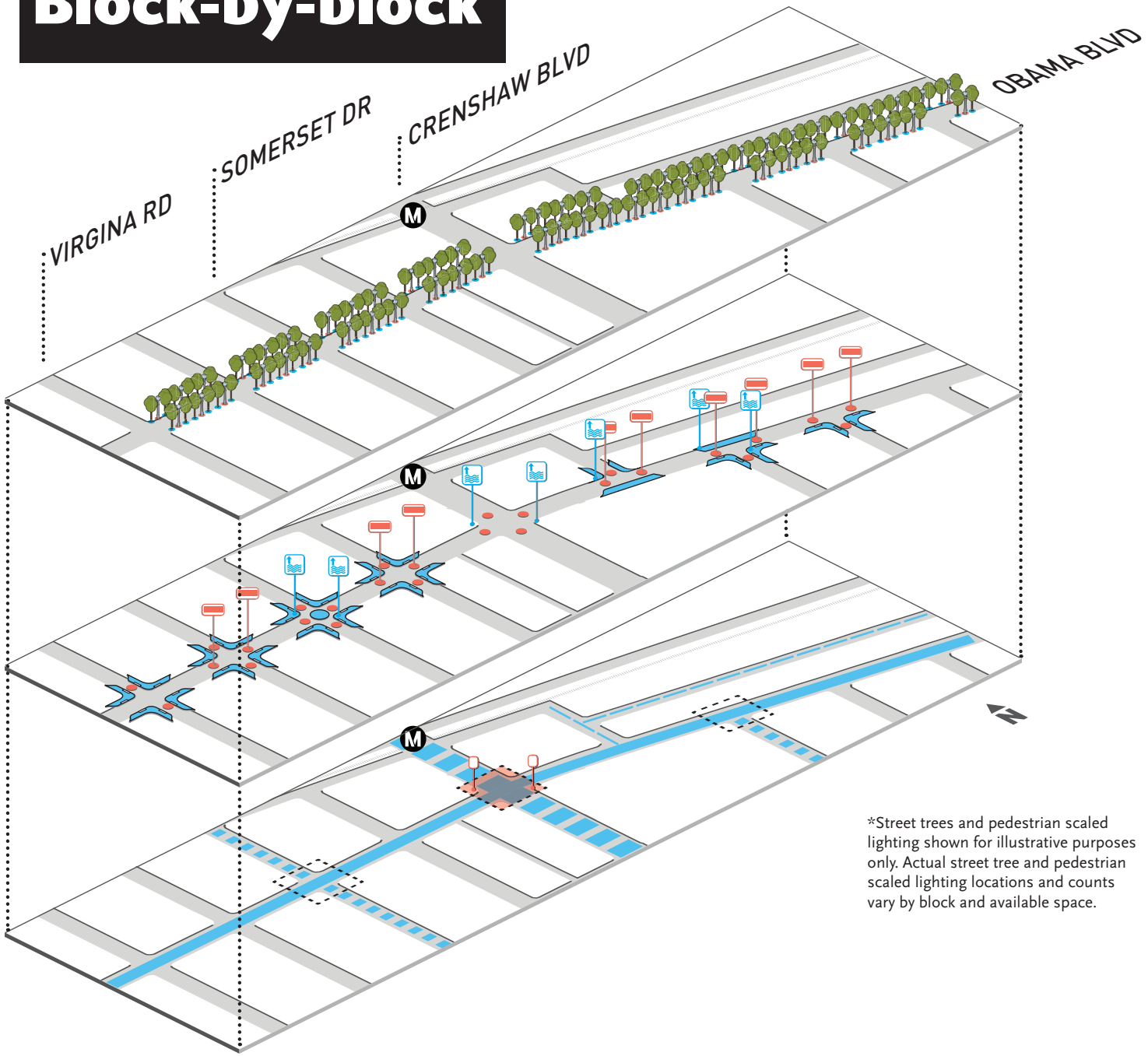

*Recommended during a stakeholder meeting*

*Recommended during the community pop-up*

*Element in the top 3 of those supported in the online survey*

Obama Blvd

# Block-by-block




*Street trees and pedestrian scaled lighting shown for illustrative purposes only. Actual street tree and pedestrian scaled lighting locations and counts vary by block and available space.

## Comfort

- Street Tree Infill* (30' on center)
- Pedestrian Scaled Lighting* (60' on center)

## Access

- Enhanced Crosswalks
- Rectangular Rapid Flashing Beacon & Reflective Raised Pavement Markers
- Wayfinding
- Corner Curb Extensions with Directional Curb Ramps
- Traffic Circle

## Mobility

- Bike Friendly Intersection (e.g. bike boxes, conflict striping, bike signage, etc)
- Protected Intersection
- Bike Signal
- 8-80 Protected Bike Lane (Class IV)
- Bike Lane (Class II)
- Greenway (Class III)
- Sharrow (Class III)

Obama Blvd

# How much will this cost?

## Pedestrian Projects

| | |
|---|---|
| Street trees (in parkway) | $112,000 |
| Street trees (in tree well) | $133,200 |
| Pedestrian lighting | $491,400 |
| Bulb-outs with directional curb ramps | $672,000 |
| Enhanced crosswalks | $82,880 |
| Wayfinding | $14,700 |
| Rectangular rapid flashing beacons | $400,000 |
| Misc/contingency/construction/soft costs | 2,564,000 |
| **Total (rounded)** | **$4,471,000** |

## Wheels Projects

| | |
|---|---|
| Bike signals | $50,000 |
| Bike friendly intersections | $150,000 |
| Bike lane (Class II) | $324,000 |
| Misc/contingency/construction/soft costs | $711,000 |
| **Total (rounded)** | **$1,235,000** |

**Other items recommended by the community, which were not integrated into the design plans:** All recommendations provided by the community were folded into the Plan except ideas for street furniture and bus stop improvements. Because of the residential character of the streets and because there are not currently any buses that run along the street, these elements are not included.

Regarding traffic calming (recommended by the community), while not overtly included in the Plan via elements like speed humps, traffic calming will result from the proposed lane reduction and new corner bulb-out extensions.

3

**Exposition Blvd** runs east-west, immediately adjacent to the Expo Line. It is separated by a landscaped buffer from the Metro tracks and currently has a narrow bike lane. The street is pleasant to walk down, because of the street's narrow width, the trees and new landscaping, and the nice sidewalks. The long Expo Line tracks offer a great opportunity to introduce a bi-directional protected bike lane to improve the experience for those riding a bicycle along the street.

# Exposition Blvd

# How does it look today?

Looking west



# What's needed the most?

## Top 3 Requested Improvements *



Street Trees



Crosswalks



Sidewalk Improvements

## Other Items that Need Attention **

**Narrow bike lane along tracks, dark at night, no wayfinding**

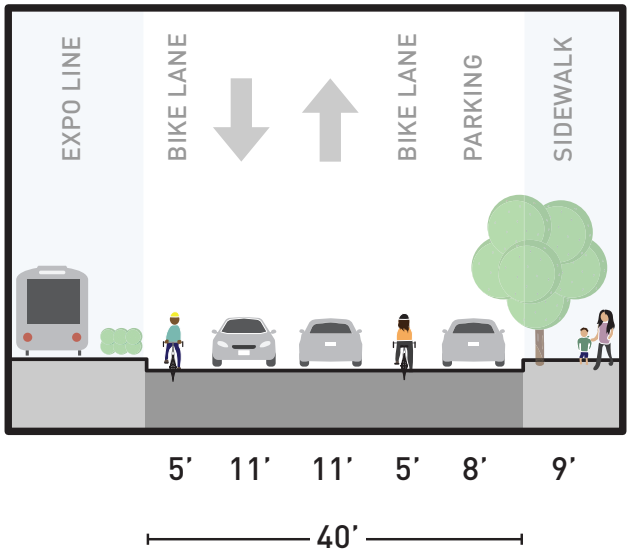
* *From the online survey*

** *As discussed by community stakeholders*

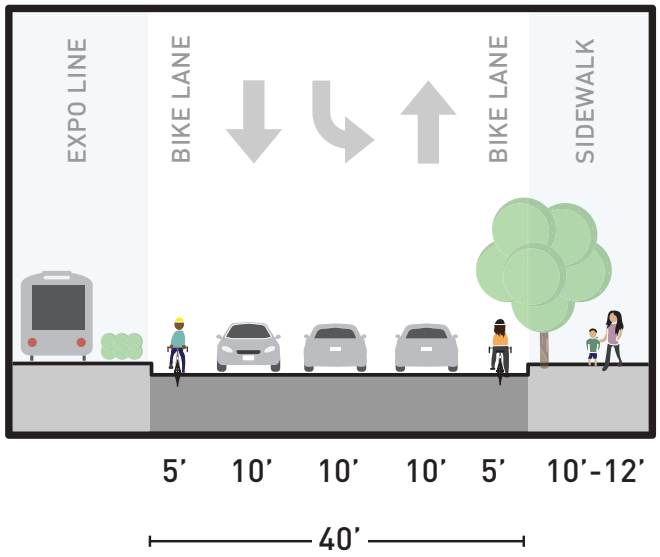
Exposition Blvd

# Roadway Changes

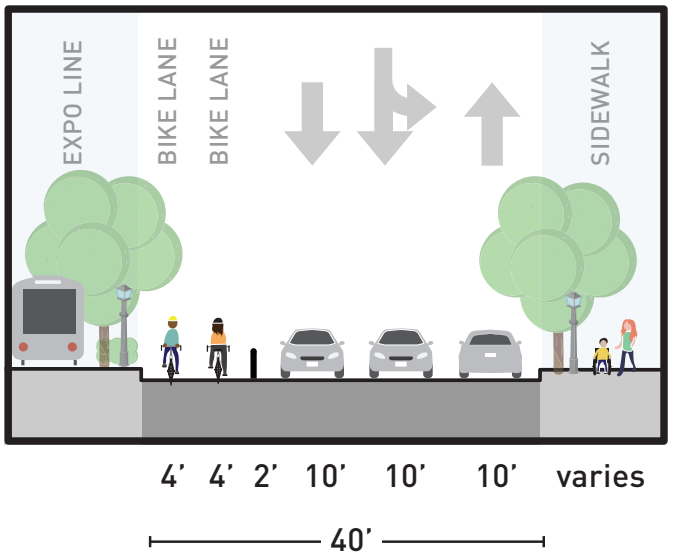
## Existing Street (West of Crenshaw)




## Existing Street (East of Crenshaw)




## Proposed Street




## Summary

Retain travel lanes

Remove parking lane west of Crenshaw Blvd

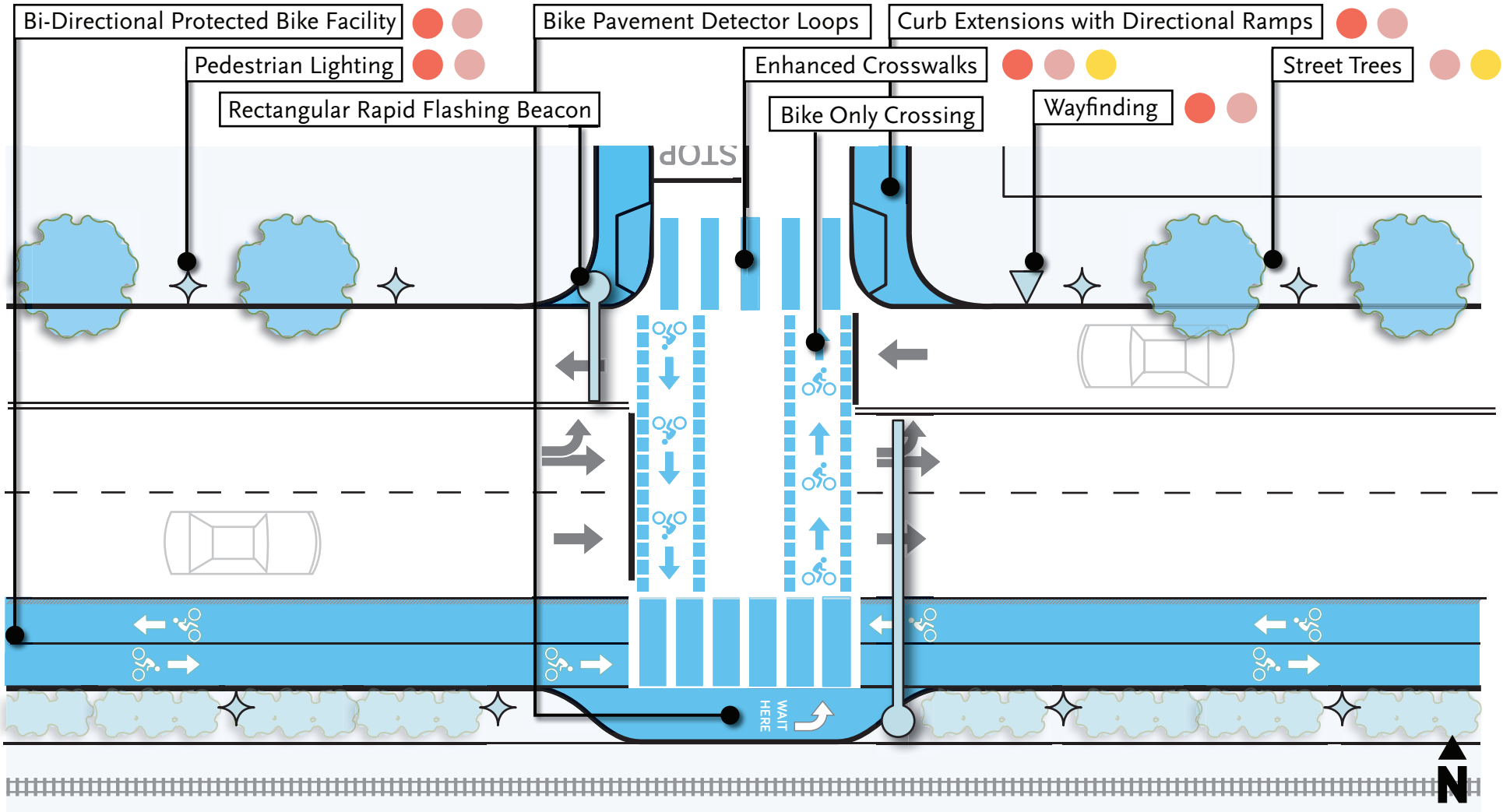
Add a seamless and protected bike facility

**A Note on Implementation:**

Adding a two-way protected bike lane along Exposition Blvd will require careful design and engineering. Additional space may be required from the existing landscape median along the tracks, especially in areas where safe north-south turning movements must be accommodated for cyclists. Access in and out of the protected bike lane should be provided frequently and should be clearly indicated. Additional pinch points, where the right-of-way and available space for roadway re-allocation is minimal, would need to be thoughtfully designed so as to maintain as much protection as possible for cyclists. Likewise, service gates that are used to access the tracks must be considered along the bike lane and not obstruct the bike lane when open. Removal of any trees within the landscape median to accommodate the protected bike lane, will require a 2-to-1 tree replacement.

Exposition Blvd

# Typical Intersection



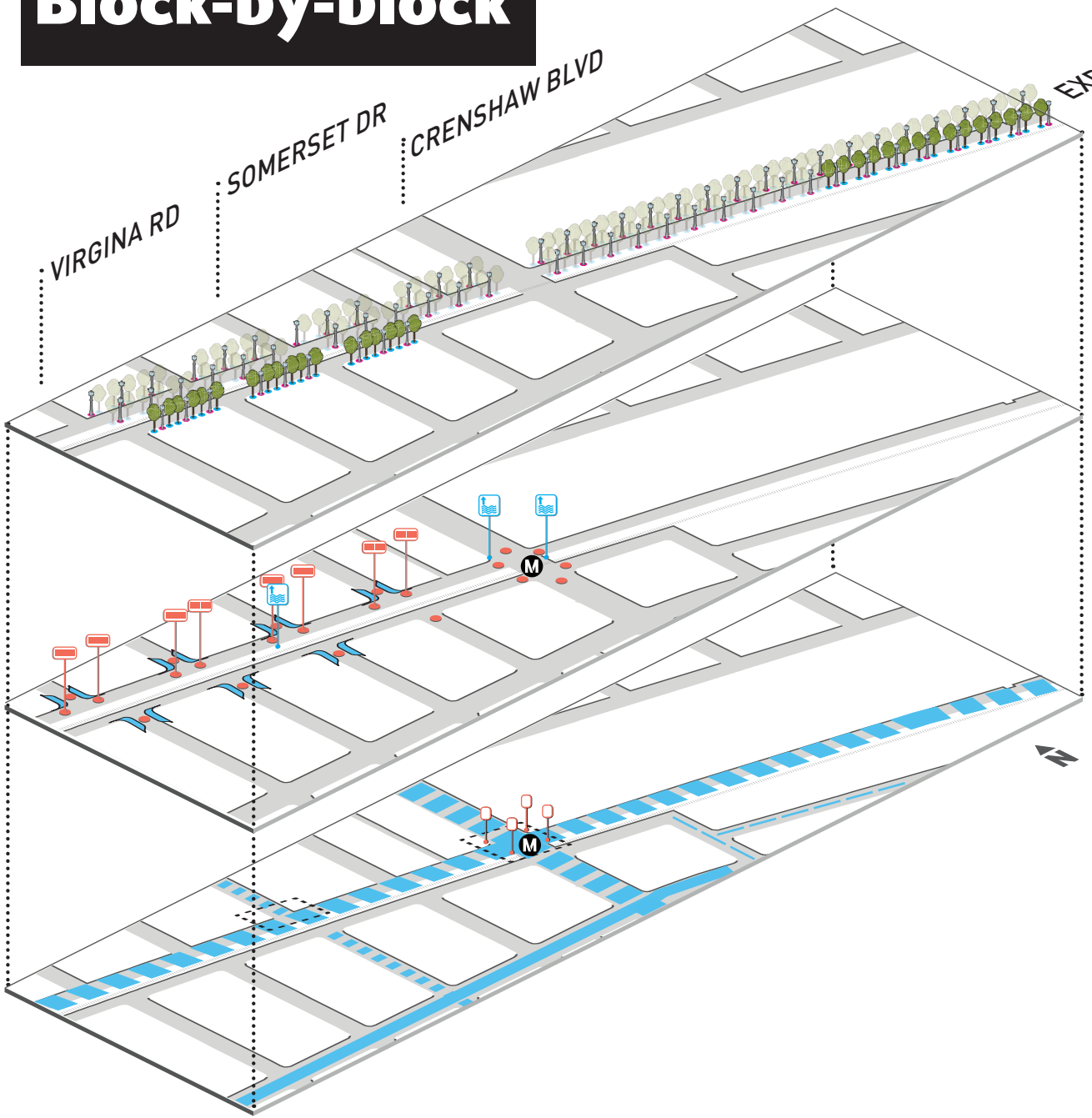

*Recommended during a stakeholder meeting*

*Recommended during the community pop-up*

*Element in the top 3 of those supported in the online survey*

Exposition Blvd

# Block-by-block




## Comfort

New Street Trees*
(30' on center)

Pedestrian Scaled Lighting*
(60' on center)

## Access

Enhanced Crosswalks

Rectangular Rapid Flashing Beacon & Reflective Raised Pavement Markers

Wayfinding

Corner Curb Extensions with Directional Curb Ramps

## Mobility

Bike Friendly Intersection
(e.g. Bike boxes, conflict striping, bike signage, etc)

Bike Signal

8-80 Protected Bike Lane (Class IV)

Bike Lane (Class II)

Greenway (Class III)

Sharrow (Class III)

*Street trees and pedestrian scaled lighting shown for illustrative purposes only. Actual street tree and pedestrian scaled lighting locations and counts vary by block and available space.

Exposition Blvd

# Before-and-After



Today

Tomorrow: Envisioning the Improvements on Exposition Blvd

# How much will this cost?

## Pedestrian Projects

| | |
|---|---|
| Street trees (in parkway) | $64,000 |
| Street trees (in tree well) | $37,000 |
| Pedestrian lighting | $554,400 |
| Bulb-outs with directional curb ramps | $416,000 |
| Enhanced crosswalks | $51,800 |
| Wayfinding | $6,300 |
| Misc/contingency/construction/soft costs | $1,520,000 |
| **Total (rounded)** | **$2,650,000** |

## Wheels Projects

| | |
|---|---|
| Bike signals | $800,000 |
| Bike friendly intersections | $90,000 |
| 8-80 Protected bike lane (Class IV) | $1,050,000 |
| Left turns onto Exposition | $360,000 |
| Rectangular rapid flashing beacons | $1,600,000 |
| Misc/contingency/construction/soft costs | $5,232,000 |
| **Total (rounded)** | **$9,132,000** |

**Other items recommended by the community, which were not integrated into the design plans:** The community also recommended new/improved sidewalks, street furniture, and bus stop enhancements on this street. The existing sidewalks are high-quality and the width of the sidewalk cannot be extended while also accommodating a protected bike lane. Street furniture is not recommended due to the residential and industrial character of the street. Finally, Exposition Blvd does not have an existing bus route to warrant bus stop enhancements.

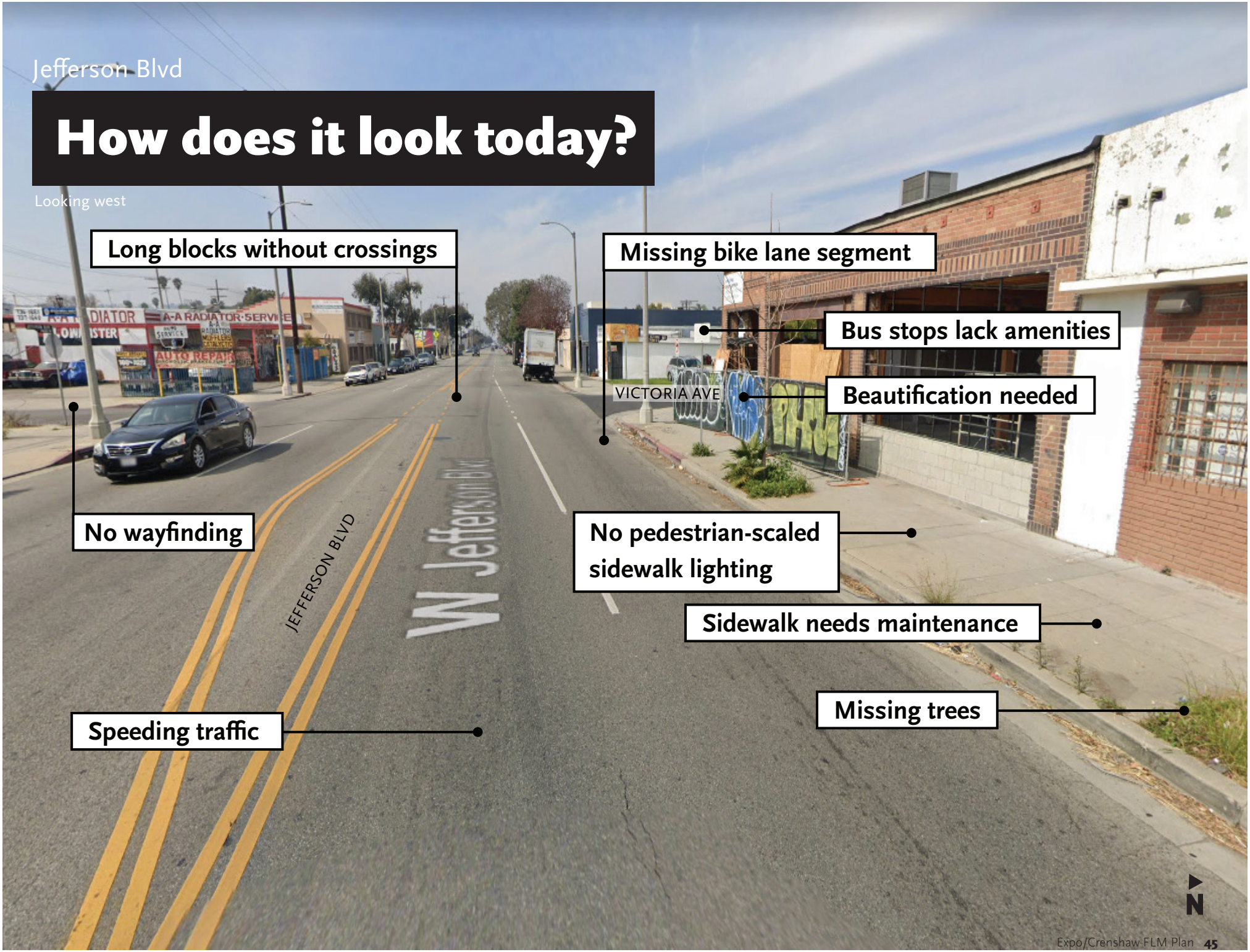
# 4

**Jefferson Blvd** is a key east-west commercial and bus corridor, north of the station. First/Last Mile recommendations include pedestrian improvements, amenities for bus riders, and a new bike lane, which aligns with proposals in the City of LA's *Mobility Plan 2035*. The new bike lane would connect to the existing bike lane on Jefferson Blvd, west of Harcourt Ave. Jefferson should feel more welcoming for people walking as well. Adding corner curb extensions, new crosswalks to shorten blocks, trees, and pedestrian lighting will help people feel comfortable and safe.

## Jefferson Blvd

# How does it look today?

Looking west



Jefferson Blvd

# What's needed the most?

## Top 3 Requested Improvements *



Street Trees



Crosswalks



Pedestrian Lighting

## Other Items that Need Attention **

**Speeding traffic, discontinuous bike lane, beautification needed, bus stops without much-needed amenities, dark at night, no wayfinding, sidewalks are unimproved.**

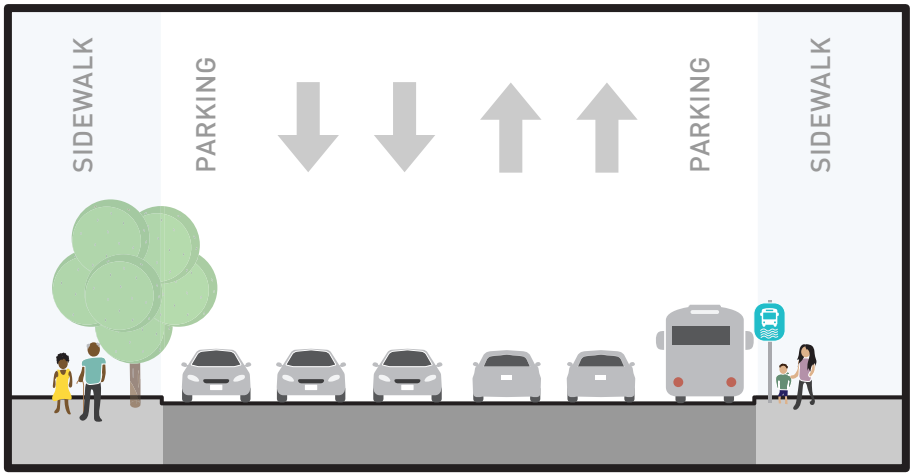
* *From the online survey*

** *As discussed by community stakeholders*

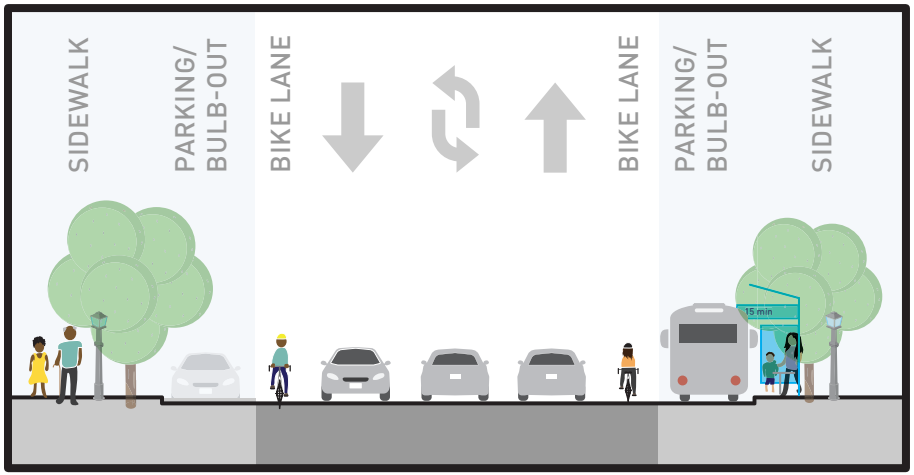
Jefferson Blvd

# Roadway Changes

## Existing Street




## Proposed Street




## Summary

Remove one travel lane in each direction

Introduce center turn lane

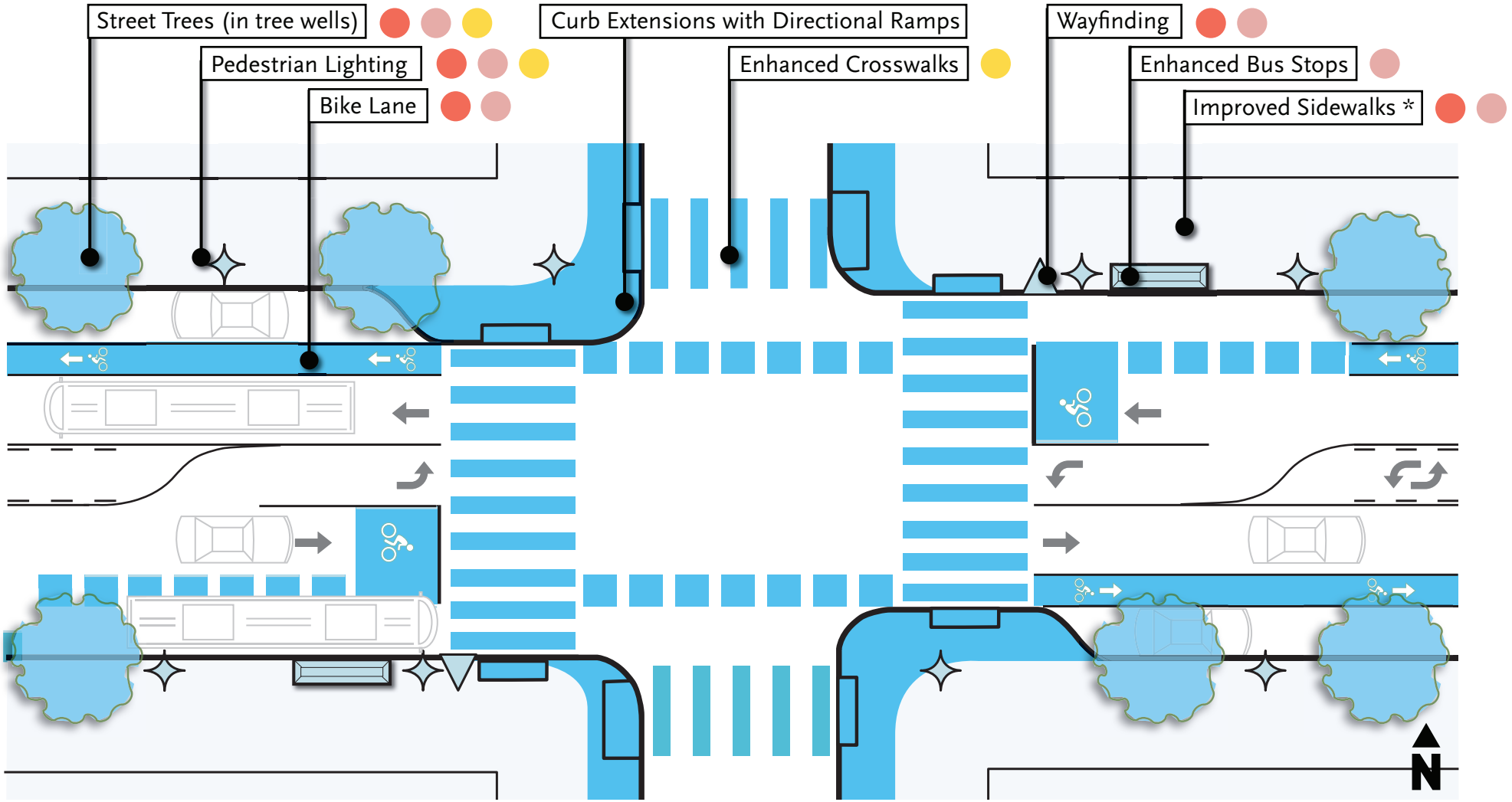
Retain parking

Add corner curb extensions

Add bike lane

Jefferson Blvd

# Typical Intersection

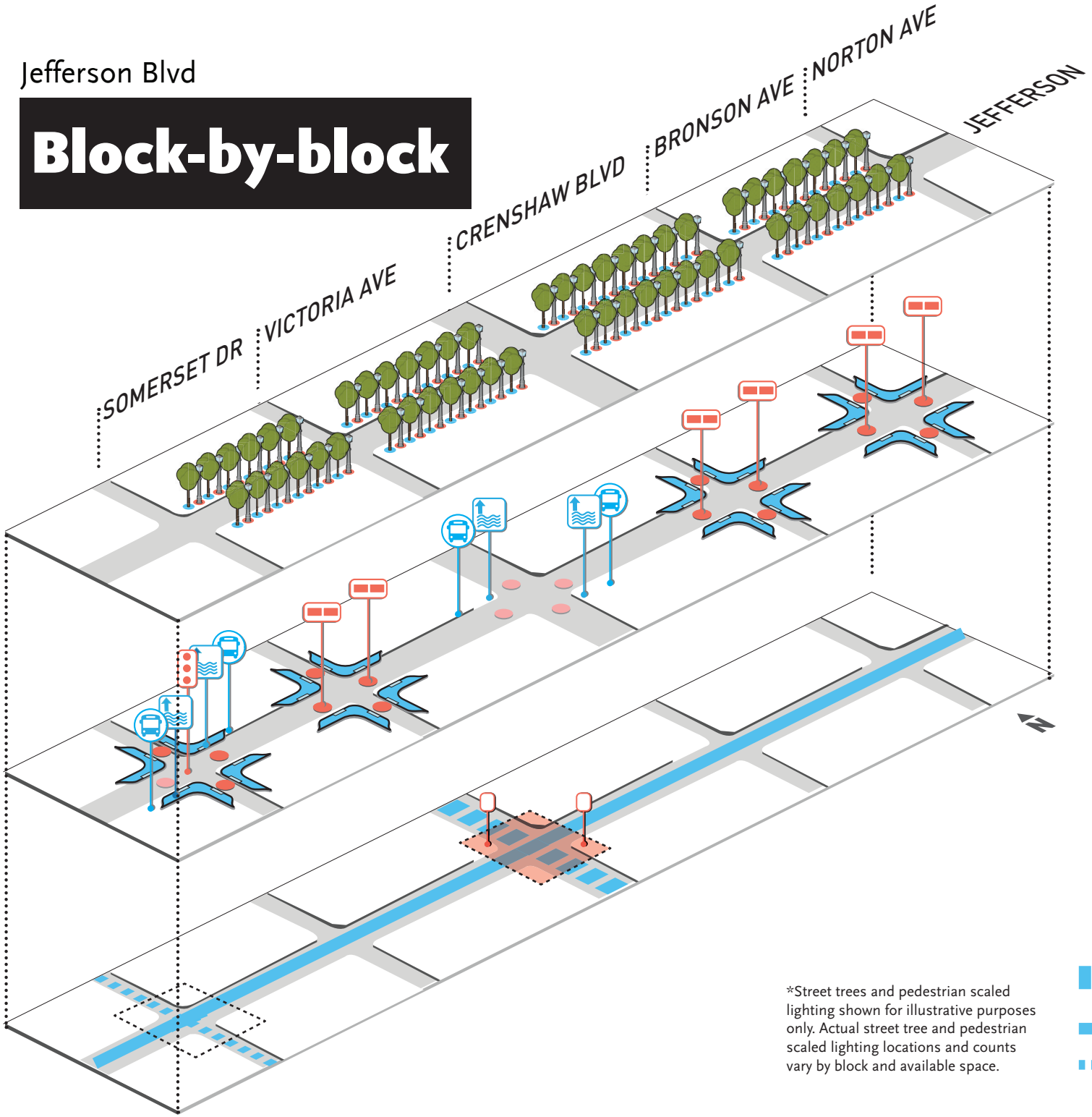



- *Recommended during a stakeholder meeting*
- *Recommended during the community pop-up*
- *Element in the top 3 of those supported in the online survey*

* *Further study needed to identify specific spot locations for sidewalk improvements. Not included in cost estimate.*

Jefferson Blvd

# Block-by-block




*Street trees and pedestrian scaled lighting shown for illustrative purposes only. Actual street tree and pedestrian scaled lighting locations and counts vary by block and available space.

## Comfort

- Street Tree Infill* (30' on center)
- Pedestrian Scaled Lighting* (30' on center)

## Access

- Enhanced Crosswalks
- Existing Crosswalks
- New Traffic Signal
- Rectangular Rapid Flashing Beacon & Reflective Raised Pavement Markers
- Enhanced Bus Stop
- Wayfinding
- Corner Curb Extensions with Directional Curb Ramps

## Mobility

- Bike Friendly Intersection (e.g. Bike boxes, conflict striping, bike signage, etc)
- Protected Intersection
- Bike Signal
- 8-80 Protected Bike Lane (Class IV)
- Bike Lane (Class II)
- Greenway (Class III)

# How much will this cost?

## Pedestrian Projects

| | |
|---|---|
| Street trees (in parkway) | $32,000 |
| Street trees (in tree well) | $74,000 |
| Pedestrian lighting | $592,200 |
| Bulb-outs with directional curb ramps | $512,000 |
| Enhanced crosswalks | $44,400 |
| Enhanced bus stops | $112,000 |
| Wayfinding | $8,400 |
| Signal modifications | $315,000 |
| Rectangular rapid flashing beacons | $300,000 |
| Misc/contingency/construction/soft costs | $2,673,000 |
| **Total (rounded)** | **$4,663,000** |

## Wheels Projects

| | |
|---|---|
| Bike friendly intersections | $120,000 |
| Bike lane (Class II) | $315,000 |
| Protected intersection | $500,000 |
| Misc/contingency/construction/soft costs | $1,258,000 |
| **Total (rounded)** | **$2,193,000** |

**Other items recommended by the community, which were not integrated into the design plans:** Traffic calming, which was recommended during stakeholder meetings. While specific measures such as speed humps are not appropriate on major vehicular thoroughfares such as Jefferson Blvd (and thus not recommended), other recommended improvements such as curb extensions and a lane reduction will likely have a traffic calming effect.

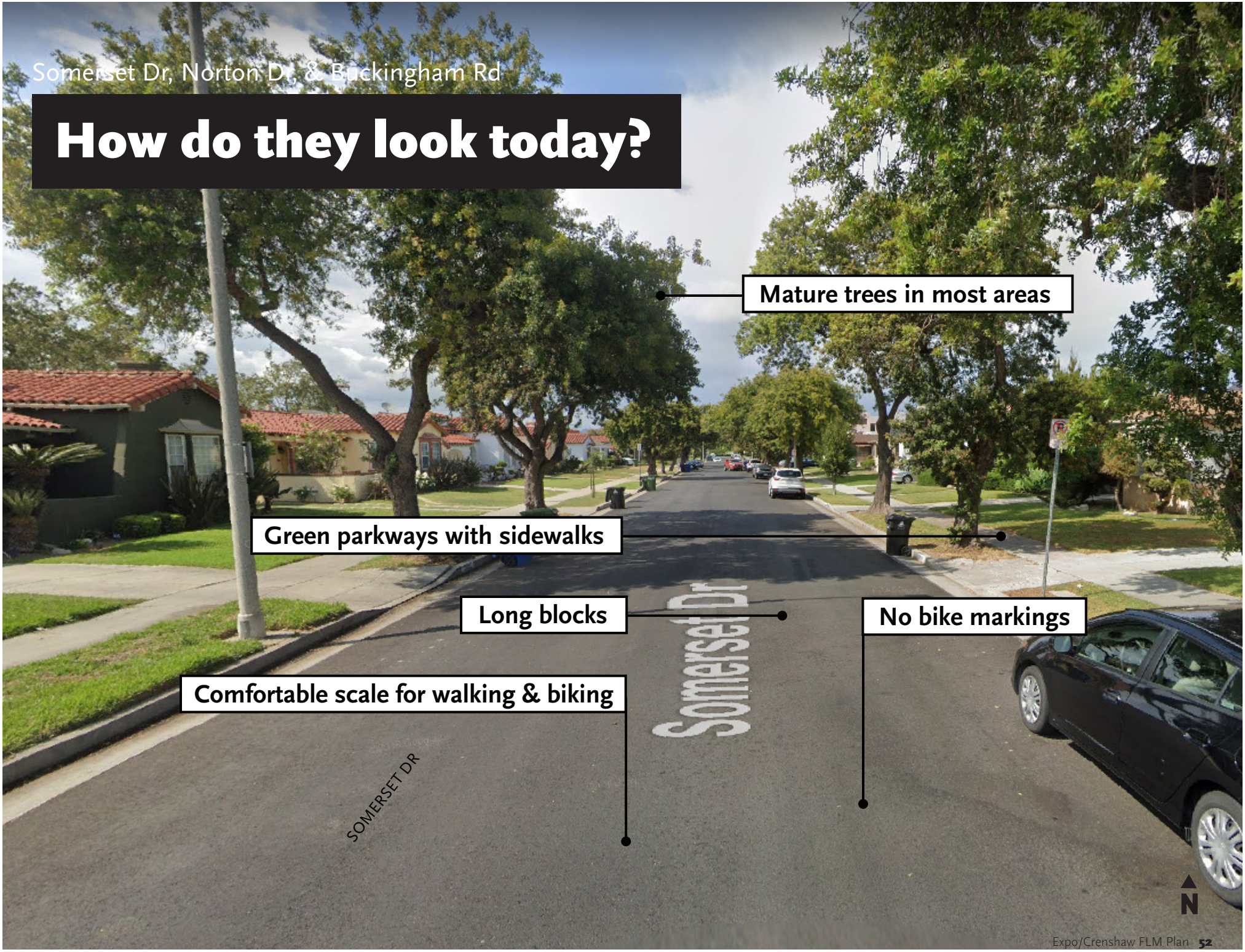
# 5

**Somerset Dr** is a residential street that runs parallel to Crenshaw Blvd. Currently, vehicles often use it as a cut through, but if the street was transformed into a safe and calm "Neighborhood Greenway" it would be great for walking and biking in a pleasant "low-stress" environment.

**Norton Ave** also runs parallel to Crenshaw Blvd and provides the most direct connection to the Metro station coming from the southeast on a bike. This street would also benefit from Greenway improvements to make it easier to bike and walk to and from the station.

**Buckingham Rd** facilitates north/south movement through the study area with existing traffic signals at major intersections, including a crossing at Exposition Blvd over the Expo Line tracks. Greenway improvements and traffic calming on Buckingham Rd would enhance the experience for people rolling to the station.

## Somerset Dr, Norton Dr, & Buckingham Rd

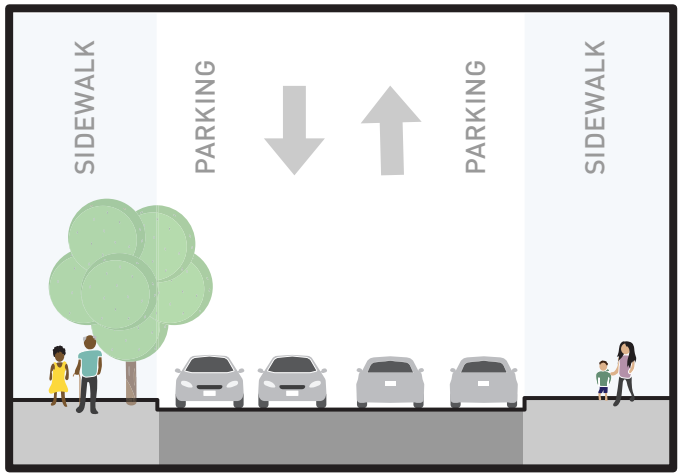

Somerset Dr, Norton Dr, & Buckingham Rd
How do they look today?
Mature trees in most areas
Green parkways with sidewalks
Long blocks
No bike markings
Comfortable scale for walking & biking
Somerset Dr
SOMERSET DR
N

Somerset Dr, Norton Dr, & Buckingham Rd

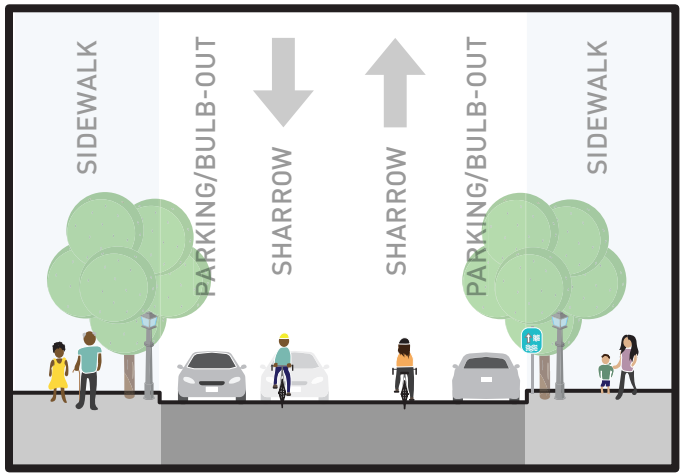
# Roadway Changes

**Somerset, Norton, & Buckingham* have similar character width and would generally benefit from the same suite of improvements, which is why they are grouped together in this Plan.** These streets could be transformed into comfortable and desirable alternatives to Crenshaw Blvd for people walking and biking to and from the station via transformation into Neighborhood Greenways.

## Existing Street




## Proposed Street




## Summary

No change to street right-of-way, lanes, or parking

Add in sharrow markings and Neighborhood Greenway improvements

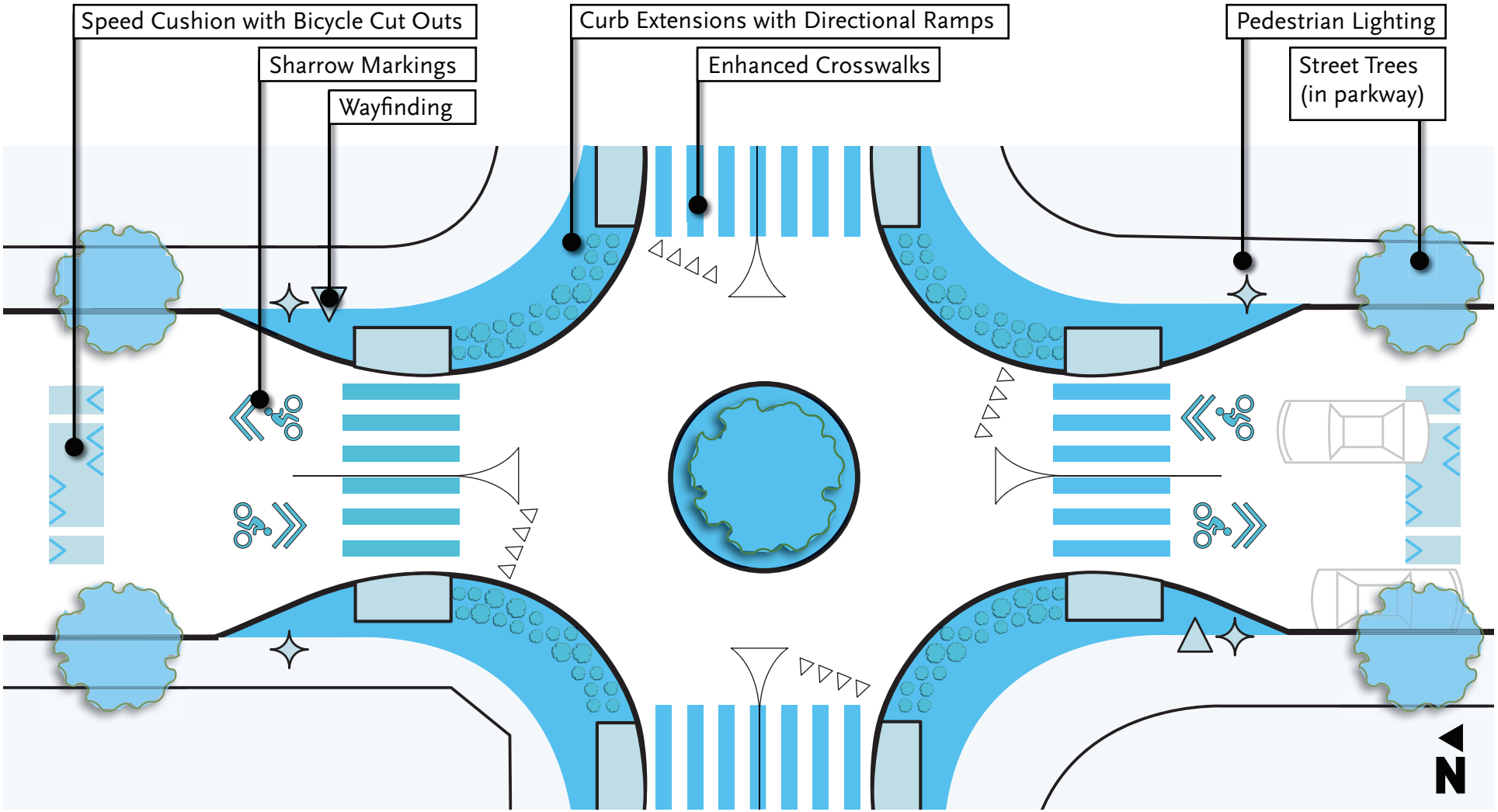
Traffic calming through corner curb extensions and speed cushions

Traffic circles are recommended along Somerset Dr and Buckingham Rd

* *Buckingham Rd width increases to 40' north of Exposition Blvd. The same suite of improvements still apply, with special emphasis on traffic calming.*

Somerset Dr, Norton Dr, & Buckingham Rd

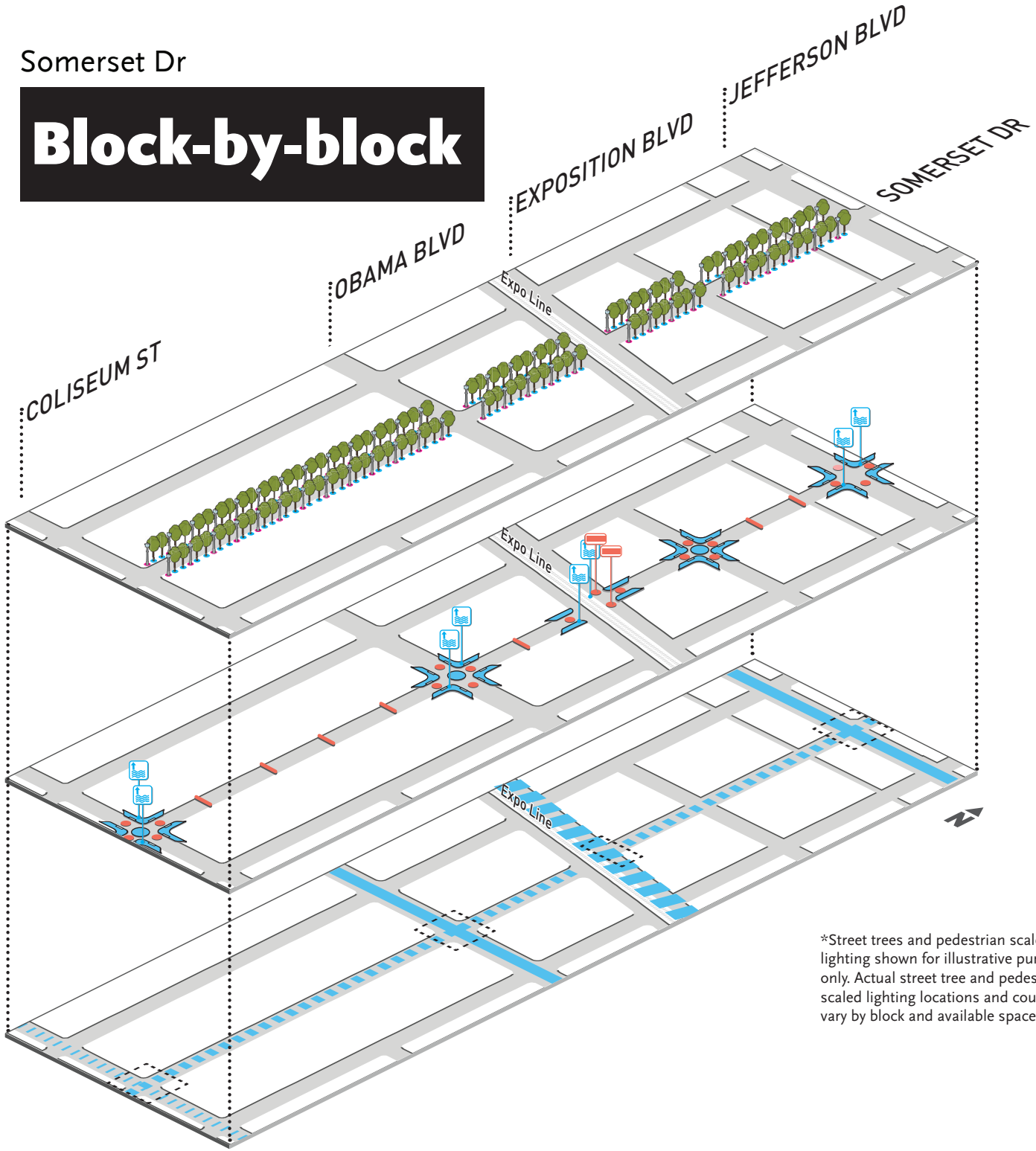
# Typical Intersection




* *Note: Norton was identified by the community as a candidate for Greenway improvements. Somerset and Buckingham were not specifically identified as such, however, community members discussed the need for a north-south bicycle / Greenway connection, that could be used as a safe, slower alternative to Crenshaw Blvd. Based on this feedback, Somerset and Buckingham were identified as viable options for pedestrians and cyclists, based on their location, character, and current daily vehicular traffic. Victoria was not chosen, because of its proximity to Crenshaw (it would duplicate north/south bike movement). In addition, the character of part of the east side of Victoria is 'back of house' commercial, which is less appropriate for a Greenway.*

Somerset Dr

# Block-by-block




*Street trees and pedestrian scaled lighting shown for illustrative purposes only. Actual street tree and pedestrian scaled lighting locations and counts vary by block and available space.

## Comfort

- Street Tree Infill* (30' on center)
- Pedestrian Scaled Lighting* (60' on center)

## Access

- Enhanced Crosswalks
- Existing Crosswalks
- Wayfinding
- Corner Curb Extensions with Directional Curb Ramps
- Traffic Circle
- Speed Humps
- Rectangular Rapid Flashing Beacon & Reflective Raised Pavement Markers

## Mobility

- Bike Friendly Intersection (e.g. Bike boxes, conflict striping, bike signage, etc)
- 8-80 Protected Bike Lane (Class IV)
- Bike Lane (Class II)
- Greenway (Class III)
- Advisory Bike Lane (Class III)

# How much will this cost?

## Somerset Dr

### Pedestrian Projects

| | |
|---|---|
| Street trees (in parkway) | $134,400 |
| Pedestrian lighting | $522,900 |
| Bulb-outs with directional curb ramps | $640,000 |
| Enhanced crosswalks | $39,220 |
| Wayfinding | $16,800 |
| Signal modifications | $315,000 |
| Speed cushions | $29,600 |
| Misc/contingency/construction/soft costs | $2,281,000 |
| **Total (rounded)** | **$3,979,000** |

### Wheels Projects

| | |
|---|---|
| Bike signals | $25,000 |
| Bike friendly intersections | $150,000 |
| Neighborhood Greenway (Class III) | $115,000 |
| All pedestrian projects (above), and traffic circles for full 1 mile* | $5,296,160 |
| Misc/contingency/construction/soft costs | $7,498,000 |
| **Total (rounded)** | **$13,085,000** |

**Somerset Dr was not a focus of conversations during stakeholder meetings and was not explicitly discussed in the pop-up or online survey. Somerset Dr was added by the design team as a key corridor, because of the community-stated desire for a north-south alternative to Crenshaw Blvd, for walking and biking.**

Somerset links to the Metro station via Exposition Blvd - either along the proposed two-way protected bike facility on the north side of the Expo Line tracks, or along the south side of the tracks.

**Because Somerset Dr is identified as a Neighborhood Greenway, pedestrian improvements should accompany any wheel improvements that are constructed. For this costing breakdown, all pedestrian improvements (extended to the bicycle 1-mile radius) are accounted for in the Wheels Projects costing.*

# How much will this cost?

## Norton Dr

### Pedestrian Projects

| | |
|---|---|
| Street trees (in parkway) | $76,800 |
| Pedestrian lighting | $403,200 |
| Bulb-outs with directional curb ramps | $96,000 |
| Enhanced crosswalks | $14,800 |
| Wayfinding | $10,500 |
| Rectangular rapid flashing beacons | $100,000 |
| Speed cushions | $14,800 |
| Misc/contingency/construction/soft costs | $965,000 |
| **Total (rounded)** | **$1,682,000** |

### Wheels Projects

| | |
|---|---|
| Bike friendly intersections | $90,000 |
| Neighborhood Greenway (Class III) | $60,800 |
| All pedestrian projects (above) for full 1 mile* | $2,720,820 |
| Misc/contingency/construction/soft costs | $3,856,000 |
| **Total (rounded)** | **$6,728,000** |

**The City of LA's *Crenshaw Blvd Streetscape Plan* has identified Degnan Blvd as a proposed bike lane and this First/Last Mile plan adds Norton Ave as a Neighborhood Greenway for First/Last Mile access.** It was selected as a key pathway due its proximity to the station, its residential and friendly character, and because it provides a more direct connection to the Expo/ Crenshaw station compared to Degnan, for people traveling from the southeast neighborhoods. Norton Ave also connects to the existing bike lane on Degnan Blvd south of MLK Blvd.

**Because Norton Dr is identified as a Neighborhood Greenway, pedestrian improvements should accompany any wheel improvements that are constructed. For this costing breakdown, all pedestrian improvements (extended to the bicycle 1-mile radius) are accounted for in the Wheels Projects costing.*

# How much will this cost?

## Buckingham Rd

### Pedestrian & Wheels Projects

| | |
|---|---|
| Street trees (in parkway) | $432,000 |
| Street trees (in tree well) | $251,600 |
| Pedestrian lighting | $3,496,500 |
| Bulb-outs with directional curb ramps | $1,760,00 |
| Enhanced crosswalks | $176,120 |
| Wayfinding | $50,400 |
| Signal modifications | $315,000 |
| Speed cushions | $103,600 |
| Traffic circle | $157,500 |
| Bike signals | $675,000 |
| Bike friendly intersections | $60,000 |
| Bike lane (Class II) | $15,000 |
| Neighborhood Greenway (Class III) | $131,200 |
| Misc/contingency/construction/soft costs | $9,804,000 |
| **Total (rounded)** | **$17,113,000** |

**Buckingham Rd was not a focus of conversations during stakeholder meetings and was not explicitly discussed in the pop-up or online survey. Buckingham Rd was added by the design team as a key corridor, because of the community-stated desire for a north-south bike connections.**

Buckingham Rd links to the Metro station via Exposition Blvd - either along the proposed two-way protected bike facility on the north side of the Expo Line tracks, or along the south side of the tracks.

**Because Buckingham Rd is identified as a Neighborhood Greenway, pedestrian improvements should accompany any wheel improvements that are constructed. Buckingham Rd runs outside of the 1/4 mile radius. For this costing breakdown, all pedestrian and wheels improvements (extended to the bicycle 1-mile radius) are accounted for.*

# 6

**Coliseum St** is an east-west residential corridor just beyond the ¼-mile,* south of the Metro station. Coliseum is identified as a Bike Blvd (Class III) in the City of LA's *Mobility Plan* and would connect to the existing bike lane west of MLK Blvd. The First/Last Mile recommendation in this Plan is to upgrade this street to an "Advisory Bike Lane" in both directions and add pedestrian improvements. Since an Advisory Bike Lane is currently an FHWA Experimental Facility, two other design options are included, in case the preferred option is not feasible.

** Although Coliseum St is just outside the 1/4 mile radius from the station, it is included in detail here, because it was brought up many times in community conversations and represents a key street for station access.*

# Coliseum St

Coliseum St

# How does it look today?

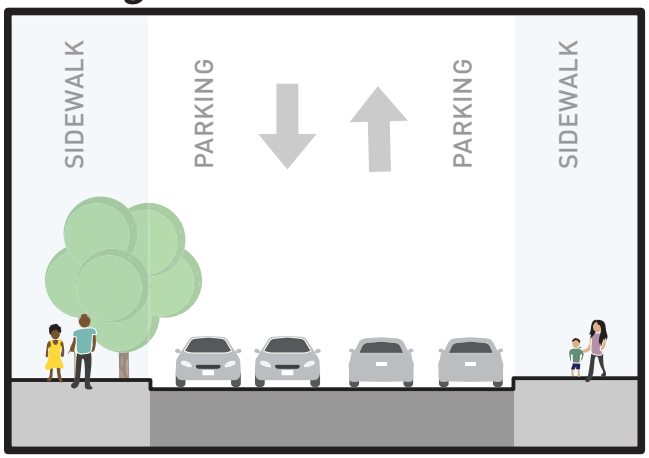
Looking west



Coliseum St

# Roadway Changes

## Existing Street




## Summary

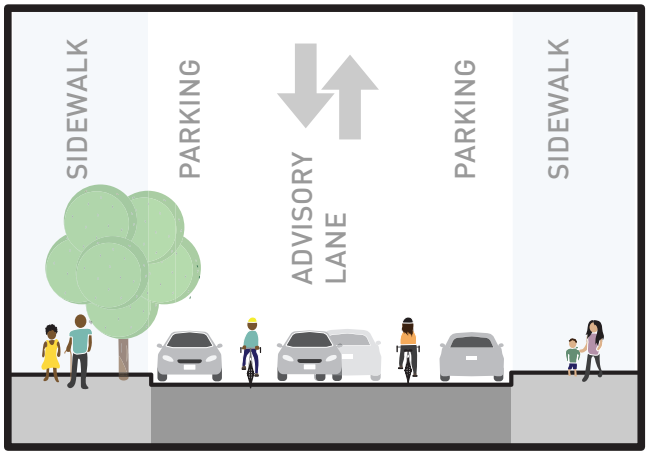
Preferred Concept A: Add Advisory Lane and introduce a shared travel lane

Option B: Introduce corner curb extensions and sharrow markings

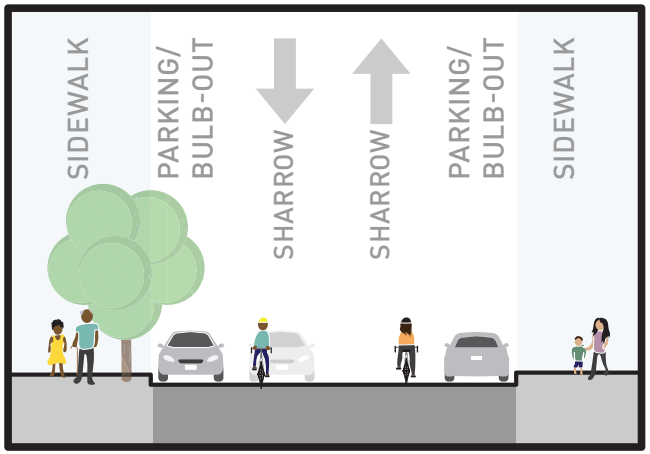
Option C: Replace parking with a buffered bike lane along the curb

Retain all parking in Options A and B

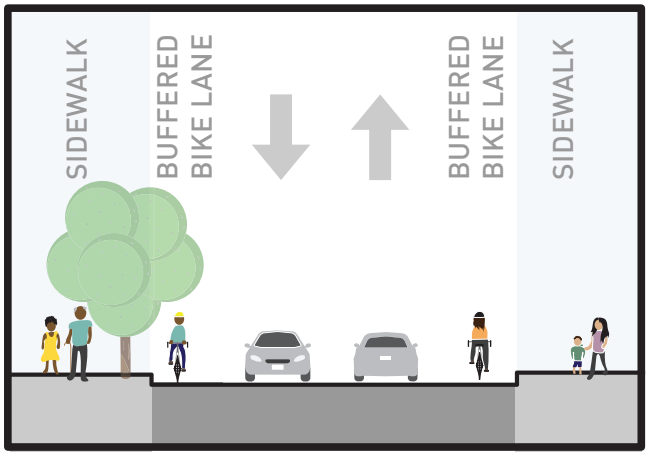
## Proposed Street: Preferred (A)




## Proposed Street: Option B



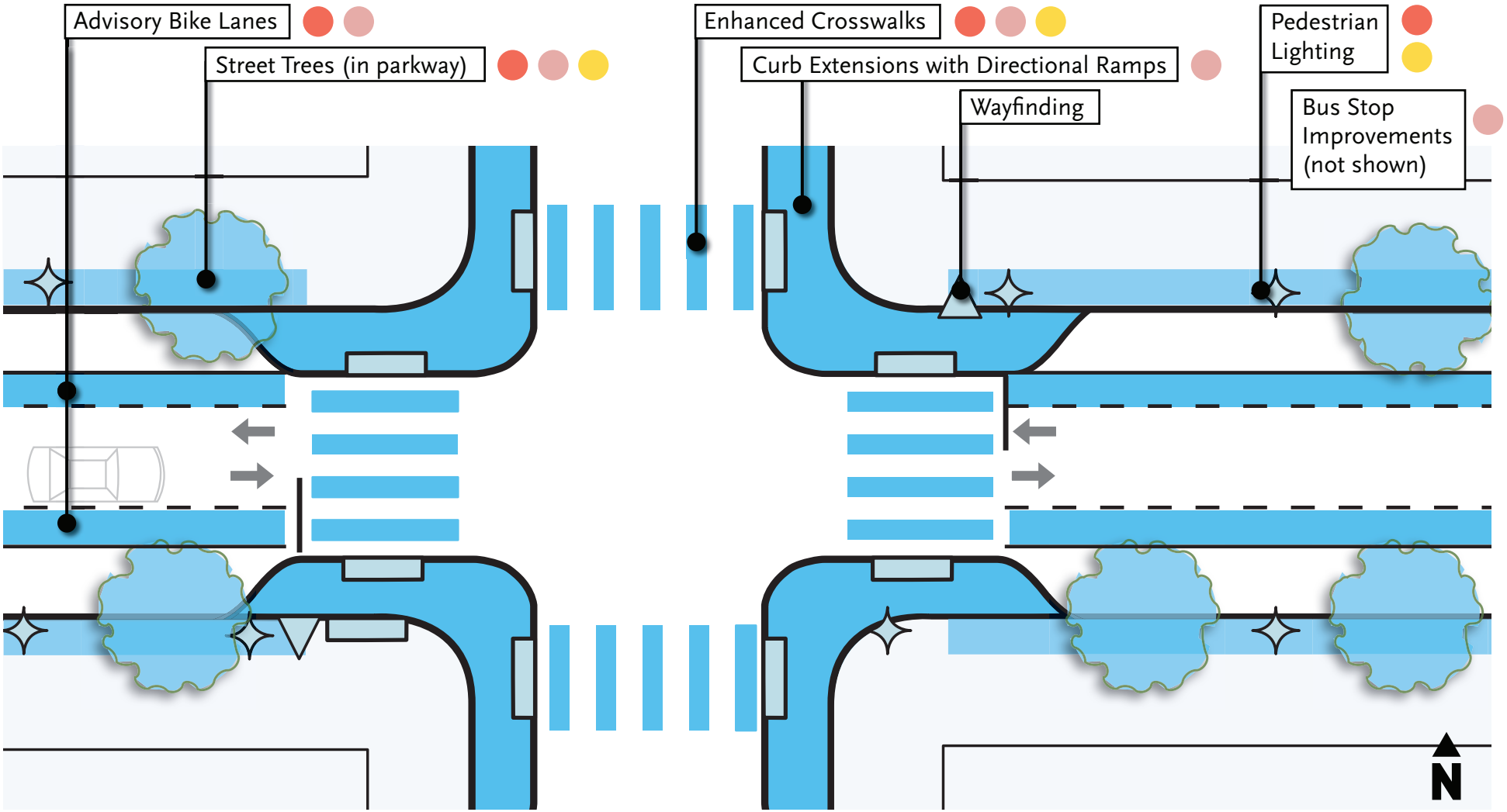

## Proposed Street: Option C



Coliseum St

# Typical Intersection

**(Preferred Concept: Advisory Bike Lanes)**



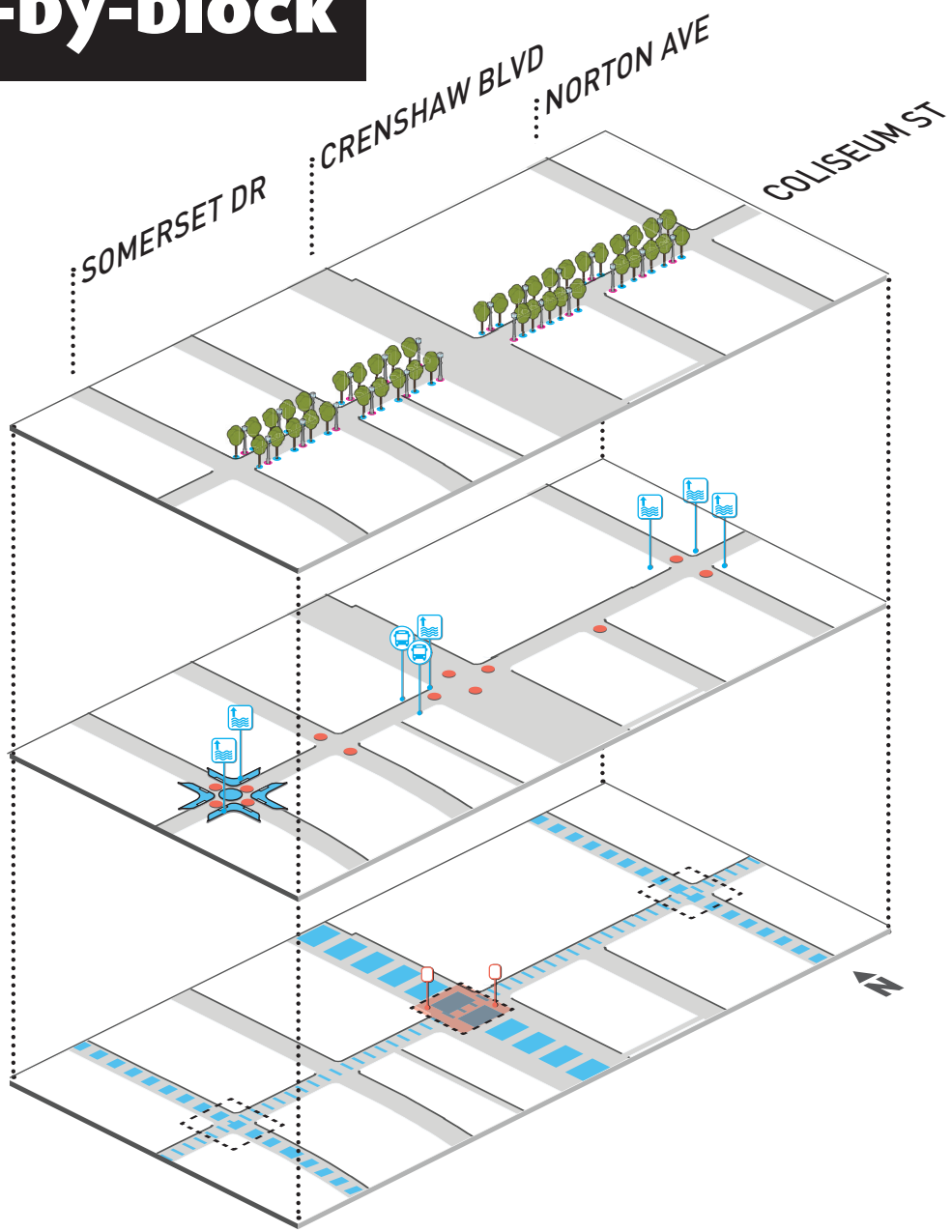

*Recommended during a stakeholder meeting*

*Recommended during the community pop-up*

*Element in the top 3 of those supported in the online survey*

Coliseum St

# Block-by-block




## Comfort

- Street Tree Infill* (30' on center)
- Pedestrian Scaled Lighting* (60' on center)

## Access

- Enhanced Crosswalks
- Enhanced Bus Stop
- Wayfinding
- Corner Curb Extensions with Directional Curb Ramps
- Traffic Circle

## Mobility

- Bike Friendly Intersection (e.g. Bike boxes, conflict striping, bike signage, etc)
- Protected Intersection
- Bike Signal
- 8-80 Protected Bike Lane (Class IV)
- Greenway (Class III)
- Advisory Bike Lane (Class III)

*Street trees and pedestrian scaled lighting shown for illustrative purposes only. Actual street tree and pedestrian scaled lighting locations and counts vary by block and available space.

# How much will this cost?

## Pedestrian Projects

| | |
|---|---|
| Street trees (in parkway) | $38,400 |
| Street trees (in tree well) | $114,700 |
| Pedestrian lighting | $478,800 |
| Bulb-outs with directional curb ramps | $128,000 |
| Enhanced crosswalks | $55,870 |
| Enhanced bus stops | $56,000 |
| Wayfinding | $12,600 |
| Misc/contingency/construction/soft costs | $1,192,000 |
| **Total (rounded)** | **$2,077,000** |

## Wheels Projects

| | |
|---|---|
| Bike signals | $50,000 |
| Bike friendly intersections | $150,000 |
| Advisory bike lane (Class III experimental facility)* | $158,400 |
| Misc/contingency/construction/soft costs | $484,000 |
| **Total (rounded)** | **$843,000** |

**Consult existing best practices and literature on Advisory Bike Lanes. Resources such as "FHWA Guidance - Dashed Bicycle Lanes" along with the website www.advisorybikelanes.com may be helpful. Special experimental approval is required, which requires time and attention from City staff.*

**Other items recommended by the community, which were not integrated into the design plans:** Traffic calming, which was recommended during stakeholder meetings, will likely result from the redesign of travel lanes, however specific measures such as speed humps have not been included. Street furniture was also recommended by the community, however is not recommended due to the residential character of the existing street.

**The preferred concept for Coliseum St includes an Advisory Bike Lane, which is currently an FHWA Experimental Facility.***

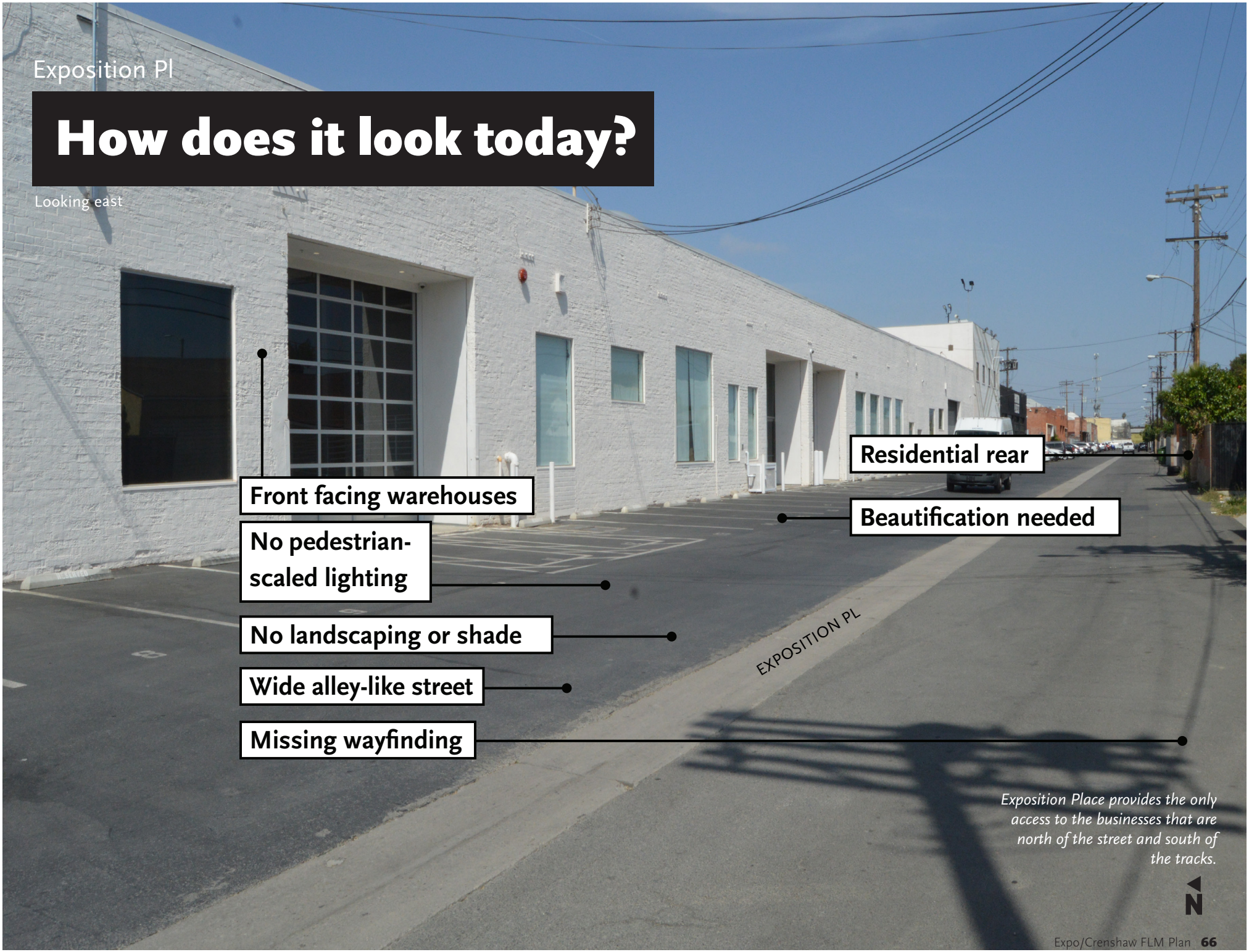
7

Exposition Pl is currently an alley-like street that separates commercial from residential areas. This Plan recommends that Exposition Pl is transformed into a "Shared Street" offering an alternative, "low-stress" route for people walking and biking. Green spaces can be introduced along the corridor, by converting a few parking spaces into mini-parks and planted areas. Walk, bike, and drive areas are all at the same grade and can have permeable paving.

# Exposition Pl

# How does it look today?

Looking east

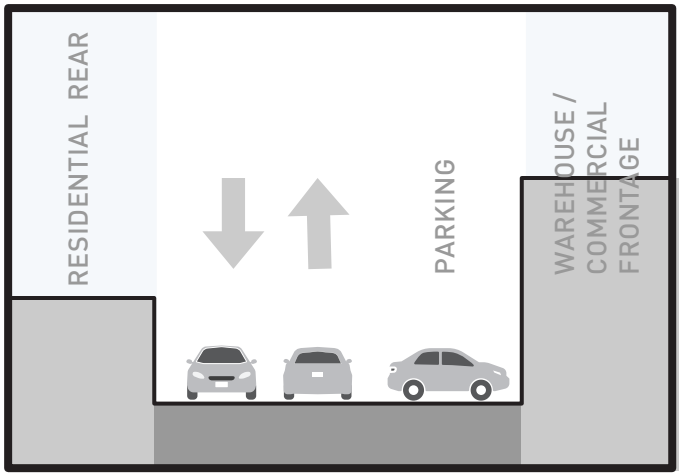



*Exposition Place provides the only access to the businesses that are north of the street and south of the tracks.*

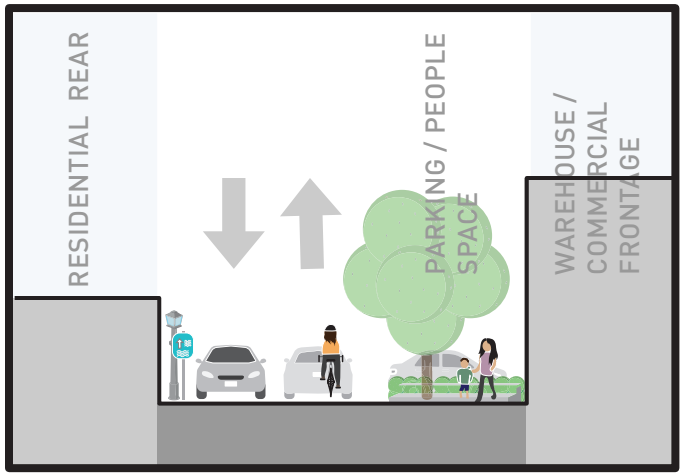
N

# Roadway Changes

## Existing Street




## Proposed Street




## Summary

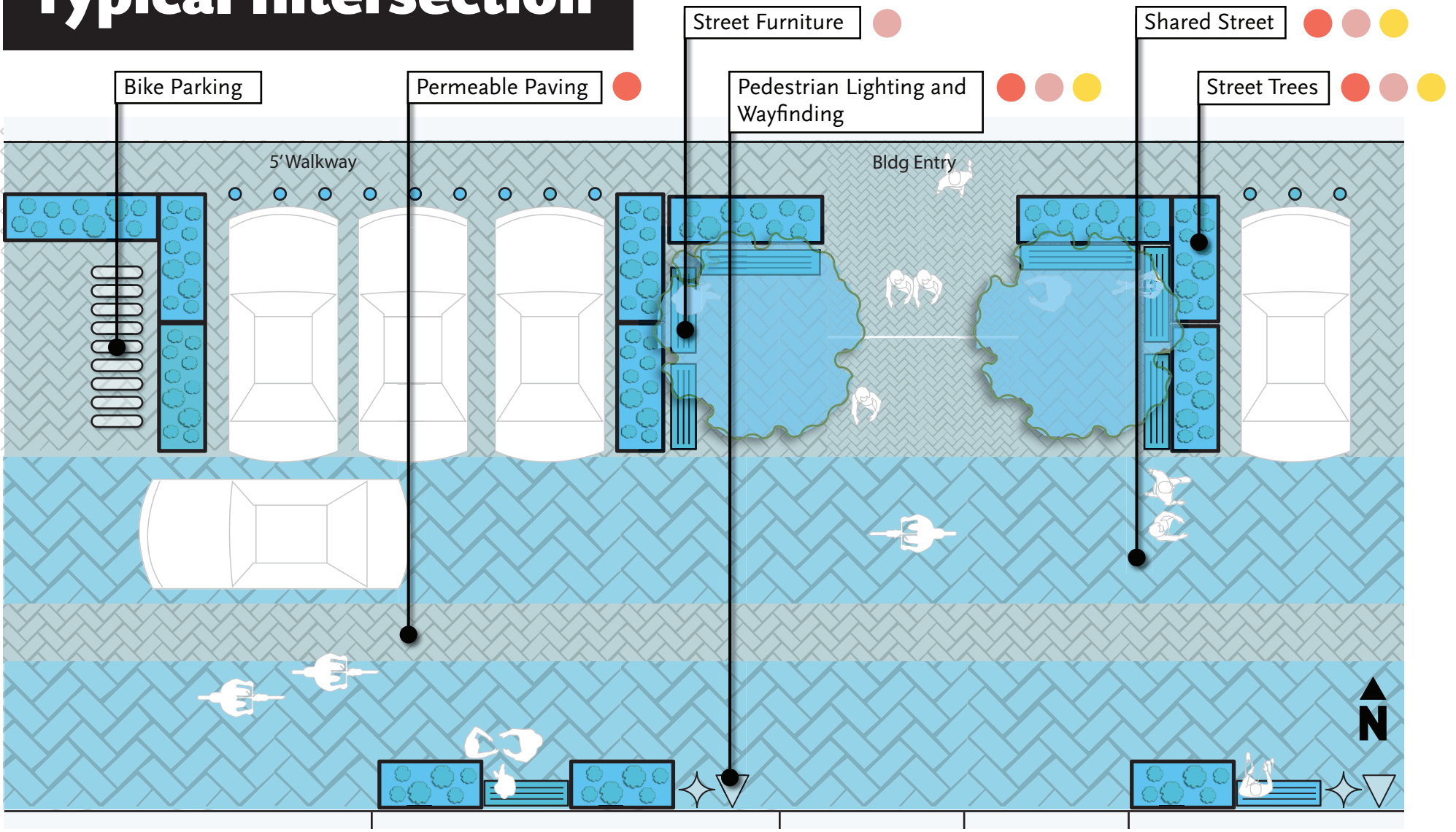
No change to street right-of-way width

Integrate permeable paving in the full right-of-way

Convert a few of the parking spaces to people paces

(e.g. mini parks, bike parking corrals, seating, landscaping, etc.)

# Typical Intersection




*Recommended during a stakeholder meeting*

*Recommended during the community pop-up*

*Element in the top 3 of those supported in the online survey*

Exposition Pl

# Before-and-After



Today

Tomorrow: Envisioning the Improvements on Exposition Pl

# How much will this cost?

## Pedestrian Projects

| | |
|---|---|
| Street trees (in tree well) | $74,000 |
| Pedestrian lighting | $264,600 |
| Wayfinding | $4,200 |
| Parking/people spaces | $1,488,000 |
| Movement space | $1,488,000 |
| Street furniture clusters | $300,000 |
| Misc/contingency/construction/soft costs | $4,857,000 |
| **Total (rounded)** | **$8,476,000** |

**Other items recommended by the community, which were not integrated into the design plans:** Traffic calming, which was recommended during stakeholder meetings. The reconfiguration of the street into a "Shared Street" will help to calm traffic.

## Wheels Projects

| | |
|---|---|
| Neighborhood Greenway (Class III) | $19,840 |
| Bike parking (arranged in 5 clusters) | $30,000 |
| Misc/contingency/construction/soft costs | $74,000 |
| **Total (rounded)** | **$124,000** |

# Project Prioritization

# The scoring system to prioritize projects takes into consideration how well each project improves safety, comfort, community input, & connectivity.

## How it Shakes Out

Each project was scored out of 100 possible points for Pedestrian Projects and 100 possible points for Wheels Projects. To ensure a consistent prioritization method across all of Metro's first/last mile plans and projects, the scoring criteria followed Metro's First/Last Mile Prioritization Framework, and referenced the recent East San Fernando Valley Transit Corridor Prioritization Methodology. The Framework is designed with clear categories: **Safety, Comfort, Community input, and Connectivity,** and within these categories the framework can be tweaked and refined based on the parameters of the particular Plan. The weighting criteria selected for this Plan is shown on the following page and then the Prioritized Project Lists are contained on pages 73 and 74.

If the project contains the elements listed in each category or satisfies the criteria, then that project receives the corresponding points. The projects with the most points rise to the top as "prioritized."

**Community input weighs up to 25% for pedestrian and wheels project prioritization scores.**

## Pedestrian Projects Total Possible Points: 100

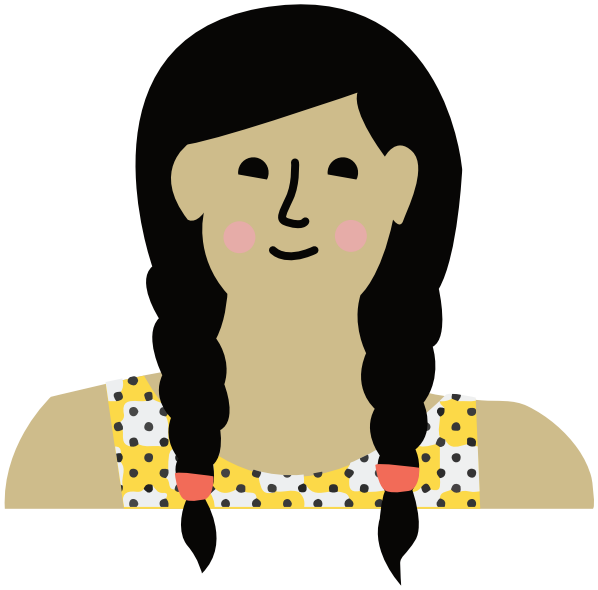
| | |
|---|---|
| **Safety** | **35** |
| **New or Improved Crosswalks** | 6 |
| **Pedestrian Lighting** | 6 |
| **Curb Extensions** | 6 |
| **ADA Access Ramps** | 6 |
| **Traffic Calming** | 6 |
| **Pedestrian/Vehicle Collisions (SWITRS, 2013-2017)**<br>> 10 collisions ..... 5 pts<br>5-10 collisions ..... 3 pts<br><5 collisions ..... 1 pt | 5 |
| **Comfort** | **25** |
| **Landscaping & Shade** | 10 |
| **Bus Stop Enhancements** | 7 |
| **Street Furniture** | 4 |
| **Wayfinding** | 4 |
| **Community Input** | **25** |
| **Weighted Formula**<br>(Total # of votes/Highest # of votes x 25) | 25 |
| **Connectivity** | **15** |
| **Located on Pathway Arterial** | 15 |

## Wheels Projects Total Possible Points: 100

| | |
|---|---|
| **Safety & Comfort** | **60** |
| **Bicycle/Vehicle Collisions (SWITRS, 2013-2017)**<br>> 10 collisions ..... 5 pts<br>5-10 collisions ..... 3 pts<br><5 collisions ..... 1 pt | 5 |
| **NACTO Guidelines**<br>8 to 80 Facility (vertical buffer / protected).... 25 pts<br>Greenway ..... 20 pts<br>(Class III enhanced for bikes and peds)<br>Other bike facility ..... 15 pts | 25 |
| **Controlled Crossings**<br>Yes ..... 10 pts<br>No ..... 0 pts | 10 |
| **Connection to the Station**<br>Directly to the station ..... 10 pts<br>Within one block (500 feet) of the station..... 5 pts | 10 |
| **Connected the Existing Network**<br>Yes ..... 10 pts<br>No ..... 0 pts | 10 |
| **Community Input** | **25** |
| **Weighted Formula** (Total # of votes/Highest # of votes x 25) | 25 |
| **Connectivity** | **15** |
| **On Pathway Arterial or on a parallel street that is within 1/4 mi of that Arterial** | 10 |
| **Project connects station (within 500 ft) to regional destination** | 5 |

# Pedestrian Priorities

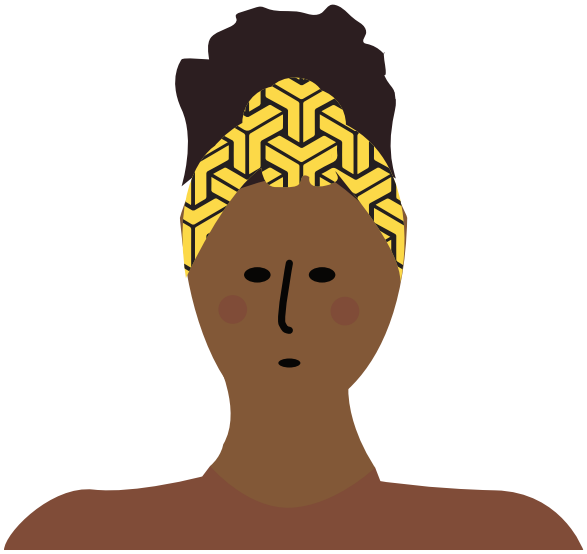
For Pedestrian Projects, the three top ranked streets are **Crenshaw Blvd, Exposition Blvd,** and **Jefferson Blvd.**



| Name | *Type* | Safety Score (35 max) | Comfort Score (25 max) | Community Input Score (25 max) | Connectivity Score (15 max) | Total Pedestrian Score (100 max) |
|---|---|---|---|---|---|---|
| **Crenshaw Blvd** | *Arterial* | 23 | 25 | 25 | 15 | **88.0** |
| **Exposition Blvd** | *Arterial* | 25 | 14 | 13 | 15 | **67.5** |
| **Jefferson Blvd** | *Collector* | 29 | 21 | 13 | 0 | **62.9** |
| **Coliseum St** | *Collector* | 33 | 21 | 6 | 0 | **60.5** |
| **Obama Blvd** | *Collector* | 27 | 14 | 15 | 0 | **55.5** |
| **Somerset Dr** | *Collector* | 31 | 14 | 0 | 0 | **45.0** |
| **Norton Ave** | *Collector* | 25 | 14 | 0 | 0 | **39.5** |
| **Exposition Pl** | *Collector* | 7 | 14 | 4 | 0 | **24.5** |
| **Alley Improvements (E of Crenshaw)** | *Cut-Through* | 7 | 4 | 0 | 0 | **11.0** |

# Wheels Priorities

For Wheels Projects, the three top ranked streets are **Crenshaw Blvd, Exposition Blvd,** and **Obama Blvd.**



| Name | *Type* | Safety & Comfort Score (60 max) | Community Input Score (25 max) | Connectivity Score (15 max) | Total Wheels Score (100 max) |
|---|---|---|---|---|---|
| **Crenshaw Blvd** | *Arterial* | 60 | 25 | 15 | **100.0** |
| **Exposition Blvd** | *Arterial* | 58 | 12 | 15 | **85.0** |
| **Obama Blvd** | *Collector* | 41 | 18 | 15 | **73.7** |
| **Jefferson Blvd** | *Collector* | 40 | 12 | 10 | **62** |
| **Somerset Dr** | *Collector* | 46 | 0 | 10 | **56.0** |
| **Norton Ave** | *Collector* | 41 | 1 | 10 | **52.0** |
| **Exposition Pl** | *Collector* | 31 | 4 | 10 | **44.6** |
| **Coliseum St** | *Collector* | 38 | 6 | 0 | **43.7** |
| **Alley Improvements (E of Crenshaw)** | *Cut-Through* | N/A | N/A | N/A | **N/A** |

# This Plan lays out a vision for the future - a vision which needs to be actively pursued by multiple parties to make it a reality.

## Looking to the Future

The content in this plan is designed to be used in support of funding applications from a variety sources, such as active transportation and streetscape grants. Recommended projects are high level concepts - specific design elements are not included nor specified. Further design investigation and ongoing community conversations are critical. Likewise, it is important that ownership, installation, and maintenance responsibilities of projects and project elements are established as project design moves forward. Further coordination among the City of Los Angeles, Metro, and community stakeholders will be necessary to identify and move forward priority first/last mile projects.

Since projects are located on public streets, the City of Los Angeles should take the lead on project implementation moving forward. As conversations and ideas evolve for the projects, street surveys and advanced designs should be undertaken on select priority streets. Any project proposed to reallocate travel lanes will need to undergo further evaluation prior to final decisions to fund or implement a project. Streetscape improvements should be vetted through the City of LA's *Street Working Group Committee* in order to receive and address additional feedback. Final approval will be needed from other City departments represented in the committee. In addition, designs for the Advisory Bike Lane would need to be presented to LADOT's *Complete Streets Committee*. Best practices relating to the elements proposed, along with existing City guidance and procedures should be followed, for example for lane reallocation projects (*Roadway Reconfiguration Guidelines*). Ongoing community participation should take place throughout the life of the project and should be a central part of the process.



Metro

Appendix A

# The Toolkit

*Images are illustrative only - design specification is not intended.*


Corner Curb Extensions


Shared Street (Woonerf)


RRFB


Reflective Raised Pavement Markers


Street Trees & Landscaping


Pedestrian Lights

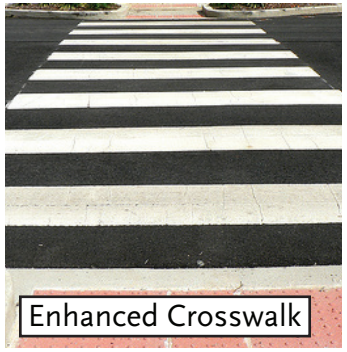


Wayfinding Signage


Street Furniture



Bus Stop Improvements


Enhanced Crosswalk



Real-Time Signage


Directional Ramps

# Toolkit (Continued)


Protected Bike Lane


Bi-Directional Bike Facility


Bike Lane


Neighborhood Greenway


Sharrow Markings


Protected Intersection



Bike Box



Bike share

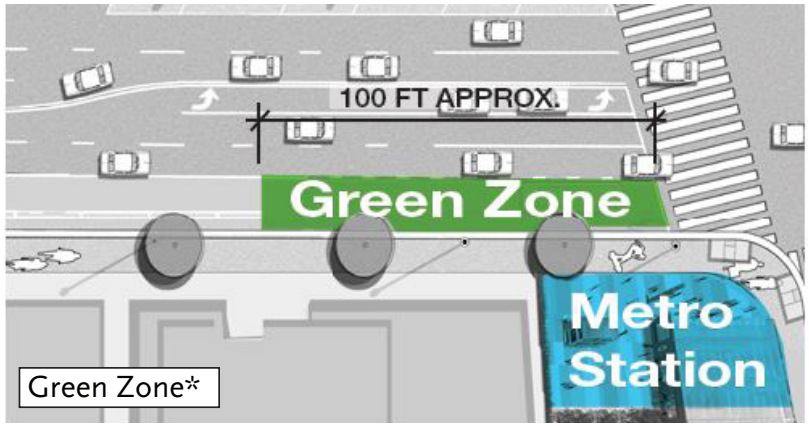

Neighborhood Traffic Circle


Speed Cushion

# Toolkit (Continued)



Bike Conflict Striping




Green Zone*

** From LA Metro's First/Last Mile Strategic Plan*

# Appendix B

**High Level Cost Estimate & Project Cost**

**Project** Expo Crenshaw First / Last Mile Strategic Plan

**Agency** Los Angeles Metro

**Client** Here LA

**Prepared by** Steer **Date:** 19-Jun-20 **ID No:** 23205201

**Project Name** Expo / Crenshaw Station **Status:** DRAFT
**Jefferson Blvd - Ped Project**

**Description**

Somerset Dr to S Norton Ave

Link Length LF 1,560

| ITEM | DESCRIPTION | QUANTITY | UNITS | UNIT PRICE | TOTAL |
|---|---|---|---|---|---|
| | Street Trees - in soft / existing well - 2 sides @ 30 FT OC | 20 | EA | $1,600 | $32,000 |
| | Street Trees - in hard + planting - 2 sides @ 30 FT OC | 20 | EA | $3,700 | $74,000 |
| | Ped lighting 2 sides @ 30 FT OC | 94 | EA | $6,300 | $592,200 |
| | Sidewalk pavng enhancements | 0 | SF | $21 | $0 |
| | Bulb outs with directional curb ramp | 16 | EA | $32,000 | $512,000 |
| | Enhanced crosswalks | 600 | LF | $74 | $44,400 |
| | Enhanced Bus stops | 4 | EA | $28,000 | $112,000 |
| | Outboard platform inc bus shelter, street furniture etc | 0 | EA | $42,000 | $0 |
| | Wayfinding - fingerposts | 4 | EA | $2,100 | $8,400 |
| | Signal modifications | 1 | EA | $315,000 | $315,000 |
| | Rectangular Rapid Flashing Beacons | 6 | EA | $50,000 | $300,000 |
| | Traffic calming - Speed cushion / bump inc signs | 0 | EA | $3,700 | $0 |
| | Traffic Circle | 0 | EA | $31,500 | $0 |
| | **Estimated Cost Subtotal** | | | | **$1,990,000** |
| | Miscellaneous Items (5% of Estimated Cost Subtotal) | | | | $100,000 |
| | Mobilization (10% of Estimated Cost Subtotal) | | | | $199,000 |
| | Utility Allowance (10% of Estimated Cost Subtotal) | | | | $199,000 |
| | Contingencies (35% of Estimated Cost Subtotal) | | | | $697,000 |
| | **ESTIMATED CONSTRUCTION COST TOTAL** | | | | **$3,185,000** |
| | Planning (2% of Estimated Construction Cost Total) | | | | $64,000 |
| | Preliminary Engineering (5% of Estimated Construction Cost Total) | | | | $160,000 |
| | Final Design Services (8% of Estimated Construction Cost Total) | | | | $255,000 |
| | PM for Design & Construction (9% of Estimated Construction Cost Total) | | | | $287,000 |
| | CM (5% of Estimated Construction Cost Total) | | | | $160,000 |
| | Legal, Permits, 3rd Parties etc. (4%) | | | | $128,000 |
| | **SOFT COSTS TOTAL** | | | | **$1,054,000** |
| | Unallocated Contingecy (10%) | | | | $424,000 |
| | **UNALLOCATED CONTINGENCY COST TOTAL** | | | | **$424,000** $2,673,000 |
| | **TOTAL ESTIMATED PROJECT COST:** | | | | **$4,663,000** $4,663,000 |

**High Level Cost Estimate & Project Cost**

**Project** Expo Crenshaw First / Last Mile Strategic Plan

**Agency** Los Angeles Metro

**Client** Here LA

**Prepared by** Steer **Date:** 19-Jun-20 **ID No:** 23205201

**Project Name** Expo / Crenshaw Station **Status:** DRAFT
**Jefferson Blvd - Wheel Project**

**Description**

S. Rimpau Bld junction to Arlington Ave.

Link Length LF 10,500

| ITEM | DESCRIPTION | QUANTITY | UNITS | UNIT PRICE | TOTAL |
|---|---|---|---|---|---|
| | Bicyle Signal | 0 | EA | $25,000 | $0 |
| | Bicyle Friendly Intersections | 4 | EA | $30,000 | $120,000 |
| | 8-80 Facility (Class IV Protected Bike Facility) | 0 | LF | $100 | $0 |
| | 8-80 Facility Bi Directional (Class IV Protected Bike Facility) | 0 | LF | $100 | $0 |
| | Bike Lane (Class II) inc markings, signs | 21000 | LF | $15 | $315,000 |
| | Greenway with Sharrows (Class III) inc markings, signs | 0 | LF | $16 | $0 |
| | Greenway with Advisory Bike Lane (Class III) inc markings, signs | 0 | LF | $12 | $0 |
| | Protected Intersection | 1 | EA | $500,000 | $500,000 |
| | **Estimated Cost Subtotal** | | | | **$935,000** |
| | Miscellaneous Items (5% of Estimated Cost Subtotal) | | | | $47,000 |
| | Mobilization (10% of Estimated Cost Subtotal) | | | | $94,000 |
| | Utility Allowance (10% of Estimated Cost Subtotal) | | | | $94,000 |
| | Contingencies (35% of Estimated Cost Subtotal) | | | | $328,000 |
| | **ESTIMATED CONSTRUCTION COST TOTAL** | | | | **$1,498,000** |
| | Planning (2% of Estimated Construction Cost Total) | | | | $30,000 |
| | Preliminary Engineering (5% of Estimated Construction Cost Total) | | | | $75,000 |
| | Final Design Services (8% of Estimated Construction Cost Total) | | | | $120,000 |
| | PM for Design & Construction (9% of Estimated Construction Cost Total) | | | | $135,000 |
| | CM (5% of Estimated Construction Cost Total) | | | | $75,000 |
| | Legal, Permits, 3rd Parties etc. (4%) | | | | $60,000 |
| | **SOFT COSTS TOTAL** | | | | **$495,000** |
| | Unallocated Contingecy (10%) | | | | $200,000 |
| | **UNALLOCATED CONTINGENCY COST TOTAL** | | | | **$200,000** $1,258,000 |
| | **TOTAL ESTIMATED PROJECT COST:** | | | | **$2,193,000** $2,193,000 |

**High Level Cost Estimate & Project Cost**

**Project** Expo Crenshaw First / Last Mile Strategic Plan

**Agency** Los Angeles Metro

**Client** Here LA

**Prepared by** Steer **Date:** 19-Jun-20 **ID No:** 23205201

**Project Name** Expo / Crenshaw Station **Status:** DRAFT

**Obama Blvd - Ped Project**

**Description**

Virginia Rd to Edgehill Dr

Link Length LF 2600

| ITEM | DESCRIPTION | QUANTITY | UNITS | UNIT PRICE | TOTAL |
|---|---|---|---|---|---|
| | Street Trees - in soft / existing well - 2 sides @ 30 FT OC | 70 | EA | $1,600 | $112,000 |
| | Street Trees - in hard + planting - 2 sides @ 30 FT OC | 36 | EA | $3,700 | $133,200 |
| | Ped lighting 2 sides @ 75 FT OC | 78 | EA | $6,300 | $491,400 |
| | Sidewalk pavng enhancements | 0 | SF | $21 | $0 |
| | Bulb outs with directional curb ramp | 21 | EA | $32,000 | $672,000 |
| | Enhanced crosswalks | 1120 | LF | $74 | $82,880 |
| | Enhanced Bus stop | 0 | EA | $28,000 | $0 |
| | Outboard platform inc bus shelter, street furniture etc | 0 | EA | $42,000 | $0 |
| | Wayfinding - fingerposts | 7 | EA | $2,100 | $14,700 |
| | Signal modifications | 0 | EA | $315,000 | $0 |
| | Rectangular Rapid Flashing Beacons | 8 | EA | $50,000 | $400,000 |
| | Traffic calming - Speed cushion / bump inc signs | 0 | EA | $3,700 | $0 |
| | Traffic Circle | 0 | EA | $31,500 | $0 |

| | | |
|---|---|---|
| | **Estimated Cost Subtotal** | **$1,907,000** |
| | Miscellaneous Items (5% of Estimated Cost Subtotal) | $96,000 |
| | Mobilization (10% of Estimated Cost Subtotal) | $191,000 |
| | Utility Allowance (10% of Estimated Cost Subtotal) | $191,000 |
| | Contingencies (35% of Estimated Cost Subtotal) | $668,000 |
| | **ESTIMATED CONSTRUCTION COST TOTAL** | **$3,053,000** |
| | Planning (2% of Estimated Construction Cost Total) | $62,000 |
| | Preliminary Engineering (5% of Estimated Construction Cost Total) | $153,000 |
| | Final Design Services (8% of Estimated Construction Cost Total) | $245,000 |
| | PM for Design & Construction (9% of Estimated Construction Cost Total) | $275,000 |
| | CM (5% of Estimated Construction Cost Total) | $153,000 |
| | Legal, Permits, 3rd Parties etc. (4%) | $123,000 |
| | **SOFT COSTS TOTAL** | **$1,011,000** |
| | Unallocated Contingecy (10%) | $407,000 |
| | **UNALLOCATED CONTINGENCY COST TOTAL** | **$407,000** $2,564,000 |
| | **TOTAL ESTIMATED PROJECT COST:** | **$4,471,000** $4,471,000 |

**High Level Cost Estimate & Project Cost**

**Project** Expo Crenshaw First / Last Mile Strategic Plan

**Agency** Los Angeles Metro

**Client** Here LA

**Prepared by** Steer **Date:** 19-Jun-20 **ID No:** 23205201

**Project Name** Expo / Crenshaw Station **Status:** DRAFT

**Obama Blvd - Wheel Project**

**Description**

Martin Luther King to Arlington Ave

Link Length LF 10800

| ITEM | DESCRIPTION | QUANTITY | UNITS | UNIT PRICE | TOTAL |
|---|---|---|---|---|---|
| | Bicyle Signals | 2 | EA | $25,000 | $50,000 |
| | Bicyle Friendly Intersections | 5 | EA | $30,000 | $150,000 |
| | 8-80 Facility (Class IV Protected Bike Facility) | 0 | LF | $100 | $0 |
| | 8-80 Facility Bi Directional (Class IV Protected Bike Facility) | 0 | LF | $100 | $0 |
| | Bike Lane (Class II) inc markings, signs | 21600 | LF | $15 | $324,000 |
| | Greenway with Sharrows (Class III) inc markings, signs | 0 | LF | $16 | $0 |
| | Greenway with Advisory Bike Lane (Class III) inc markings, signs | 0 | LF | $12 | $0 |
| | Protected Intersection | 0 | EA | $500,000 | $0 |

| | | |
|---|---|---|
| | **Estimated Cost Subtotal** | **$524,000** |
| | Miscellaneous Items (5% of Estimated Cost Subtotal) | $27,000 |
| | Mobilization (10% of Estimated Cost Subtotal) | $53,000 |
| | Utility Allowance (10% of Estimated Cost Subtotal) | $53,000 |
| | Contingencies (35% of Estimated Cost Subtotal) | $184,000 |
| | **ESTIMATED CONSTRUCTION COST TOTAL** | **$841,000** |
| | Planning (2% of Estimated Construction Cost Total) | $17,000 |
| | Preliminary Engineering (5% of Estimated Construction Cost Total) | $43,000 |
| | Final Design Services (8% of Estimated Construction Cost Total) | $68,000 |
| | PM for Design & Construction (9% of Estimated Construction Cost Total) | $76,000 |
| | CM (5% of Estimated Construction Cost Total) | $43,000 |
| | Legal, Permits, 3rd Parties etc. (4%) | $34,000 |
| | **SOFT COSTS TOTAL** | **$281,000** |
| | Unallocated Contingecy (10%) | $113,000 |
| | **UNALLOCATED CONTINGENCY COST TOTAL** | **$113,000** $711,000 |
| | **TOTAL ESTIMATED PROJECT COST:** | **$1,235,000** $1,235,000 |

**High Level Cost Estimate & Project Cost**

**Project** Expo Crenshaw First / Last Mile Strategic Plan

**Agency** Los Angeles Metro

**Client** Here LA

**Prepared by** Steer **Date:** 19-Jun-20 **ID No:** 23205201

**Project Name** Expo / Crenshaw Station **Status:** DRAFT
**Exposition Blvd - Ped Project**

**Description**

Virginia Rd to 11th Ave

Link Length LF 3,000

| ITEM | DESCRIPTION | QUANTITY | UNITS | UNIT PRICE | TOTAL |
|---|---|---|---|---|---|
| | Street Trees - in soft / existing well - 2 sides @ 30 FT OC | 40 | EA | $1,600 | $64,000 |
| | Street Trees - in hard + planting - 2 sides @ 30 FT OC | 10 | EA | $3,700 | $37,000 |
| | Ped lighting 2 sides @ 75 FT OC | 88 | EA | $6,300 | $554,400 |
| | Sidewalk pavng enhancements | 0 | SF | $21 | $0 |
| | Bulb outs with directional curb ramp | 13 | EA | $32,000 | $416,000 |
| | Enhanced crosswalks | 700 | LF | $74 | $51,800 |
| | Enhanced Bus stop | 0 | EA | $28,000 | $0 |
| | Outboard platform inc bus shelter, street furniture etc | 0 | EA | $42,000 | $0 |
| | Wayfinding - fingerposts | 3 | EA | $2,100 | $6,300 |
| | Signal modifications | 0 | EA | $315,000 | $0 |
| | Rectangular Rapid Flashing Beacon | 0 | EA | $50,000 | $0 |
| | Traffic calming - Speed cushion / bump inc signs | 0 | EA | $3,700 | $0 |
| | Traffic Circle | 0 | EA | $31,500 | $0 |
| | **Estimated Cost Subtotal** | | | | **$1,130,000** |
| | Miscellaneous Items (5% of Estimated Cost Subtotal) | | | | $57,000 |
| | Mobilization (10% of Estimated Cost Subtotal) | | | | $113,000 |
| | Utility Allowance (10% of Estimated Cost Subtotal) | | | | $113,000 |
| | Contingencies (35% of Estimated Cost Subtotal) | | | | $396,000 |
| | **ESTIMATED CONSTRUCTION COST TOTAL** | | | | **$1,809,000** |
| | Planning (2% of Estimated Construction Cost Total) | | | | $37,000 |
| | Preliminary Engineering (5% of Estimated Construction Cost Total) | | | | $91,000 |
| | Final Design Services (8% of Estimated Construction Cost Total) | | | | $145,000 |
| | PM for Design & Construction (9% of Estimated Construction Cost Total) | | | | $163,000 |
| | CM (5% of Estimated Construction Cost Total) | | | | $91,000 |
| | Legal, Permits, 3rd Parties etc. (4%) | | | | $73,000 |
| | **SOFT COSTS TOTAL** | | | | **$600,000** |
| | Unallocated Contingecy (10%) | | | | $241,000 |
| | **UNALLOCATED CONTINGENCY COST TOTAL** | | | | **$241,000** $1,520,000 |
| | **TOTAL ESTIMATED PROJECT COST:** | | | | **$2,650,000** $2,650,000 |

**High Level Cost Estimate & Project Cost**

**Project** Expo Crenshaw First / Last Mile Strategic Plan

**Agency** Los Angeles Metro

**Client** Here LA

**Prepared by** Steer **Date:** 19-Jun-20 **ID No:** 23205201

**Project Name** Expo / Crenshaw Station **Status:** DRAFT
**Exposition Blvd - Wheel Project**

**Description**

Harcourt Ave to Arlington Ave

Link Length LF 10,500

| ITEM | DESCRIPTION | QUANTITY | UNITS | UNIT PRICE | TOTAL |
|---|---|---|---|---|---|
| | Bicyle Signals | 32 | EA | $25,000 | $800,000 |
| | Bicyle Friendly Intersections | 3 | EA | $30,000 | $90,000 |
| | 8-80 Facility (Class IV Protected Bike Facility) | 0 | LF | $100 | $0 |
| | 8-80 Facility Bi Directional (Class IV Protected Bike Facility) | 10500 | LF | $100 | $1,050,000 |
| | Bike Lane (Class II) inc markings, signs | 0 | LF | $15 | $0 |
| | Greenway with Sharrows (Class III) inc markings, signs | 0 | LF | $16 | $0 |
| | Greenway with Advisory Bike Lane (Class III) inc markings, signs | 0 | LF | $12 | $0 |
| | Left turns on Exposition | 18 | EA | $20,000 | $360,000 |
| | Rectangular Rapid Flashing Beacons* | 32 | EA | $50,000 | $1,600,000 |
| | *RRFBs could include push buttons or bike pavement detector loops. Cost includes push buttons only. | | | | |
| | **Estimated Cost Subtotal** | | | | **$3,900,000** |
| | Miscellaneous Items (5% of Estimated Cost Subtotal) | | | | $195,000 |
| | Mobilization (10% of Estimated Cost Subtotal) | | | | $390,000 |
| | Utility Allowance (10% of Estimated Cost Subtotal) | | | | $390,000 |
| | Contingencies (35% of Estimated Cost Subtotal) | | | | $1,365,000 |
| | **ESTIMATED CONSTRUCTION COST TOTAL** | | | | **$6,240,000** |
| | Planning (2% of Estimated Construction Cost Total) | | | | $125,000 |
| | Preliminary Engineering (5% of Estimated Construction Cost Total) | | | | $312,000 |
| | Final Design Services (8% of Estimated Construction Cost Total) | | | | $500,000 |
| | PM for Design & Construction (9% of Estimated Construction Cost Total) | | | | $562,000 |
| | CM (5% of Estimated Construction Cost Total) | | | | $312,000 |
| | Legal, Permits, 3rd Parties etc. (4%) | | | | $250,000 |
| | **SOFT COSTS TOTAL** | | | | **$2,061,000** |
| | Unallocated Contingecy (10%) | | | | $831,000 |
| | **UNALLOCATED CONTINGENCY COST TOTAL** | | | | **$831,000** $5,232,000 |
| | **TOTAL ESTIMATED PROJECT COST:** | | | | **$9,132,000** $9,132,000 |

**High Level Cost Estimate & Project Cost**

**Project** Expo Crenshaw First / Last Mile Strategic Plan

**Agency** Los Angeles Metro

**Client** Here LA

**Prepared by** Steer **Date:** 19-Jun-20 **ID No:** 23205201

**Project Name** Expo / Crenshaw Station **Status:** DRAFT
**Crenshaw Blvd - Ped Project**

**Description**

Jefferson Blvd t Coliseum St

Link Length LF 2,900

| ITEM | DESCRIPTION | QUANTITY | UNITS | UNIT PRICE | TOTAL |
|---|---|---|---|---|---|
| | Street Trees - in soft / existing well - 2 sides @ 30 FT OC | 0 | EA | $1,600 | $0 |
| | Street Trees - in hard + planting - 2 sides @ 30 FT OC | 110 | EA | $3,700 | $407,000 |
| | Ped lighting 2 sides @ 30 FT OC | 150 | EA | $6,300 | $945,000 |
| | Sidewalk paving enhancements | 28000 | SF | $21 | $588,000 |
| | Bulb out with directional curb ramp | 0 | EA | $32,000 | $0 |
| | Enhanced crosswalk | 1260 | LF | $74 | $93,240 |
| | Enhanced Bus stop | 0 | EA | $28,000 | $0 |
| | Outboard platform inc bus shelter, street furniture etc | 5 | EA | $42,000 | $210,000 |
| | Wayfinding - fingerposts | 6 | EA | $2,100 | $12,600 |
| | Signal modifications | 1 | EA | $315,000 | $315,000 |
| | Rectangular Rapid Flashing Beacon | 0 | EA | $50,000 | $0 |
| | Traffic calming - Speed cushion / bump inc signs | 0 | EA | $3,700 | $0 |
| | Traffic Circle | 0 | EA | $31,500 | $0 |
| | Green Zone - drop off zone + 4 EV charging spaces | 1 | EA | $60,000 | $60,000 |
| | **Estimated Cost Subtotal** | | | | **$2,631,000** |
| | Miscellaneous Items (5% of Estimated Cost Subtotal) | | | | $132,000 |
| | Mobilization (10% of Estimated Cost Subtotal) | | | | $264,000 |
| | Utility Allowance (10% of Estimated Cost Subtotal) | | | | $264,000 |
| | Contingencies (35% of Estimated Cost Subtotal) | | | | $921,000 |
| | **ESTIMATED CONSTRUCTION COST TOTAL** | | | | **$4,212,000** |
| | Planning (2% of Estimated Construction Cost Total) | | | | $85,000 |
| | Preliminary Engineering (5% of Estimated Construction Cost Total) | | | | $211,000 |
| | Final Design Services (8% of Estimated Construction Cost Total) | | | | $337,000 |
| | PM for Design & Construction (9% of Estimated Construction Cost Total) | | | | $380,000 |
| | CM (5% of Estimated Construction Cost Total) | | | | $211,000 |
| | Legal, Permits, 3rd Parties etc. (4%) | | | | $169,000 |
| | **SOFT COSTS TOTAL** | | | | **$1,393,000** |
| | Unallocated Contingecy (10%) | | | | $561,000 |
| | **UNALLOCATED CONTINGENCY COST TOTAL** | | | | **$561,000** $3,535,000 |
| | **TOTAL ESTIMATED PROJECT COST:** | | | | **$6,166,000** $6,166,000 |

**High Level Cost Estimate & Project Cost**

**Project** Expo Crenshaw First / Last Mile Strategic Plan

**Agency** Los Angeles Metro

**Client** Here LA

**Prepared by** Steer **Date:** 19-Jun-20 **ID No:** 23205201

**Project Name** Expo / Crenshaw Station **Status:** DRAFT
**Crenshaw Blvd - Wheel Project**

**Description**

W 23rd St to Stocker St

Link Length LF 10600

| ITEM | DESCRIPTION | QUANTITY | UNITS | UNIT PRICE | TOTAL |
|---|---|---|---|---|---|
| | Bicyle Signals | 14 | EA | $25,000 | $350,000 |
| | Bicyle Friendly Intersections | 9 | EA | $30,000 | $270,000 |
| | 8-80 Facility (Class IV Protected Bike Facility) | 21200 | LF | $100 | $2,120,000 |
| | 8-80 Facility Bi Directional (Class IV Protected Bike Facility) | 0 | LF | $100 | $0 |
| | Bike Lane (Class II) inc markings, signs | 0 | LF | $15 | $0 |
| | Greenway with Sharrows (Class III) inc markings, signs | 0 | LF | $16 | $0 |
| | Greenway with Advisory Bike Lane (Class III) inc markings, signs | 0 | LF | $12 | $0 |
| | Protected Intersections | 3 | EA | $500,000 | $1,500,000 |
| | **Estimated Cost Subtotal** | | | | **$4,240,000** |
| | Miscellaneous Items (5% of Estimated Cost Subtotal) | | | | $212,000 |
| | Mobilization (10% of Estimated Cost Subtotal) | | | | $424,000 |
| | Utility Allowance (10% of Estimated Cost Subtotal) | | | | $424,000 |
| | Contingencies (35% of Estimated Cost Subtotal) | | | | $1,484,000 |
| | **ESTIMATED CONSTRUCTION COST TOTAL** | | | | **$6,784,000** |
| | Planning (2% of Estimated Construction Cost Total) | | | | $136,000 |
| | Preliminary Engineering (5% of Estimated Construction Cost Total) | | | | $340,000 |
| | Final Design Services (8% of Estimated Construction Cost Total) | | | | $543,000 |
| | PM for Design & Construction (9% of Estimated Construction Cost Total) | | | | $611,000 |
| | CM (5% of Estimated Construction Cost Total) | | | | $340,000 |
| | Legal, Permits, 3rd Parties etc. (4%) | | | | $272,000 |
| | **SOFT COSTS TOTAL** | | | | **$2,242,000** |
| | Unallocated Contingecy (10%) | | | | $903,000 |
| | **UNALLOCATED CONTINGENCY COST TOTAL** | | | | **$903,000** $5,689,000 |
| | **TOTAL ESTIMATED PROJECT COST:** | | | | **$9,929,000** $9,929,000 |

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**High Level Cost Estimate & Project Cost**

**Project** Expo Crenshaw First / Last Mile Strategic Plan

**Agency** Los Angeles Metro

**Client** Here LA

**Prepared by** Steer **Date:** 19-Jun-20 **ID No:** 23205201

**Project Name** Expo / Crenshaw Station **Status:** DRAFT
**Somerset Dr - Ped Project**

**Description**

Somerset Drive - Jefferson Blvd to Coliseum St

Link Length LF 2,800

| ITEM | DESCRIPTION | QUANTITY | UNITS | UNIT PRICE | TOTAL |
|---|---|---|---|---|---|
| | Street Trees - in soft / existing well - 2 sides @ 30 FT OC | 84 | EA | $1,600 | $134,400 |
| | Street Trees - in hard + planting - 2 sides @ 30 FT OC | 0 | EA | $3,700 | $0 |
| | Ped lighting 2 sides @ 75 FT OC | 83 | EA | $6,300 | $522,900 |
| | Sidewalk pavng enhancements | 0 | SF | $21 | $0 |
| | Bulb outs with directional curb ramp | 20 | EA | $32,000 | $640,000 |
| | Enhanced crosswalks | 530 | LF | $74 | $39,220 |
| | Enhanced Bus stop | 0 | EA | $28,000 | $0 |
| | Outboard platform inc bus shelter, street furniture etc | 0 | EA | $42,000 | $0 |
| | Wayfinding - fingerposts | 8 | EA | $2,100 | $16,800 |
| | Signal modification | 1 | EA | $315,000 | $315,000 |
| | Rectangular Rapid Flashing Beacon | 0 | EA | $50,000 | $0 |
| | Traffic calming - Speed cushions / bumps inc signs | 8 | EA | $3,700 | $29,600 |
| | Traffic Circle | 0 | EA | $31,500 | $0 |
| | **Estimated Cost Subtotal** | | | | **$1,698,000** |
| | Miscellaneous Items (5% of Estimated Cost Subtotal) | | | | $85,000 |
| | Mobilization (10% of Estimated Cost Subtotal) | | | | $170,000 |
| | Utility Allowance (10% of Estimated Cost Subtotal) | | | | $170,000 |
| | Contingencies (35% of Estimated Cost Subtotal) | | | | $595,000 |
| | **ESTIMATED CONSTRUCTION COST TOTAL** | | | | **$2,718,000** |
| | Planning (2% of Estimated Construction Cost Total) | | | | $55,000 |
| | Preliminary Engineering (5% of Estimated Construction Cost Total) | | | | $136,000 |
| | Final Design Services (8% of Estimated Construction Cost Total) | | | | $218,000 |
| | PM for Design & Construction (9% of Estimated Construction Cost Total) | | | | $245,000 |
| | CM (5% of Estimated Construction Cost Total) | | | | $136,000 |
| | Legal, Permits, 3rd Parties etc. (4%) | | | | $109,000 |
| | **SOFT COSTS TOTAL** | | | | **$899,000** |
| | Unallocated Contingecy (10%) | | | | $362,000 |
| | **UNALLOCATED CONTINGENCY COST TOTAL** | | | | **$362,000** $2,281,000 |
| | **TOTAL ESTIMATED PROJECT COST:** | | | | **$3,979,000** $3,979,000 |

**High Level Cost Estimate & Project Cost**

**Project** Expo Crenshaw First / Last Mile Strategic Plan

**Agency** Los Angeles Metro

**Client** Here LA

**Prepared by** Steer **Date:** 19-Jun-20 **ID No:** 23205201

**Project Name** Expo / Crenshaw Station **Status:** DRAFT
**Somerset Dr - Wheel Project**

**Description**

W Somerset Dr - Martin Luther King to Adams Blvd

Link Length LF 7,200

| ITEM | DESCRIPTION | QUANTITY | UNITS | UNIT PRICE | TOTAL |
|---|---|---|---|---|---|
| | Bicyle Signals | 1 | EA | $25,000 | $25,000 |
| | Bicyle Friendly Intersections | 5 | EA | $30,000 | $150,000 |
| | 8-80 Facility (Class IV Protected Bike Facility) | 0 | LF | $100 | $0 |
| | 8-80 Facility Bi Directional (Class IV Protected Bike Facility) | 0 | LF | $100 | $0 |
| | Bike Lane (Class II) inc markings, signs | 0 | LF | $15 | $0 |
| | Greenway with Sharrows (Class III) inc markings, signs | 7200 | LF | $16 | $115,200 |
| | Greenway with Advisory Bike Lane (Class III) inc markings, signs | 0 | LF | $12 | $0 |
| | Street Trees - in soft / existing well - 2 sides @ 30 FT OC | 257 | EA | $1,600 | $411,200 |
| | Street Trees - in hard + planting - 2 sides @ 30 FT OC | 14 | EA | $3,700 | $51,800 |
| | Ped lighting 2 sides @ 30 FT OC | 456 | EA | $6,300 | $2,872,800 |
| | Sidewalk pavng enhancements | 0 | SF | $21 | $0 |
| | Bulb outs with directional curb ramp | 38 | EA | $32,000 | $1,216,000 |
| | Enhanced crosswalks | 1140 | LF | $74 | $84,360 |
| | Enhanced Bus stop | 0 | EA | $28,000 | $0 |
| | Outboard platform inc bus shelter, street furniture etc | 0 | EA | $42,000 | $0 |
| | Wayfinding - fingerposts | 17 | EA | $2,100 | $35,700 |
| | Signal modification | 1 | EA | $315,000 | $315,000 |
| | Rectangular Rapid Flashing Beacon | 0 | EA | $50,000 | $0 |
| | Traffic calming - Speed cushions / bumps inc signs | 24 | EA | $3,700 | $88,800 |
| | Traffic Circles | 7 | EA | $31,500 | $220,500 |
| | **Estimated Cost Subtotal** | | | | **$5,587,000** |
| | Miscellaneous Items (5% of Estimated Cost Subtotal) | | | | $280,000 |
| | Mobilization (10% of Estimated Cost Subtotal) | | | | $559,000 |
| | Utility Allowance (10% of Estimated Cost Subtotal) | | | | $559,000 |
| | Contingencies (35% of Estimated Cost Subtotal) | | | | $1,956,000 |
| | **ESTIMATED CONSTRUCTION COST TOTAL** | | | | **$8,941,000** |
| | Planning (2% of Estimated Construction Cost Total) | | | | $179,000 |
| | Preliminary Engineering (5% of Estimated Construction Cost Total) | | | | $448,000 |
| | Final Design Services (8% of Estimated Construction Cost Total) | | | | $716,000 |
| | PM for Design & Construction (9% of Estimated Construction Cost Total) | | | | $805,000 |
| | CM (5% of Estimated Construction Cost Total) | | | | $448,000 |
| | Legal, Permits, 3rd Parties etc. (4%) | | | | $358,000 |
| | **SOFT COSTS TOTAL** | | | | **$2,954,000** |
| | Unallocated Contingecy (10%) | | | | $1,190,000 |
| | **UNALLOCATED CONTINGENCY COST TOTAL** | | | | **$1,190,000** $7,498,000 |
| | **TOTAL ESTIMATED PROJECT COST:** | | | | **$13,085,000** $13,085,000 |

**High Level Cost Estimate & Project Cost**

**Project** Expo Crenshaw First / Last Mile Strategic Plan

**Agency** Los Angeles Metro

**Client** Here LA

**Prepared by** Steer **Date:** 19-Jun-20 **ID No:** 23205201

**Project Name** Expo / Crenshaw Station **Status:** DRAFT

**Norton Ave - Ped Project**

**Description**

Obama Blvd to Coliseum St

Link Length LF 1,100

| ITEM | DESCRIPTION | QUANTITY | UNITS | UNIT PRICE | TOTAL |
|---|---|---|---|---|---|
| | Street Trees - in soft / existing well - 2 sides @ 30 FT OC | 48 | EA | $1,600 | $76,800 |
| | Street Trees - in hard + planting - 2 sides @ 30 FT OC | 0 | EA | $3,700 | $0 |
| | Ped lighting 2 sides @ 75 FT OC | 64 | EA | $6,300 | $403,200 |
| | Sidewalk pavng enhancements | 0 | SF | $21 | $0 |
| | Bulb outs with directional curb ramp | 3 | EA | $32,000 | $96,000 |
| | Enhanced crosswalks | 200 | LF | $74 | $14,800 |
| | Enhanced Bus stop | 0 | EA | $28,000 | $0 |
| | Outboard platform inc bus shelter, street furniture etc | 0 | EA | $42,000 | $0 |
| | Wayfinding - fingerposts | 5 | EA | $2,100 | $10,500 |
| | Signal modifications | 0 | EA | $315,000 | $0 |
| | Rectangular Rapid Flashing Beacons | 2 | EA | $50,000 | $100,000 |
| | Traffic calming - Speed cushions / bumps inc signs | 4 | EA | $3,700 | $14,800 |
| | Traffic Circle | 0 | EA | $31,500 | $0 |
| | **Estimated Cost Subtotal** | | | | **$717,000** |
| | Miscellaneous Items (5% of Estimated Cost Subtotal) | | | | $36,000 |
| | Mobilization (10% of Estimated Cost Subtotal) | | | | $72,000 |
| | Utility Allowance (10% of Estimated Cost Subtotal) | | | | $72,000 |
| | Contingencies (35% of Estimated Cost Subtotal) | | | | $251,000 |
| | **ESTIMATED CONSTRUCTION COST TOTAL** | | | | **$1,148,000** |
| | Planning (2% of Estimated Construction Cost Total) | | | | $23,000 |
| | Preliminary Engineering (5% of Estimated Construction Cost Total) | | | | $58,000 |
| | Final Design Services (8% of Estimated Construction Cost Total) | | | | $92,000 |
| | PM for Design & Construction (9% of Estimated Construction Cost Total) | | | | $104,000 |
| | CM (5% of Estimated Construction Cost Total) | | | | $58,000 |
| | Legal, Permits, 3rd Parties etc. (4%) | | | | $46,000 |
| | **SOFT COSTS TOTAL** | | | | **$381,000** |
| | Unallocated Contingecy (10%) | | | | $153,000 |
| | **UNALLOCATED CONTINGENCY COST TOTAL** | | | | **$153,000** $965,000 |
| | **TOTAL ESTIMATED PROJECT COST:** | | | | **$1,682,000** $1,682,000 |

**High Level Cost Estimate & Project Cost**

**Project** Expo Crenshaw First / Last Mile Strategic Plan

**Agency** Los Angeles Metro

**Client** Here LA

**Prepared by** Steer **Date:** 19-Jun-20 **ID No:** 23205201

**Project Name** Expo / Crenshaw Station **Status:** DRAFT

**Norton Ave - Wheel Project**

**Description**

Norton Ave - Martin Luther King Jr Blvd to Obama Blvd

Link Length LF 3800

| ITEM | DESCRIPTION | QUANTITY | UNITS | UNIT PRICE | TOTAL |
|---|---|---|---|---|---|
| | Bicyle Signal | 0 | EA | $25,000 | $0 |
| | Bicyle Friendly Intersections | 3 | EA | $30,000 | $90,000 |
| | 8-80 Facility (Class IV Protected Bike Facility) | 0 | LF | $100 | $0 |
| | 8-80 Facility BI Directional (Class IV Protected Bike Facility) | 0 | LF | $100 | $0 |
| | Bike Lane (Class II) inc markings, signs | 0 | LF | $15 | $0 |
| | Greenway with Sharrows (Class III) inc markings, signs | 3800 | LF | $16 | $60,800 |
| | Greenway with Advisory Bike Lane (Class III) inc markings, signs | 0 | LF | $12 | $0 |
| | Street Trees - in soft / existing well - 2 sides @ 30 FT OC | 224 | EA | $1,600 | $358,400 |
| | Street Trees - in hard + planting - 2 sides @ 30 FT OC | 0 | EA | $3,700 | $0 |
| | Ped lighting 2 sides @ 30 FT OC | 242 | EA | $6,300 | $1,524,600 |
| | Sidewalk pavng enhancements | 0 | SF | $21 | $0 |
| | Bulb outs with directional curb ramp | 18 | EA | $32,000 | $576,000 |
| | Enhanced crosswalks | 480 | LF | $74 | $35,520 |
| | Enhanced Bus stop | 0 | EA | $28,000 | $0 |
| | Outboard platform inc bus shelter, street furniture etc | 0 | EA | $42,000 | $0 |
| | Wayfinding - fingerposts | 9 | EA | $2,100 | $18,900 |
| | Signal modifications | 0 | EA | $315,000 | $0 |
| | Rectangular Rapid Flashing Beacons | 2 | EA | $50,000 | $100,000 |
| | Traffic calming - Speed cushions / bumps inc signs | 12 | EA | $3,700 | $44,400 |
| | Traffic Circles | 2 | EA | $31,500 | $63,000 |
| | **Estimated Cost Subtotal** | | | | **$2,872,000** |
| | Miscellaneous Items (5% of Estimated Cost Subtotal) | | | | $144,000 |
| | Mobilization (10% of Estimated Cost Subtotal) | | | | $288,000 |
| | Utility Allowance (10% of Estimated Cost Subtotal) | | | | $288,000 |
| | Contingencies (35% of Estimated Cost Subtotal) | | | | $1,006,000 |
| | **ESTIMATED CONSTRUCTION COST TOTAL** | | | | **$4,598,000** |
| | Planning (2% of Estimated Construction Cost Total) | | | | $92,000 |
| | Preliminary Engineering (5% of Estimated Construction Cost Total) | | | | $230,000 |
| | Final Design Services (8% of Estimated Construction Cost Total) | | | | $368,000 |
| | PM for Design & Construction (9% of Estimated Construction Cost Total) | | | | $414,000 |
| | CM (5% of Estimated Construction Cost Total) | | | | $230,000 |
| | Legal, Permits, 3rd Parties etc. (4%) | | | | $184,000 |
| | **SOFT COSTS TOTAL** | | | | **$1,518,000** |
| | Unallocated Contingecy (10%) | | | | $612,000 |
| | **UNALLOCATED CONTINGENCY COST TOTAL** | | | | **$612,000** $3,856,000 |
| | **TOTAL ESTIMATED PROJECT COST:** | | | | **$6,728,000** $6,728,000 |

**High Level Cost Estimate & Project Cost**

**Project** Expo Crenshaw First / Last Mile Strategic Plan

**Agency** Los Angeles Metro

**Client** Here LA

**Prepared by** Steer **Date:** 19-Jun-20 **ID No:** 23205201

**Project Name** Expo / Crenshaw Station **Status:** DRAFT

**Coliseum Street - Ped Project**

**Description**

Somerset Dr to Norton Ave

Link Length LF 1,500

| ITEM | DESCRIPTION | QUANTITY | UNITS | UNIT PRICE | TOTAL |
|---|---|---|---|---|---|
| | Street Trees - in soft / existing well - 2 sides @ 30 FT OC | 24 | EA | $1,600 | $38,400 |
| | Street Trees - in hard + planting - 2 sides @ 30 FT OC | 31 | EA | $3,700 | $114,700 |
| | Ped lighting 2 sides @ 30 FT OC | 76 | EA | $6,300 | $478,800 |
| | Sidewalk pavng enhancements | 0 | SF | $21 | $0 |
| | Bulb outs with directional curb ramp | 4 | EA | $32,000 | $128,000 |
| | Enhanced crosswalks | 755 | LF | $74 | $55,870 |
| | Enhanced Bus stops | 2 | EA | $28,000 | $56,000 |
| | Outboard platform inc bus shelter, street furniture etc | 0 | EA | $42,000 | $0 |
| | Wayfinding - fingerposts | 6 | EA | $2,100 | $12,600 |
| | Signal modifications | 0 | EA | $315,000 | $0 |
| | Rectangular Rapid Flashing Beacon | 0 | EA | $50,000 | $0 |
| | Traffic calming - Speed cushion / bump inc signs | 0 | EA | $3,700 | $0 |
| | Traffic Circle | 0 | EA | $31,500 | $0 |

| | | |
|---|---|---|
| | **Estimated Cost Subtotal** | **$885,000** |
| | Miscellaneous Items (5% of Estimated Cost Subtotal) | $45,000 |
| | Mobilization (10% of Estimated Cost Subtotal) | $89,000 |
| | Utility Allowance (10% of Estimated Cost Subtotal) | $89,000 |
| | Contingencies (35% of Estimated Cost Subtotal) | $310,000 |
| | **ESTIMATED CONSTRUCTION COST TOTAL** | **$1,418,000** |
| | Planning (2% of Estimated Construction Cost Total) | $29,000 |
| | Preliminary Engineering (5% of Estimated Construction Cost Total) | $71,000 |
| | Final Design Services (8% of Estimated Construction Cost Total) | $114,000 |
| | PM for Design & Construction (9% of Estimated Construction Cost Total) | $128,000 |
| | CM (5% of Estimated Construction Cost Total) | $71,000 |
| | Legal, Permits, 3rd Parties etc. (4%) | $57,000 |
| | **SOFT COSTS TOTAL** | **$470,000** |
| | Unallocated Contingecy (10%) | $189,000 |
| | **UNALLOCATED CONTINGENCY COST TOTAL** | **$189,000** $1,192,000 |
| | **TOTAL ESTIMATED PROJECT COST:** | **$2,077,000** $2,077,000 |

**High Level Cost Estimate & Project Cost**

**Project** Expo Crenshaw First / Last Mile Strategic Plan

**Agency** Los Angeles Metro

**Client** Here LA

**Prepared by** Steer **Date:** 19-Jun-20 **ID No:** 23205201

**Project Name** Expo / Crenshaw Station **Status:** DRAFT

**Coliseum Street - Wheel Project**

**Description**

Martin Luther King to Obama Blvd

Link Length LF 6,600

| ITEM | DESCRIPTION | QUANTITY | UNITS | UNIT PRICE | TOTAL |
|---|---|---|---|---|---|
| | Bicyle Signal - 1 junction | 2 | EA | $25,000 | $50,000 |
| | Bicyle Friendly Intersections | 5 | EA | $30,000 | $150,000 |
| | 8-80 Facility (Class IV Protected Bike Facility) | 0 | LF | $100 | $0 |
| | 8-80 Facility Bi Directional (Class IV Protected Bike Facility) | 0 | LF | $100 | $0 |
| | Bike Lane (Class II) inc markings, signs | 0 | LF | $15 | $0 |
| | Greenway with Sharrows (Class III) inc markings, signs | 0 | LF | $16 | $0 |
| | Greenway with Advisory Bike Lane (Class III) inc markings, signs | 13200 | LF | $12 | $158,400 |

| | | |
|---|---|---|
| | **Estimated Cost Subtotal** | **$359,000** |
| | Miscellaneous Items (5% of Estimated Cost Subtotal) | $18,000 |
| | Mobilization (10% of Estimated Cost Subtotal) | $36,000 |
| | Utility Allowance (10% of Estimated Cost Subtotal) | $36,000 |
| | Contingencies (35% of Estimated Cost Subtotal) | $126,000 |
| | **ESTIMATED CONSTRUCTION COST TOTAL** | **$575,000** |
| | Planning (2% of Estimated Construction Cost Total) | $12,000 |
| | Preliminary Engineering (5% of Estimated Construction Cost Total) | $29,000 |
| | Final Design Services (8% of Estimated Construction Cost Total) | $46,000 |
| | PM for Design & Construction (9% of Estimated Construction Cost Total) | $52,000 |
| | CM (5% of Estimated Construction Cost Total) | $29,000 |
| | Legal, Permits, 3rd Parties etc. (4%) | $23,000 |
| | **SOFT COSTS TOTAL** | **$191,000** |
| | Unallocated Contingecy (10%) | $77,000 |
| | **UNALLOCATED CONTINGENCY COST TOTAL** | **$77,000** $484,000 |
| | **TOTAL ESTIMATED PROJECT COST:** | **$843,000** $843,000 |

**High Level Cost Estimate & Project Cost**

**Project** Expo Crenshaw First / Last Mile Strategic Plan

**Agency** Los Angeles Metro

**Client** Here LA

**Prepared by** Steer **Date:** 19-Jun-20 **ID No:** 23205201

**Project Name** Expo / Crenshaw Station **Status:** DRAFT

**Exposition PI - Ped Project**

**Description**

S Bronson Avenue to Degnan Blvd

Link Length LF 1,240

| ITEM | DESCRIPTION | QUANTITY | UNITS | UNIT PRICE | TOTAL |
|---|---|---|---|---|---|
| | Street Trees - in soft / existing well - 2 sides @ 30 FT OC | 0 | EA | $1,600 | $0 |
| | Street Trees - in hard + planting - 2 sides @ 30 FT OC | 20 | EA | $3,700 | $74,000 |
| | Ped lighting 1 sides @ 75 FT OC | 42 | EA | $6,300 | $264,600 |
| | Sidewalk pavng enhancements | 0 | SF | $21 | $0 |
| | Bulb out with directional curb ramp | 0 | EA | $32,000 | $0 |
| | Enhanced crosswalk | 0 | LF | $74 | $0 |
| | Enhanced Bus stop | 0 | EA | $28,000 | $0 |
| | Outboard platform inc bus shelter, street furniture etc | 0 | EA | $42,000 | $0 |
| | Wayfinding - fingerposts | 2 | EA | $2,100 | $4,200 |
| | Signal modifications | 0 | EA | $315,000 | $0 |
| | Rectangular Rapid Flashing Beacon | 0 | EA | $50,000 | $0 |
| | Traffic calming - Speed cushion / bump inc signs | 0 | EA | $3,700 | $0 |
| | Traffic Circle | 0 | EA | $31,500 | $0 |
| | Parking / People Space (paving & planting) | 24800 | SF | $60 | $1,488,000 |
| | Movement Space (paving) | 37200 | SF | $40 | $1,488,000 |
| | Street furniture clusters (seats, trash cans etc) | 10 | EA | $30,000 | $300,000 |
| | **Estimated Cost Subtotal** | | | | **$3,619,000** |
| | Miscellaneous Items (5% of Estimated Cost Subtotal) | | | | $181,000 |
| | Mobilization (10% of Estimated Cost Subtotal) | | | | $362,000 |
| | Utility Allowance (10% of Estimated Cost Subtotal) | | | | $362,000 |
| | Contingencies (35% of Estimated Cost Subtotal) | | | | $1,267,000 |
| | **ESTIMATED CONSTRUCTION COST TOTAL** | | | | **$5,791,000** |
| | Planning (2% of Estimated Construction Cost Total) | | | | $116,000 |
| | Preliminary Engineering (5% of Estimated Construction Cost Total) | | | | $290,000 |
| | Final Design Services (8% of Estimated Construction Cost Total) | | | | $464,000 |
| | PM for Design & Construction (9% of Estimated Construction Cost Total) | | | | $522,000 |
| | CM (5% of Estimated Construction Cost Total) | | | | $290,000 |
| | Legal, Permits, 3rd Parties etc. (4%) | | | | $232,000 |
| | **SOFT COSTS TOTAL** | | | | **$1,914,000** |
| | Unallocated Contingecy (10%) | | | | $771,000 |
| | **UNALLOCATED CONTINGENCY COST TOTAL** | | | | **$771,000** $4,857,000 |
| | **TOTAL ESTIMATED PROJECT COST:** | | | | **$8,476,000** $8,476,000 |

**High Level Cost Estimate & Project Cost**

**Project** Expo Crenshaw First / Last Mile Strategic Plan

**Agency** Los Angeles Metro

**Client** Here LA

**Prepared by** Steer **Date:** 19-Jun-20 **ID No:** 23205201

**Project Name** Expo / Crenshaw Station **Status:** DRAFT

**Exposition PI - Wheel Project**

**Description**

S Bronson Avenue to Degnan Blvd

Link Length LF 1,240

| ITEM | DESCRIPTION | QUANTITY | UNITS | UNIT PRICE | TOTAL |
|---|---|---|---|---|---|
| | Bicyle Signal junctions | 0 | EA | $25,000 | $0 |
| | Bicyle Friendly Intersection | 0 | EA | $30,000 | $0 |
| | B-80 Facility (Class IV Protected Bike Facility) | 0 | LF | $100 | $0 |
| | B-80 Facility Bi Directional (Class IV Protected Bike Facility) | 0 | LF | $100 | $0 |
| | Bike Lane (Class II) inc markings, signs | 0 | LF | $15 | $0 |
| | Greenway with Sharrows (Class III) inc markings, signs | 1240 | LF | $16 | $19,840 |
| | Greenway with Advisory Bike Lane (Class III) inc markings, signs | 0 | LF | $12 | $0 |
| | Bike Parking ( arranged in 5 clusters) | 30 | EA | $1,000 | $30,000 |
| | **Estimated Cost Subtotal** | | | | **$50,000** |
| | Miscellaneous Items (5% of Estimated Cost Subtotal) | | | | $3,000 |
| | Mobilization (10% of Estimated Cost Subtotal) | | | | $5,000 |
| | Utility Allowance (10% of Estimated Cost Subtotal) | | | | $5,000 |
| | Contingencies (35% of Estimated Cost Subtotal) | | | | $18,000 |
| | **ESTIMATED CONSTRUCTION COST TOTAL** | | | | **$81,000** |
| | Planning (2% of Estimated Construction Cost Total) | | | | $2,000 |
| | Preliminary Engineering (5% of Estimated Construction Cost Total) | | | | $5,000 |
| | Final Design Services (8% of Estimated Construction Cost Total) | | | | $7,000 |
| | PM for Design & Construction (9% of Estimated Construction Cost Total) | | | | $8,000 |
| | CM (5% of Estimated Construction Cost Total) | | | | $5,000 |
| | Legal, Permits, 3rd Parties etc. (4%) | | | | $4,000 |
| | **SOFT COSTS TOTAL** | | | | **$31,000** |
| | Unallocated Contingecy (10%) | | | | $12,000 |
| | **UNALLOCATED CONTINGENCY COST TOTAL** | | | | **$12,000** $74,000 |
| | **TOTAL ESTIMATED PROJECT COST:** | | | | **$124,000** $124,000 |

**High Level Cost Estimate & Project Cost**

**Project** Expo Crenshaw First / Last Mile Strategic Plan

**Agency** Los Angeles Metro

**Client** Here LA

**Prepared by** Steer **Date:** 19-Jun-20 **ID No:** 23205201

**Project Name** Expo / Crenshaw Station **Status:** DRAFT
**Buckingham Rd - Ped Project - NOT APPLICABLE**

**Description**

Link Length LF

| ITEM | DESCRIPTION | QUANTITY | UNITS | UNIT PRICE | TOTAL |
|---|---|---|---|---|---|
| | Street Trees - in soft / existing well - 2 sides @ 30 FT OC | 0 | EA | $1,600 | $0 |
| | Street Trees - in hard + planting - 2 sides @ 30 FT OC | 0 | EA | $3,700 | $0 |
| | Ped lighting 2 sides @ 30 FT OC | 0 | EA | $6,300 | $0 |
| | Sidewalk pavng enhancements | 0 | SF | $21 | $0 |
| | Bulb out with directional curb ramp | 0 | EA | $32,000 | $0 |
| | Enhanced crosswalk | 0 | LF | $74 | $0 |
| | Enhanced Bus stop | 0 | EA | $28,000 | $0 |
| | Outboard platform inc bus shelter, street furniture etc | 0 | EA | $42,000 | $0 |
| | Wayfinding - fingerpost | 0 | EA | $2,100 | $0 |
| | Signal modifications | 0 | EA | $315,000 | $0 |
| | Rectangular Rapid Flashing Beacon | 0 | EA | $50,000 | $0 |
| | Traffic calming - Speed cushion / bump inc signs | 0 | EA | $3,700 | $0 |
| | Traffic Circle | 0 | EA | $31,500 | $0 |

| | |
|---|---|
| **Estimated Cost Subtotal** | **$0** |
| Miscellaneous Items (5% of Estimated Cost Subtotal) | $0 |
| Mobilization (10% of Estimated Cost Subtotal) | $0 |
| Utility Allowance (10% of Estimated Cost Subtotal) | $0 |
| Contingencies (35% of Estimated Cost Subtotal) | $0 |
| **ESTIMATED CONSTRUCTION COST TOTAL** | **$0** |
| Planning (2% of Estimated Construction Cost Total) | $0 |
| Preliminary Engineering (5% of Estimated Construction Cost Total) | $0 |
| Final Design Services (8% of Estimated Construction Cost Total) | $0 |
| PM for Design & Construction (9% of Estimated Construction Cost Total) | $0 |
| CM (5% of Estimated Construction Cost Total) | $0 |
| Legal, Permits, 3rd Parties etc. (4%) | $0 |
| **SOFT COSTS TOTAL** | **$0** |
| Unallocated Contingecy (10%) | $0 |
| **UNALLOCATED CONTINGENCY COST TOTAL** | **$0** |
| **TOTAL ESTIMATED PROJECT COST:** | **$0** |

**High Level Cost Estimate & Project Cost**

**Project** Expo Crenshaw First / Last Mile Strategic Plan

**Agency** Los Angeles Metro

**Client** Here LA

**Prepared by** Steer **Date:** 19-Jun-20 **ID No:** 23205201

**Project Name** Expo / Crenshaw Station **Status:** DRAFT
**Buckingham Rd - Wheel Project**

**Description**

Santa Rosalia Dr to W 23rd St

Link Length LF 9,200

| ITEM | DESCRIPTION | QUANTITY | UNITS | UNIT PRICE | TOTAL |
|---|---|---|---|---|---|
| | Bicyle Signals | 27 | EA | $25,000 | $675,000 |
| | Bicyle Friendly Intersections | 2 | EA | $30,000 | $60,000 |
| | 8-80 Facility (Class IV Protected Bike Facility) | 0 | LF | $100 | $0 |
| | 8-80 Facility Bi Directional (Class IV Protected Bike Facility) | 0 | LF | $100 | $0 |
| | Bike Lane (Class II) inc markings, signs | 1000 | LF | $15 | $15,000 |
| | Greenway with Sharrows (Class III) inc markings, signs | 8200 | LF | $16 | $131,200 |
| | Greenway with Advisory Bike Lane (Class III) inc markings, signs | 0 | LF | $12 | $0 |
| | | | | | |
| | | | | | |
| | Street Trees - in soft / existing well - 2 sides @ 30 FT OC | 270 | EA | $1,600 | $432,000 |
| | Street Trees - in hard + planting - 2 sides @ 30 FT OC | 68 | EA | $3,700 | $251,600 |
| | Ped lighting 2 sides @ 30 FT OC | 555 | EA | $6,300 | $3,496,500 |
| | Sidewalk pavng enhancements | 0 | SF | $21 | $0 |
| | Bulb outs with directional curb ramp | 55 | EA | $32,000 | $1,760,000 |
| | Enhanced crosswalks | 2380 | LF | $74 | $176,120 |
| | Enhanced Bus stops | 0 | EA | $28,000 | $0 |
| | Outboard platform inc bus shelter, street furniture etc | 0 | EA | $42,000 | $0 |
| | Wayfinding - fingerposts | 24 | EA | $2,100 | $50,400 |
| | Signal modifications | 0 | EA | $315,000 | $0 |
| | Rectangular Rapid Flashing Beacon | 0 | EA | $50,000 | $0 |
| | Traffic calming - Speed cushions / bumps inc signs | 28 | EA | $3,700 | $103,600 |
| | Traffic Circles | 5 | EA | $31,500 | $157,500 |

| | |
|---|---|
| **Estimated Cost Subtotal** | **$7,309,000** |
| Miscellaneous Items (5% of Estimated Cost Subtotal) | $366,000 |
| Mobilization (10% of Estimated Cost Subtotal) | $731,000 |
| Utility Allowance (10% of Estimated Cost Subtotal) | $731,000 |
| Contingencies (35% of Estimated Cost Subtotal) | $2,559,000 |
| **ESTIMATED CONSTRUCTION COST TOTAL** | **$11,696,000** |
| Planning (2% of Estimated Construction Cost Total) | $234,000 |
| Preliminary Engineering (5% of Estimated Construction Cost Total) | $585,000 |
| Final Design Services (8% of Estimated Construction Cost Total) | $936,000 |
| PM for Design & Construction (9% of Estimated Construction Cost Total) | $1,053,000 |
| CM (5% of Estimated Construction Cost Total) | $585,000 |
| Legal, Permits, 3rd Parties etc. (4%) | $468,000 |
| **SOFT COSTS TOTAL** | **$3,861,000** |
| Unallocated Contingecy (10%) | $1,556,000 |
| **UNALLOCATED CONTINGENCY COST TOTAL** | **$1,556,000** |
| **TOTAL ESTIMATED PROJECT COST:** | **$17,113,000** |

**High Level Cost Estimate & Project Cost**

**Project** Expo Crenshaw First / Last Mile Strategic Plan

**Agency** Los Angeles Metro

**Client** Here LA

**Prepared by** Steer **Date:** 19-Jun-20 **ID No:** 23205201

**Project Name** Expo / Crenshaw Station **Status:** DRAFT

**7th St - Ped Project - NOT APPLICABLE**

**Description**

Link Length LF

| ITEM | DESCRIPTION | QUANTITY | UNITS | UNIT PRICE | TOTAL |
|---|---|---|---|---|---|
| | Street Trees - in soft / existing well - 2 sides @ 30 FT OC | 0 | EA | $1,600 | $0 |
| | Street Trees - in hard + planting - 2 sides @ 30 FT OC | 0 | EA | $3,700 | $0 |
| | Ped lighting 2 sides @ 30 FT OC | 0 | EA | $6,300 | $0 |
| | Sidewalk pavng enhancements | 0 | SF | $21 | $0 |
| | Bulb out with directional curb ramp | 0 | EA | $32,000 | $0 |
| | Enhanced crosswalk | 0 | LF | $74 | $0 |
| | Enhanced Bus stop | 0 | EA | $28,000 | $0 |
| | Outboard platform inc bus shelter, street furniture etc | 0 | EA | $42,000 | $0 |
| | Wayfinding - fingerpost | 0 | EA | $2,100 | $0 |
| | Signal modifications | 0 | EA | $315,000 | $0 |
| | Rectangular Rapid Flashing Beacon | 0 | EA | $50,000 | $0 |
| | Traffic calming - Speed cushion / bump inc signs | 0 | EA | $3,700 | $0 |
| | Traffic Circle | 0 | EA | $31,500 | $0 |

| | |
|---|---|
| **Estimated Cost Subtotal** | **$0** |
| Miscellaneous Items (5% of Estimated Cost Subtotal) | $0 |
| Mobilization (10% of Estimated Cost Subtotal) | $0 |
| Utility Allowance (10% of Estimated Cost Subtotal) | $0 |
| Contingencies (35% of Estimated Cost Subtotal) | $0 |
| **ESTIMATED CONSTRUCTION COST TOTAL** | **$0** |
| Planning (2% of Estimated Construction Cost Total) | $0 |
| Preliminary Engineering (5% of Estimated Construction Cost Total) | $0 |
| Final Design Services (8% of Estimated Construction Cost Total) | $0 |
| PM for Design & Construction (9% of Estimated Construction Cost Total) | $0 |
| CM (5% of Estimated Construction Cost Total) | $0 |
| Legal, Permits, 3rd Parties etc. (4%) | $0 |
| **SOFT COSTS TOTAL** | **$0** |
| Unallocated Contingecy (10%) | $0 |
| **UNALLOCATED CONTINGENCY COST TOTAL** | **$0** |
| **TOTAL ESTIMATED PROJECT COST:** | **$0** |

**High Level Cost Estimate & Project Cost**

**Project** Expo Crenshaw First / Last Mile Strategic Plan

**Agency** Los Angeles Metro

**Client** Here LA

**Prepared by** Steer **Date:** 19-Jun-20 **ID No:** 23205201

**Project Name** Expo / Crenshaw Station **Status:** DRAFT

**7th St - Wheel Project**

**Description**

Obama Blvd to Adams Blvd

Link Length LF 5,150

| ITEM | DESCRIPTION | QUANTITY | UNITS | UNIT PRICE | TOTAL |
|---|---|---|---|---|---|
| | Bicyle Signals | 8 | EA | $25,000 | $200,000 |
| | Bicyle Friendly Intersections | 4 | EA | $30,000 | $120,000 |
| | B-80 Facility (Class IV Protected Bike Facility) | 0 | LF | $100 | $0 |
| | B-80 Facility Bi Directional (Class IV Protected Bike Facility) | 0 | LF | $100 | $0 |
| | Bike Lane (Class II) inc markings, signs | 0 | LF | $15 | $0 |
| | Greenway with Sharrows (Class III) inc markings, signs | 5150 | LF | $16 | $82,400 |
| | Greenway with Advisory Bike Lane (Class III) inc markings, signs | 0 | LF | $12 | $0 |
| | | | | | |
| | | | | | |
| | Street Trees - in soft / existing well - 2 sides @ 30 FT OC | 196 | EA | $1,600 | $313,600 |
| | Street Trees - in hard + planting - 2 sides @ 30 FT OC | 37 | EA | $3,700 | $136,900 |
| | Ped lighting 2 sides @ 30 FT OC | 296 | EA | $6,300 | $1,864,800 |
| | Sidewalk pavng enhancements | 0 | SF | $21 | $0 |
| | Bulb outs with directional curb ramp | 34 | EA | $32,000 | $1,088,000 |
| | Enhanced crosswalks | 1415 | LF | $74 | $104,710 |
| | Enhanced Bus stop | 0 | EA | $28,000 | $0 |
| | Outboard platform inc bus shelter, street furniture etc | 0 | EA | $42,000 | $0 |
| | Wayfinding - fingerposts | 17 | EA | $2,100 | $35,700 |
| | Signal modifications | 0 | EA | $315,000 | $0 |
| | Rectangular Rapid Flashing Beacon | 0 | EA | $50,000 | $0 |
| | Traffic calming - Speed cushions / bumps inc signs | 18 | EA | $3,700 | $66,600 |
| | Traffic Circle | 0 | EA | $31,500 | $0 |

| | |
|---|---|
| **Estimated Cost Subtotal** | **$4,013,000** |
| Miscellaneous Items (5% of Estimated Cost Subtotal) | $201,000 |
| Mobilization (10% of Estimated Cost Subtotal) | $402,000 |
| Utility Allowance (10% of Estimated Cost Subtotal) | $402,000 |
| Contingencies (35% of Estimated Cost Subtotal) | $1,405,000 |
| **ESTIMATED CONSTRUCTION COST TOTAL** | **$6,423,000** |
| Planning (2% of Estimated Construction Cost Total) | $129,000 |
| Preliminary Engineering (5% of Estimated Construction Cost Total) | $322,000 |
| Final Design Services (8% of Estimated Construction Cost Total) | $514,000 |
| PM for Design & Construction (9% of Estimated Construction Cost Total) | $579,000 |
| CM (5% of Estimated Construction Cost Total) | $322,000 |
| Legal, Permits, 3rd Parties etc. (4%) | $257,000 |
| **SOFT COSTS TOTAL** | **$2,123,000** |
| Unallocated Contingecy (10%) | $855,000 |
| **UNALLOCATED CONTINGENCY COST TOTAL** | **$855,000** $5,388,000 |
| **TOTAL ESTIMATED PROJECT COST:** | **$9,401,000** $9,401,000 |

Appendix C

# Expo/Crenshaw Station Connectivity Study

## Relevant Plans and Projects Memo

October 16, 2019

Here LA

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# 1 Introduction

# Relevant Plans and Projects

## Introduction

The Expo/Crenshaw station is located in City of Los Angeles Council District 10 and at the epicenter of three Neighborhood Councils: West Adams, Empowerment Congress West, and United Neighborhoods. This light-rail station will act as a terminus of the Crenshaw/LAX line, will connect riders to the Expo Line, and will allow transit riders to access a wide range of regional destinations and jobs.

Over the last two decades, a significant amount of planning has been completed for the area surrounding the Expo/Crenshaw station. The increased attention to the area is indicative both of the need for enhancements and an energetic and activated community.

This study will consider the first/last mile needs of the 1/4-mile surrounding the Expo/Crenshaw station, while considering the design implications of the many adopted plans, policies, and anticipated development. Upon completion of a review of the relevant plans that are detailed in this memo, the team will make recommendations that seek to enhance the mobility network for all riders accessing transit in the area.

This memo presents a brief description of relevant City plans and projects and includes an overview of first/last mile implications that may result.

Relevant plans and projects include:

- Citywide and Relevant Plans/Projects
  - West Adams - Baldwin Hills - Leimert Community Plan
  - Crenshaw Corridor Specific Plan
  - Great Streets Challenge Grant
  - Crenshaw Blvd Streetscape Plan
  - Prop 1C Improvements
  - Crenshaw/LAX Transit Project
  - Destination Crenshaw
  - Vision Zero Crenshaw Safety Improvements
  - Metro NextGen Study
- Station Specific Plans/Projects
  - Expo/Crenshaw Station Joint Development Guidelines
  - Expo/Crenshaw Station Joint Development Project

The matrix below provides a brief snapshot of the plans and projects analyzed in this memo.

| | Within 1/4 Mile of Rail Station | Includes ROW Improvements | Includes Streetscape Enhancements | Includes New Open Space | Includes New Development | Changes Circulation Patterns |
|---|---|---|---|---|---|---|
| West Adams - Baldwin Hills - Leimert Community Plan | ✓ | | | | | |
| Crenshaw Corridor Specific Plan | ✓ | ✓ | ✓ | | | |
| Crenshaw Blvd. Streetscape Plan | ✓ | ✓ | ✓ | | | ✓ |
| Prop 1C Improvements | ✓ | | ✓ | | | |
| Crenshaw/LAX Transit Project | ✓ | | | | | ✓ |
| Destination Crenshaw | | ✓ | ✓ | ✓ | | ✓ |
| Vision Zero Crenshaw Safety Improvements | ✓ | | ✓ | | | ✓ |
| Expo/Crenshaw Station Joint Development Project | ✓ | | ✓ | ✓ | ✓ | ✓ |
| Expo/Crenshaw Station Joint Development Guidelines | ✓ | | | | | |
| Metro NextGen Study | ✓ | | | | | ✓ |

# 2

# Existing Plans & Projects

# Citywide Plans

## West Adams-Baldwin Hills-Leimert Community Plan
## Crenshaw Corridor Specific Plan
## Crenshaw Blvd Streetscape Plan

**Completed**

### West Adams-Baldwin Hills-Leimert Community Plan (2012)

The West Adams-Baldwin Hills-Leimert Community Plan is an overarching document that was written with input from the community to guide future land use, urban design, and mobility improvements in the area. This Plan governs the entire 1/4-mile area surrounding the Exposition/Crenshaw transit station, but defers to the Crenshaw Corridor Specific Plan for plans regarding the area immediately surrounding the future Expo/Crenshaw station.

### Crenshaw Corridor Specific Plan (2004, amended 2017)

The Crenshaw Corridor Specific Plan is a guiding document that specifies land use allowances along the Crenshaw Blvd. Corridor. For the purposes of this study, the Plan indicates that Crenshaw Blvd. from Victoria Ave. to Bronson Ave. and Exposition Blvd. from Victoria to 9th Avenue are a part of the "Subarea A" boundary (see image on the following page). This area is also classified as a Transit-Oriented Development Area, and has specific land use regulations that apply.

The Specific Plan lists land use allowances and defers to the Crenshaw Streetscape Plan for guidance on roadway recommendations.

### Great Streets Challenge Grant (2017)

West Angeles CDC received a Great Streets Challenge Grant through the Great Streets Initiative. The grant provides support for community outreach to capture the community vision for enhancing public spaces around 54th St and Crenshaw Blvd through design, street furnishings, street trees, and public art.

### Crenshaw Blvd Streetscape Plan (2016)

The Crenshaw Streetscape Plan details roadway reconfiguration concepts and recommended streetscape improvements along Crenshaw Blvd. between the 10 Freeway and 79th St. Although recommendations vary throughout the corridor, the design concepts aim to establish "unifying streetscape elements that are intended to tie the corridor together visually, and unique district streetscape elements that differentiate the corridor's many distinct neighborhoods."

The Streetscape Plan references the overarching Los Angeles Mobility 2035 Plan, which designates Crenshaw Blvd. as a Bicycle Enhanced Network and Bicycle Lane Network. The Plan recommends a bike lane to be added on Crenshaw Blvd. between 48th St. and 79th St., where it can be integrated without impacting the existing right-of-way or the lane configuration. The roadway between 48th St. to the north, however, cannot accommodate a bicycle facility without the reduction of either a travel lane

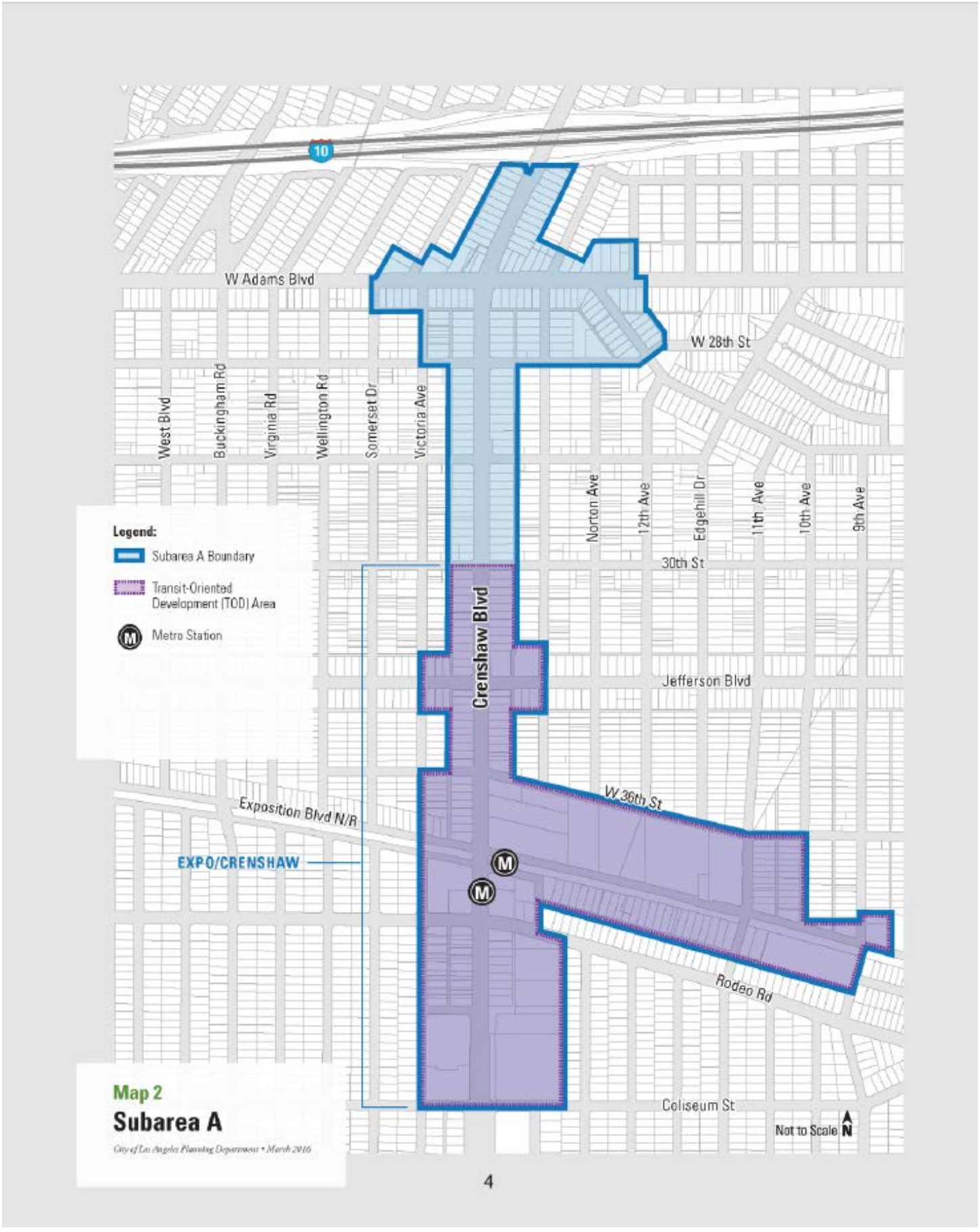



*Diagram showcasing the boundaries of the Crenshaw Corridor Specific Plan*

or parking lane. As such, the base Plan recommends a 'temporary' bike lane that would run along Degnan Blvd. (a parallel street that runs to the east of Crenshaw Blvd.) as an alternate north/south bicycle route.

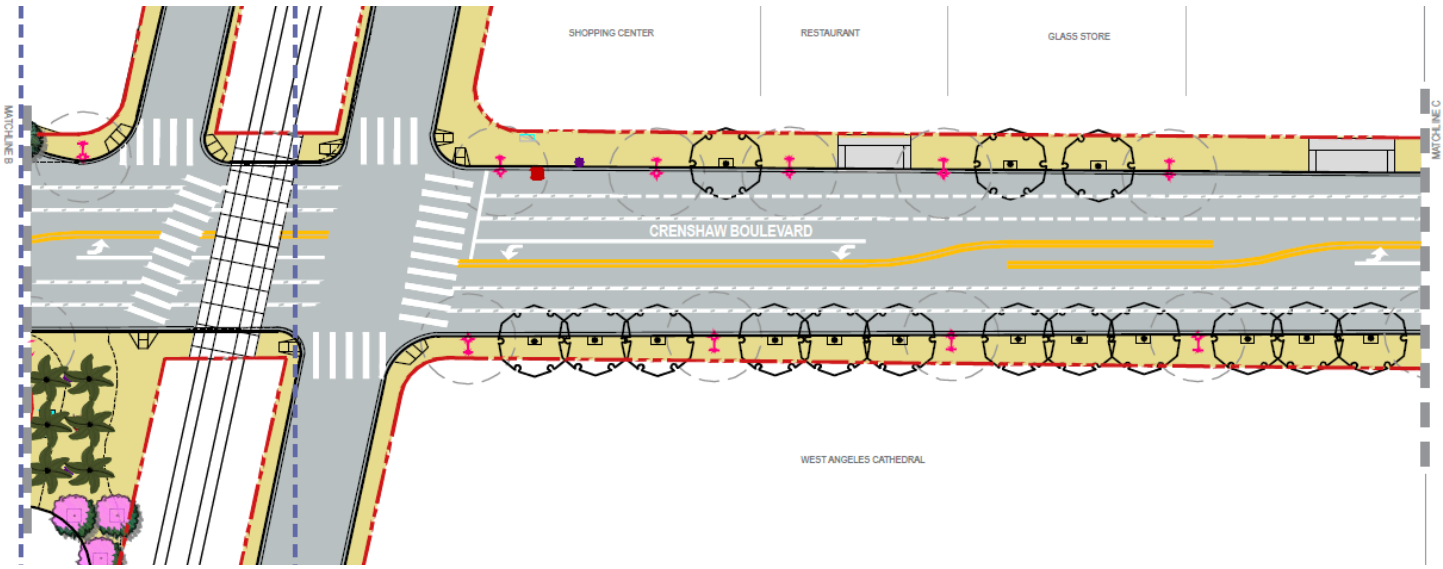
However, the narrative does indicate that during the community outreach conducted for the Plan, residents recommended additional changes to Crenshaw Blvd., north of 48th St. that would incorporate a protected bicycle lane. As a result of this desire, the City investigated the integration of a buffered bike lane with out-board bus islands (referred to as 'aspirational plans' (shown on the following page). This would require the conversion of the existing right-of-way from 6-lanes and a center turn lane to 2-lanes and center turn lane.

The community's request for these street changes should be considered for future first/last mile project recommendations, as a protected bike facility would provide safe connections for bicyclists accessing either of the two Metro stations, without jogging to the east onto Degnan Blvd.

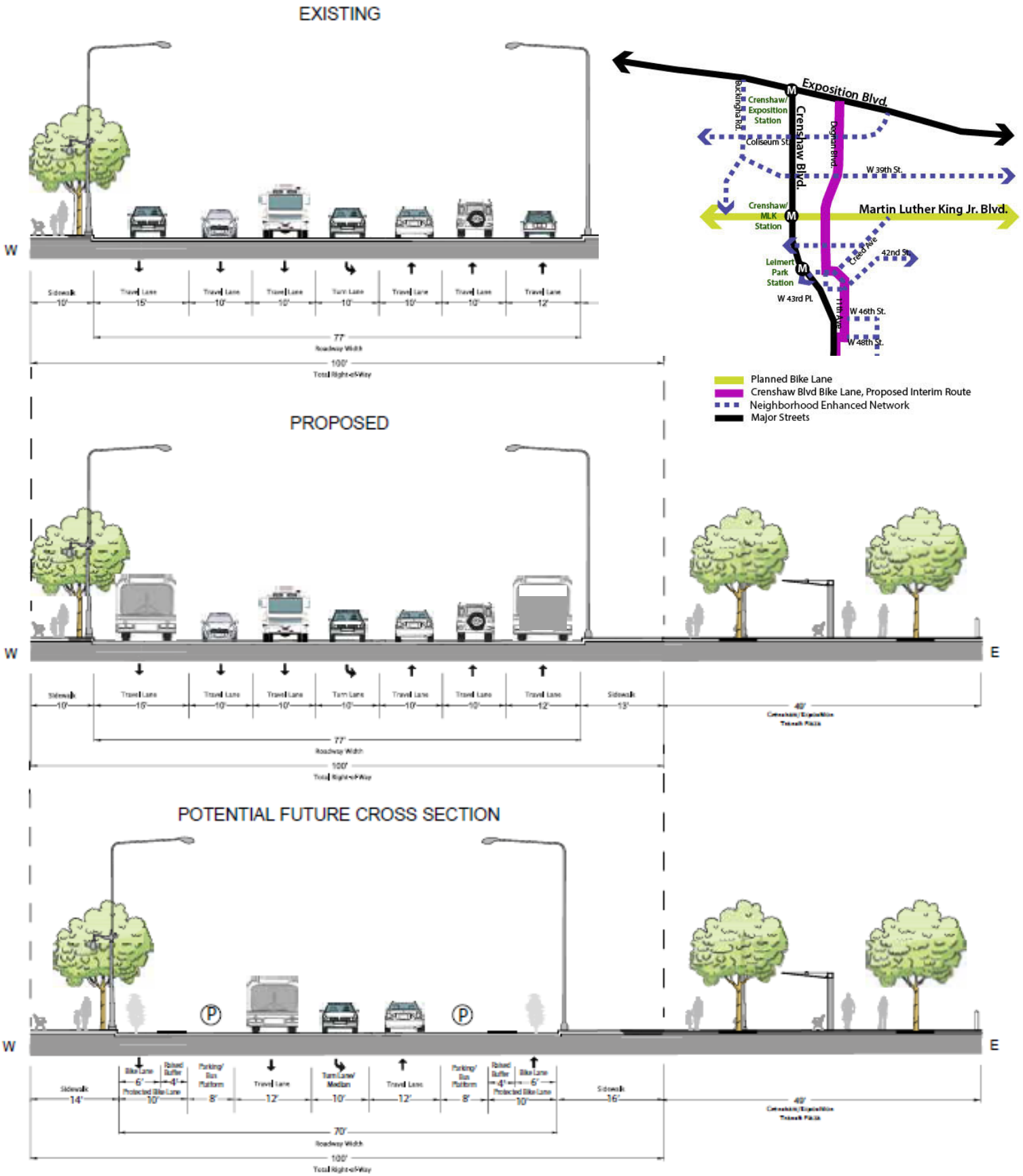
The Streetscape Plan also provides a series of improvements (some required, others suggested) that relate to streetscape characteristics. These include, but are not limited to: raised landscape medians, continental crosswalks, sidewalks with amenity zones, colored concrete, small curb radii, dual sidewalks, landscaping, and specific tree types.

**First/Last Mile Implications**

- The Crenshaw Streetscape Plan alludes to community support for a protected bicycle facility along Crenshaw Blvd., north of 48th St. Although significant right-of-way changes would need to occur to accommodate a protected bicycle lane, additional emphasis should be placed on investigating this option further to enhance multi-modal access.
- The collection of plans in this area indicates an activated community that must be involved in discussions for any multi-modal access improvements that are recommended as a part of this plan.
- The proposed protected bicycle facility in the 'aspirational plans' include outboard bus islands. Given the presence of the Crenshaw line and Metro's recasting of the bus network as part of the NextGen study, the street should be analyzed to understand if outboard bus platforms are needed in the context of the new transportation network.




*Recommended plans for Crenshaw Blvd. The right-of-way recommendations do not include a bicycle lane in the base report. A protected bicycle lane is referenced as an 'aspirational plan'. A diagram of the potential right-of-way configuration for the protected bicycle lane proposal is shown on the following page.*




*Recommended and 'aspirational plans' for Crenshaw Blvd (above)*

*Map (top right) identifies the northern portion of the proposed 'interim' bicycle facility (in purple) that runs along Degnan Blvd. to avoid the right-of-way constraints on Crenshaw Blvd.*

# Prop 1C Improvements

**Ongoing**

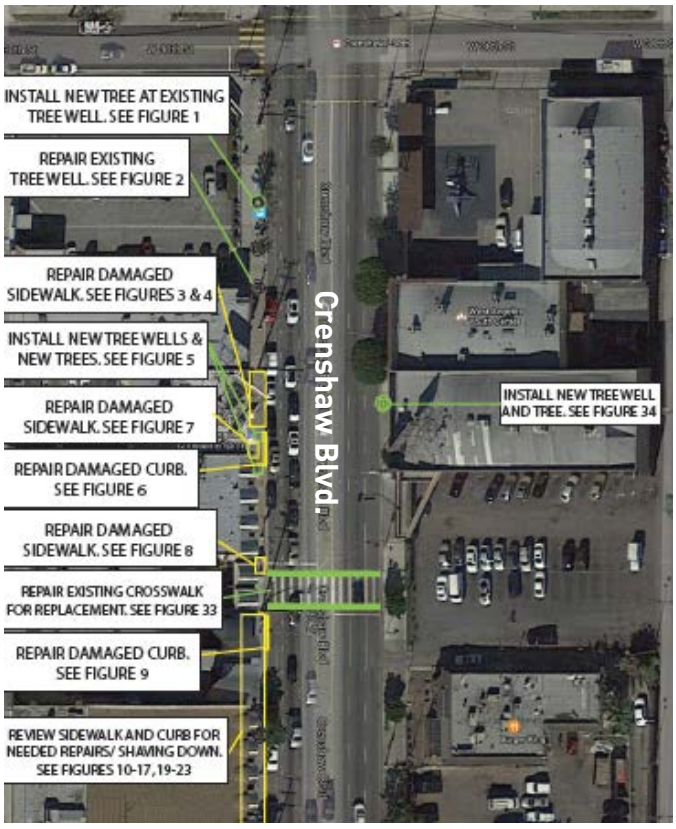
In 2009, a Prop 1C grant was awarded for the Crenshaw Mid-City Corridors Infill Infrastructure Project. The grant is managed by Mayor Garcetti's office and the LA Housing and Community Investment Department. The $14.6m grant includes improvements along Jefferson Blvd. and Crenshaw Blvd. Streetscape improvements include elements like:

- Repaired sidewalks, driveways, and treewell;
- Installation of new bus shelters
- Installation of new trees and tree wells
- Introduction of new ADA curb ramps and continental crosswalk legs
- Tree pruning

**First/Last Mile Implications**

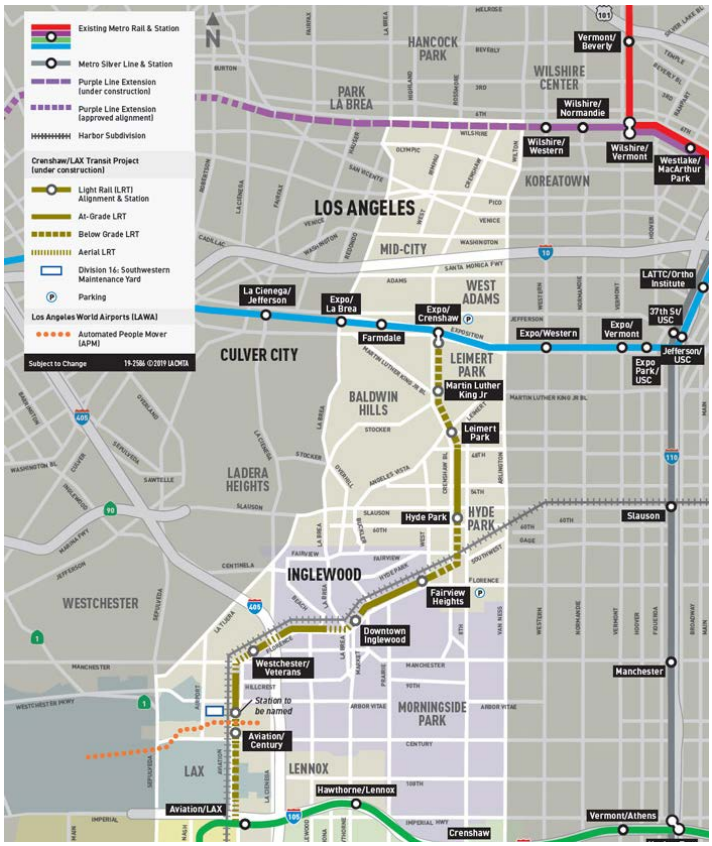
- The improvements included in the grant will upgrade existing sidewalks and crossings (and improve the first/last mile environment) but will not reconfigure the streetspace.
- Bike facilities are not included.
- New crosswalks introduced are Continental, however they are not shown to include bi-directional curb ramps.
- Improvements extend the full length of Crenshaw Blvd., from Exposition Blvd. to 30th St. They also include Jefferson Blvd, from 8th Ave. to Bronson Ave. (ends two blocks east of Crenshaw Blvd.).



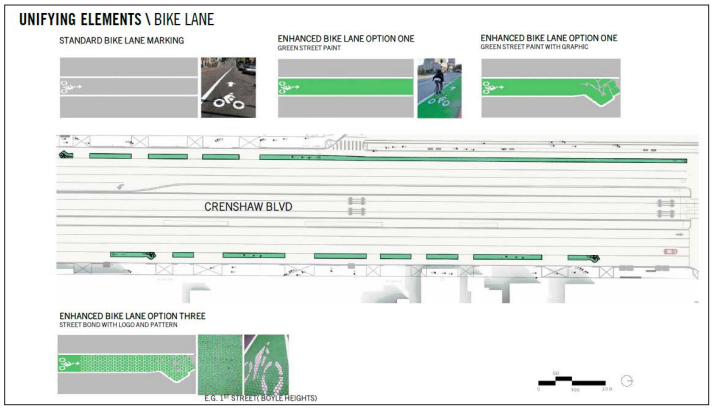




*Diagrams from the Prop 1-C Overview Package*
*Crenshaw Blvd., south of Jefferson Blvd. (left) & Crenshaw Blvd., south of 30th St. (right)*

# [Other] Plans




*Overview map of the Crenshaw/LAX Transit Project*






*Images from top to bottom: Crenshaw/LAX Transit Project map, bike lanes, and streetscape design language from Destination Crenshaw*

## Crenshaw/LAX Transit Project (Ongoing)

The Crenshaw/LAX Transit Project is the overarching impetus guiding this document. It will connect the existing Exposition Line to the Metro Green Line and will serve the cities of Los Angeles, Inglewood, El Segundo, and portions of unincorporated Los Angeles County. Within the Expo/Crenshaw study area, streetscape and roadway improvements are proposed on Crenshaw Blvd from Rodeo Pl to Exposition Blvd. Relevant components include street vacations, bus turn outs, street trees, and enhanced pedestrian and transit facilities. A knock out panel will also be included on the west side of Crenshaw Blvd to allow for a future second station portal north of the existing gas station. The second portal would improve transit access allowing riders to enter and exit on both sides of Crenshaw Blvd. See the Ongoing Plans/Projects Proposed Improvements map at the end of this document.

## Destination Crenshaw (Ongoing)

The Destination Crenshaw Plan outlines a design approach to create a unified Crenshaw Blvd. with different character nodes that span from 59th St. to Vernon Ave. Improvements recommended include Crenshaw Park, sidewalk improvements, crosswalk improvements, special district-inspired paving patterns, bike furniture, shade structures, and lighting. Although the project extents do not touch the 1/4-mile area surrounding the Exposition/Crenshaw station, there have been early discussions about the possibility of extending the design language further north, to the station area.

## Crenshaw Blvd Safety Improvements, LADOT Vision Zero Priority Corridors (Ongoing)

Crenshaw Blvd. has been identified as a Vision Zero Priority Corridor by the High Injury Network. LADOT is installing safety improvements on 5.7 miles of Crenshaw Blvd., between 79th St and Pico Blvd., including leading pedestrian intervals, continental and ladder crosswalk upgrades, protected left turns, and more. Implementation of further improvements will be revisited once construction on the Crenshaw Line has ceased.

## Metro NextGen (Ongoing)

The Metro NextGen Plan is an ongoing effort to redefine the Metro bus network. Engineers and planners are analyzing the current bus system, performance, ridership, and demand to understand transportation needs throughout the County. The changes recommended as a part of the NextGen Plan will directly influence improvements recommended as they relate to bus infrastructure in the public realm. At this time, draft plans have not yet been released, but will be consulted as information becomes available.

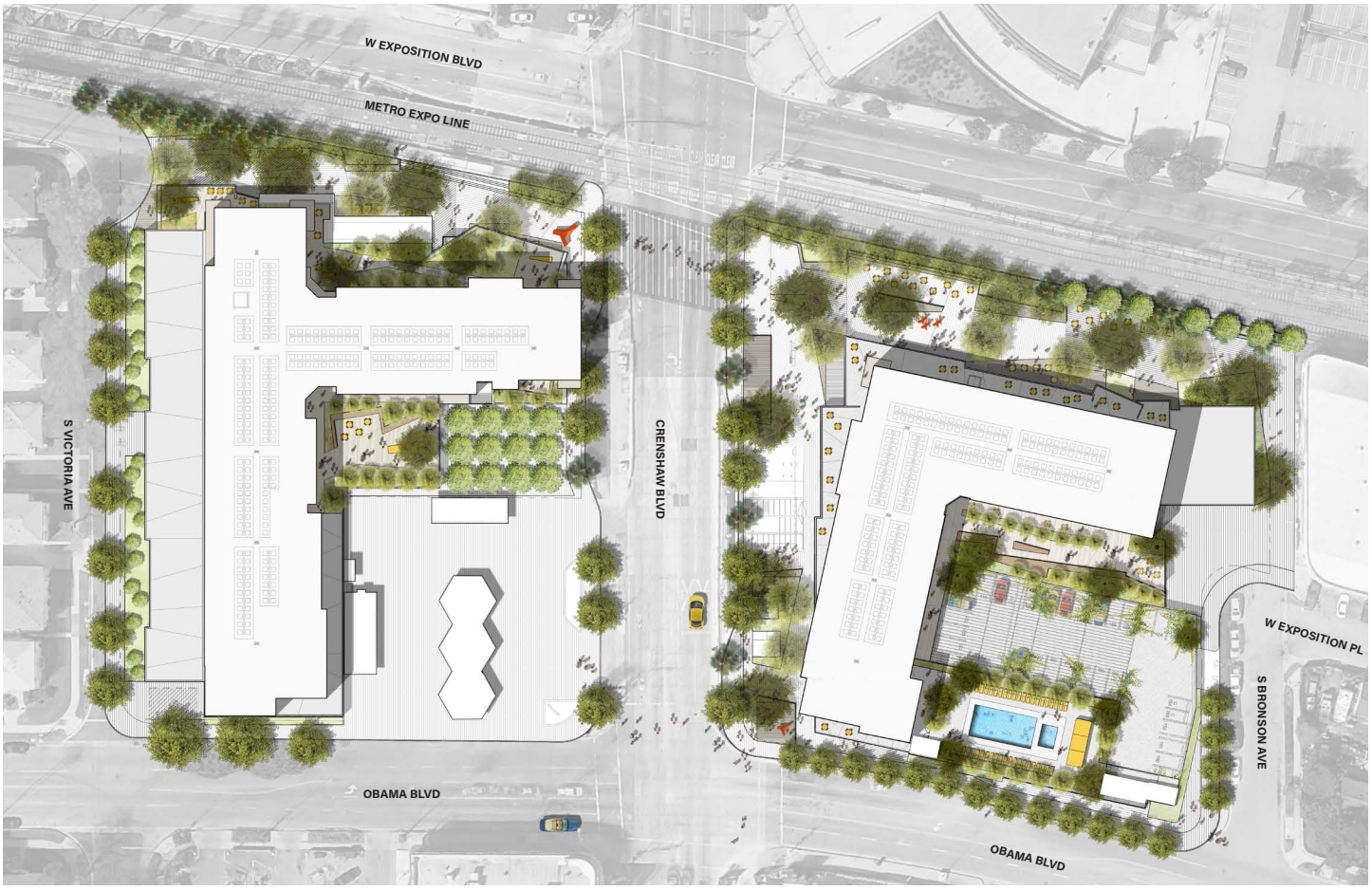
# Expo/Crenshaw Joint Development & Expo/Crenshaw Joint Development Guidelines

**Ongoing**

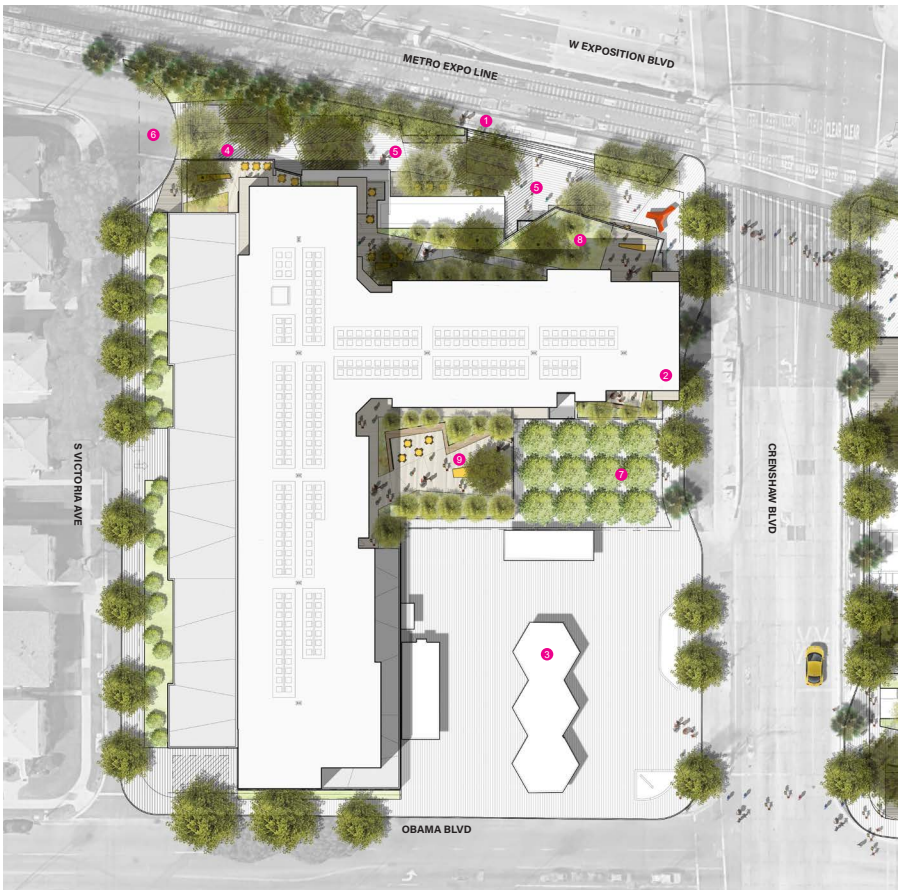
### Expo/Crenshaw Joint Development Sites

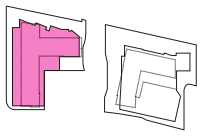
The Metro Joint Development sites are located south of Exposition Blvd., on either side of Crenshaw Blvd. (see illustrative plan below). The western site (Site A) is currently the LA County Probation Department Office, while the eastern site (Site B) is being used as a staging area for the Crenshaw/LAX light-rail project. The two sites will be transformed into two mixed-use, 7-story buildings that will include 400 housing units, 8,500 sq ft of retail space, 28,000 sq ft of retail space for a grocery store, and large public plazas.

The two joint development sites will provide a key connection for transit users who are transferring between the Expo Line and the Crenshaw Line. Transfers between the two transit lines will require coordination and enhanced safety measures for the high pedestrian volumes anticipated through the Crenshaw Blvd. and Exposition Blvd. intersection.



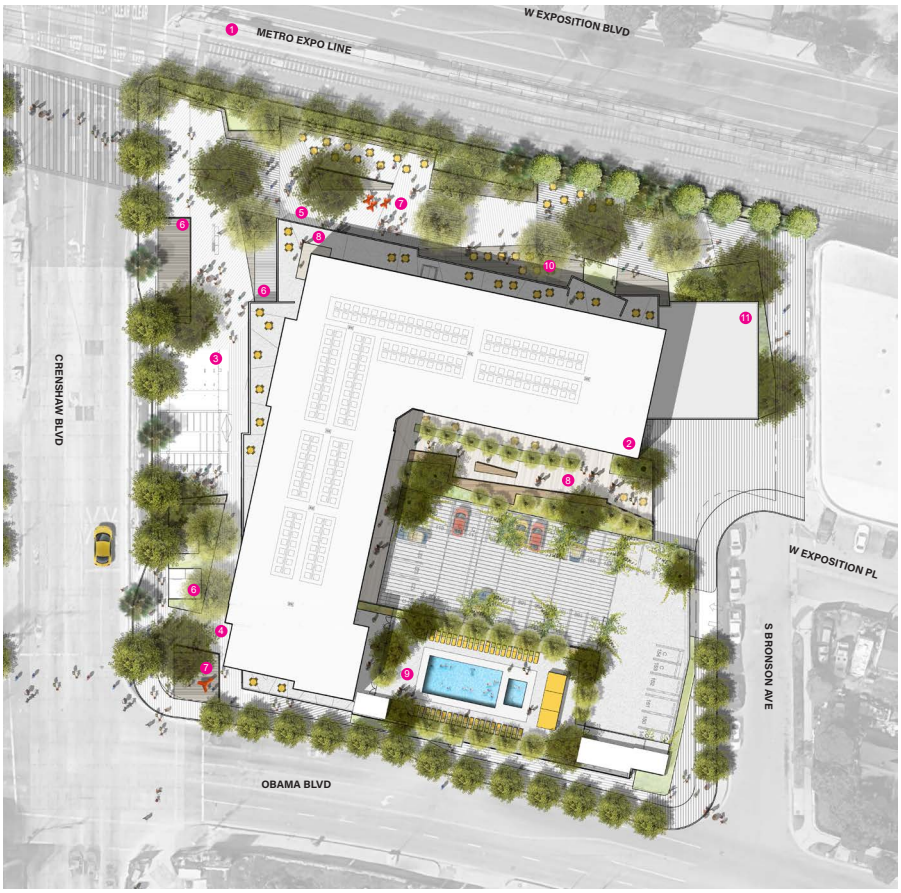

*Joint Development Overview (from August 2019)*

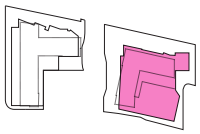


**LEGEND**

1. EXPO/CRENSHAW STATION
2. SITE A BUILDING
3. SHELL GAS STATION
4. RESIDENTIAL LOBBY
5. EXPO PARK PROMENADE
6. DROP OFF ZONE
7. BUS PLAZA
8. AMENITY DECK (L2)
9. AMENITY DECK (L3)



**LEGEND**

1. EXPO/CRENSHAW STATION
2. SITE B BUILDING
3. METRO PORTAL
4. RESIDENTIAL LOBBY
5. GROCERY PLAZA
6. METRO STRUCTURE
7. PUBLIC ART
8. AMENITY DECK L2
9. AMENITY DECK L3
10. OUTDOOR PATIO
11. SERVICE YARD (EXISTING)

The Crenshaw/LAX Transit Project has secured a street vacation north of Metro property (Site B) on Exposition Pl. between Crenshaw Blvd. and S. Bronson Ave. The developer is pursuing a street vacation north of the County property (Site A) on W. Exposition Blvd. between Crenshaw Blvd. and S. Victoria Ave. The vacation of these streets will allow for large 52' (north of Site B) and 39' (north of Site A) pedestrian plazas.

10 Metro ADA parking spots will be provided on site. Transit riders will also be able to utilize the West Angeles Cathedral parking structure which is located approximately one block north of Exposition Blvd. Quality access to and from this parking structure will be paramount to ensure the safety of transit riders accessing both stations.

To generate the latest development design concepts, several public meetings have been held with local residents regarding the future sites. According to the Watt Companies survey, when comments pertained to mobility and access, 78% of community members requested pedestrian enhancements and 49% requested"last mile" improvements in the area.

### Expo/Crenshaw Joint Development Guidelines

The Metro Joint Development program provides background for and contextualizes the Expo/Crenshaw Joint Development sites. The document describes the conditions of the surrounding community as mostly low-scale residential with some commercial establishments along Crenshaw Blvd. and Exposition Blvd.

The Guidelines indicate that the combination of the two Metro stations will provide access to a total of 480,000 jobs in the region - connecting riders to Downtown Los Angeles, Santa Monica, and the LAX area.

To generate the Expo/Crenshaw Joint Development Guidelines, Metro held several community workshops from 2015 - 2016. Community members advocated for the following goals:

- Realize a culturally distinct and iconic gateway destination that serves residents and attracts visitors;
- Create a village experience that is a walkable and safe community place with green and open space;
- Incorporate high-quality and local-serving uses including retail, sit-down restaurants, and a neighborhood grocery store;
- Develop a range of housing types affordable to existing residents including seniors and families;
- Foster community job growth and opportunity during and after development;
- Offer sufficient parking for commuters and minimize parking impacts on surrounding communities; and
- Encourage and provide opportunities for ongoing community input in the Joint Development process and proposed project.

Beyond land use guidelines that include provisions for setbacks, height allowances, project orientation, and scale, the document defers to the City of Los Angeles Crenshaw Boulevard Streetscape Plan for Guidance regarding roadway and streetscape transformations (see citywide plans).

**First/Last Mile Implications**

- A large pedestrian plaza on the north side of Sites A and B will create ample gathering space for transit riders accessing both the Expo Line and the Crenshaw line.
- Access to/from the Metro shared parking with West Angeles Cathedral will be critical. High visibility crosswalks, leading pedestrian intervals, and tight curb radii will need to be maintained along Crenshaw Blvd. and Exposition Blvd. to ensure safe access across the street.
- As this station will serve as the current terminus of the Crenshaw line (although the line will extend to the north in future years), design concepts should take into account Metro's Transfer Design Guidelines and toolkit of improvements to create intuitive transfers for riders.

# 3

# Mapping & Analysis

# Opportunities & Constraints

This section analyzes the existing and proposed conditions within the 1/4 mile study area. The first diagram presents an overview of opportunities and constraints, which summarizes some of the main takeaways about the walking and biking environment. The following diagrams showcase the existing conditions in the study area, including: community destinations, the transit network, safety conditions, pedestrian amenities, street conditions, and the bicycle network. The final diagram shows ongoing plans, projects, and proposed improvements.

Selected Takeaways

**Opportunities and Constraints**

- There are little to no pedestrian and bicycle amenities on the streets in the area, such as trees, street furniture, bike racks, sidewalk lights, bike lanes, etc.
- East/west streets are barriers to north/south movement for people walking and biking because of limited street crossings along their lengths.
- Wide streets encourage speeding and downgrade the experience for people walking and biking.
- Connections across the Expo rail tracks are limited.

**Community Destinations**

- Destinations in the area are concentrated along Crenshaw Blvd. and secondarily along Jefferson Blvd.
- Large retail destinations in the area include the big box centers at Coliseum St. and Crenshaw Blvd.
- The West Angeles Cathedral is a major community destination at the center of the study area.

**Transit Network**

- Both Crenshaw Blvd. and Jefferson Blvd. carry bus lines, including both Metro and DASH service. The corner of Crenshaw Blvd. and Jefferson Blvd. has a cluster of bus stops.
- The two intersecting rail lines are a major asset for people walking, biking, and taking alternative forms of transportation.

**Safety**

- Both Crenshaw Blvd. and Jefferson Blvd. contain high number of collisions.
- In the study area, the corners of Jefferson Blvd. with Buckingham Rd., Crenshaw Blvd., and 11th Ave., along with the intersections of Crenshaw Blvd. with Obama Blvd., Coliseum St., and Exposition Blvd. show the highest rates of collisions between 2012-2016.
- Higher speed limits on major streets provide an unsafe and uncomfortable experience for people walking and biking.

**Pedestrian Amenities**

- Pedestrian amenities are limited in the study area with limited to no tree cover, limited crosswalks, missing bus stop amenities, and uni-directional (rather than bi-directional) curb ramps.
- Sidewalk quality ranges from average to extremely poor.

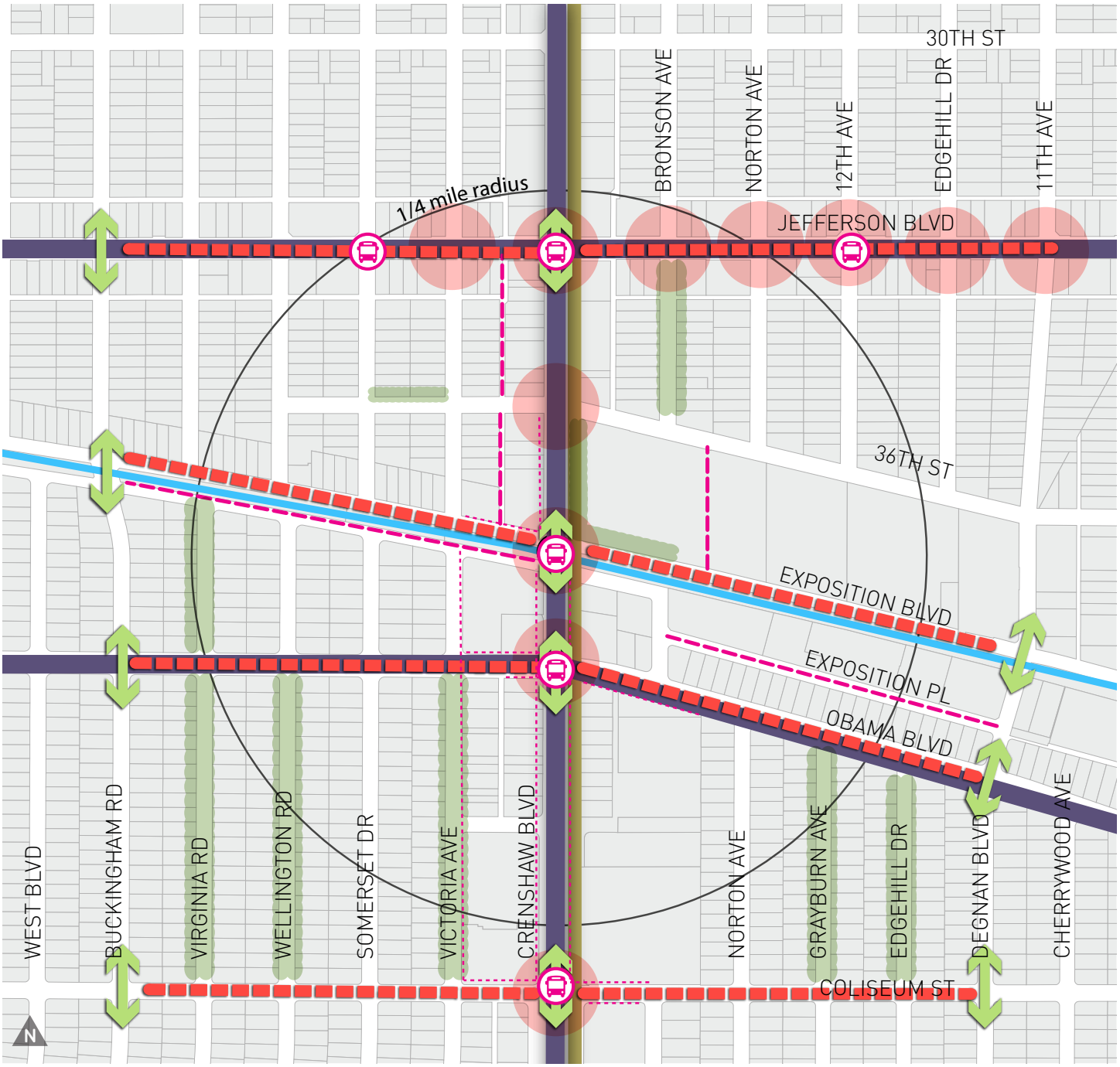
**Street Conditions**

- The streets in the area prioritize east-west vehicular movement.
- All east/west streets are 40ft and above in curb-to-curb width and have limited north/south crossings.
- Many streets have poor roadway quality because of paving issues.
- Signalized intersections are located along the major streets.

**Bicycle Network**

- Exposition Blvd., is one of the only streets in the study area, which has bicycle lanes. These lanes, however, are narrow at 4ft wide and are not buffered from traffic.
- There are two main proposed bicycle facilities in the study area: bike lanes on Jefferson Blvd. and Crenshaw Blvd. All other proposed facilities are sharrows.

# Opportunities & Constraints




Existing signalized crossings are critical in providing safe crossings across E/W thoroughfares. Shade and good tree canopy is present in some residential streets. E/W streets around the station are barriers to N/S movement with over 1,300' between crossings. Wide street widths along arterials promote high vehicular speeds and an unpleasant pedestrian environment. High collisions occur on arterial streets of Crenshaw Blvd. and Jefferson Blvd. The transit environment around the station is consistently poor with little to no amenities. There are potential cut-through routes through alleyways and low vehicular streets such as Exposition Pl. A new cut-through through the West Angeles Cathedral parking lot could provided improved access to residential areas to the north. Pedestrian frontage improvements have also been identified at commercial areas with blank facades or strip mall character.

**Strengths**

- Signalized Crossings that permits north-south pedestrian movement
- Adequate Shade

**Opportunities**

- Potential Cut-through
- Pedestrian Frontage Improvements
- Poor Transit Environment

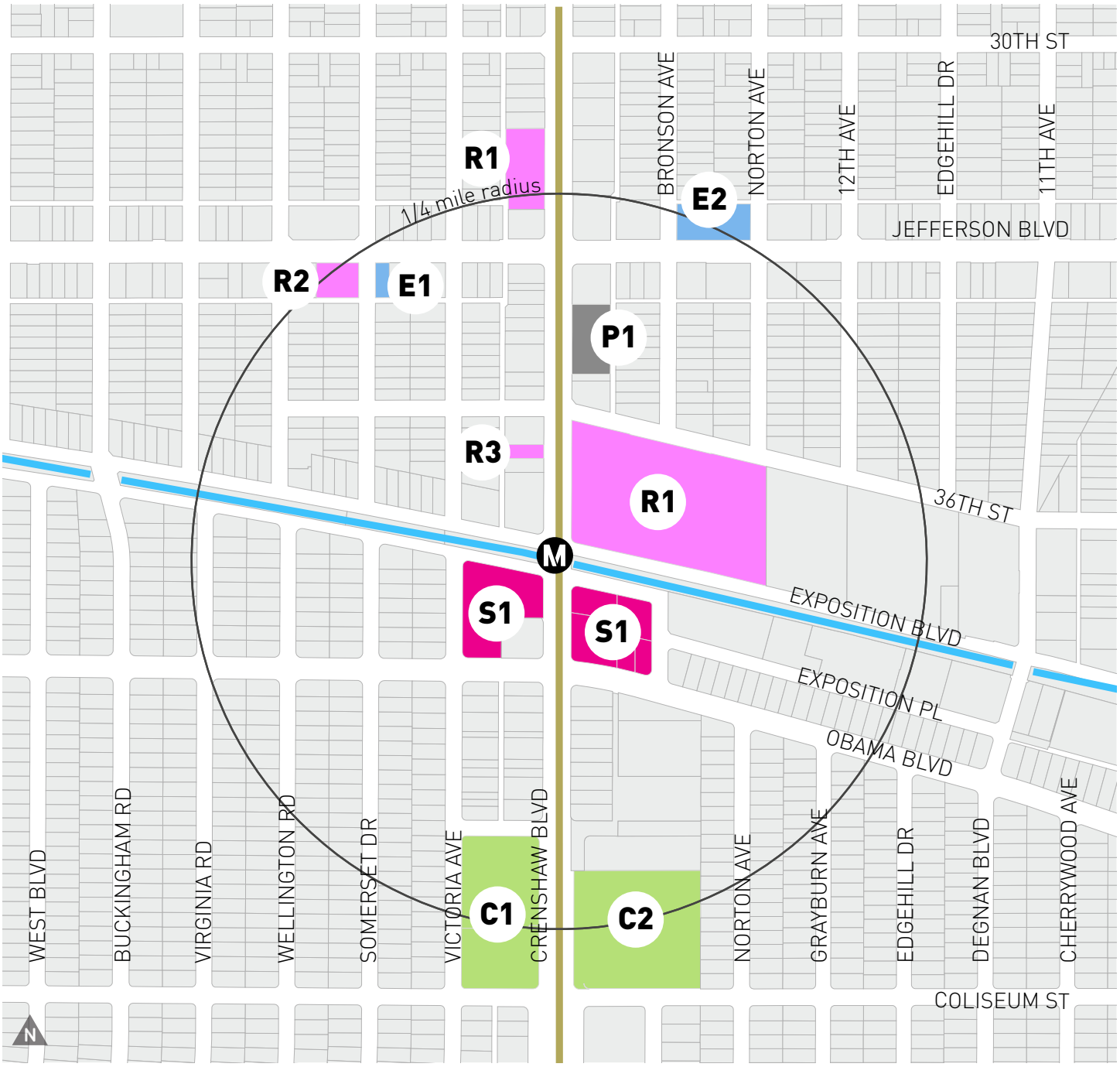
**Constraints**

- Barriers to North-South Movement
- Wide Right-of-Way
- High Collision Intersections

**Other**

- Metro Expo Line
- Metro Crenshaw/LAX Line

# Community Destinations



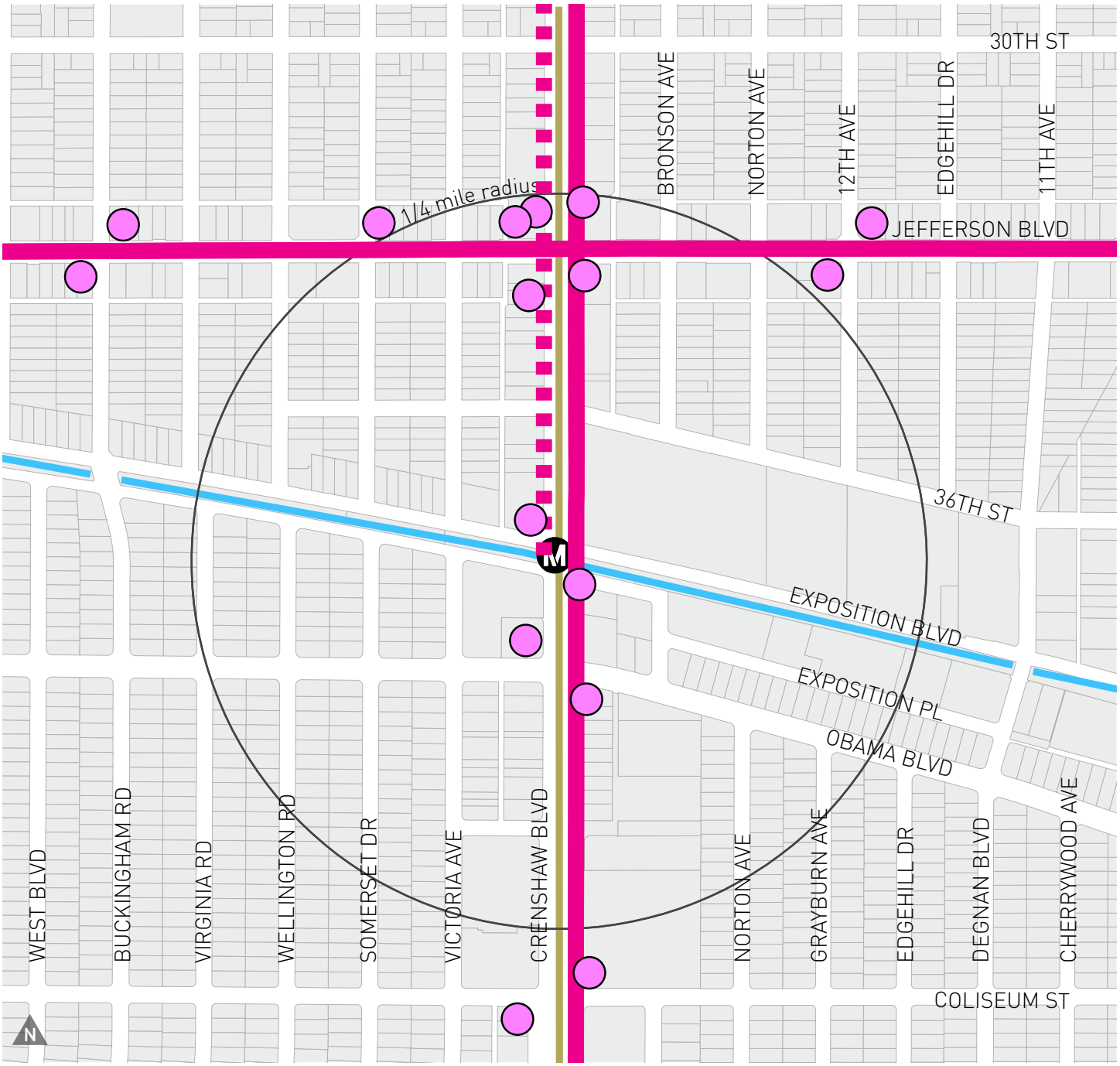

S1 Joint Development Sites
R1 West Angeles Cathedral
R2 Hope Memorial Lutheran Church
R3 Masjid Abu Bakr As Siddiq (Mosque)
E1 Head Start At Hope Memorial
E2 Celerity Nascent Charter School
C1 Commercial Center (CVS, Auto Club, RAC, etc.)
C2 Commercial Center (Walgreens, Big 5, etc.)
P1 Parking Structure

Metro Expo Line
Metro Crenshaw LAX Line



*The West Angeles Cathedral is a major destination adjacent to the station.*

# Transit Network




Bus Lines & Stops
*Lines 210, 710, 740, 35/38;*
*DASH Midtown, DASH Crenshaw*

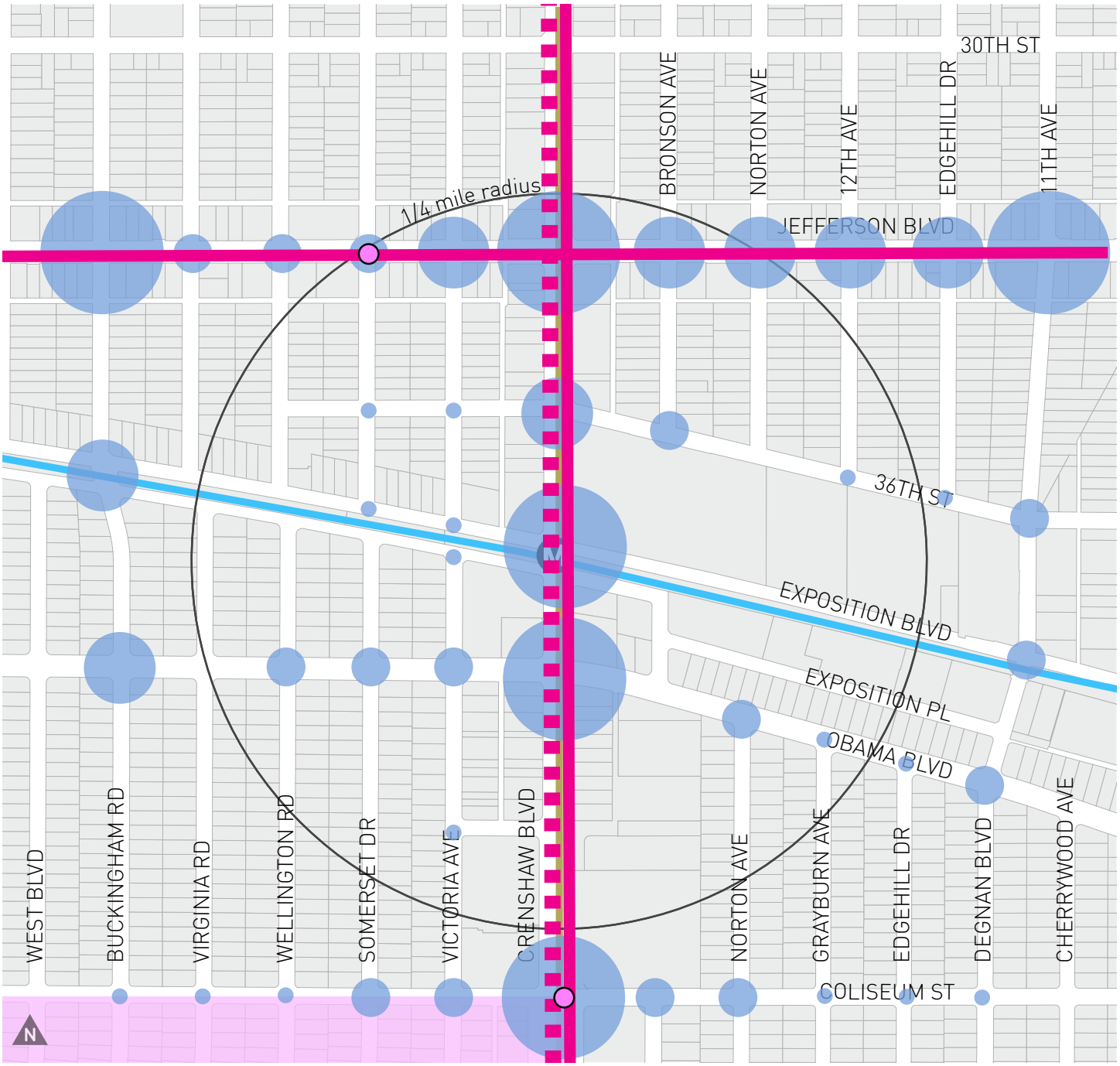
City of LA Mobility Plan Transit Enhanced Network

Metro Expo Line

Metro Crenshaw LAX Line

Both local and Rapid Metro bus routes travel along the two main streets within the study area: Crenshaw Blvd. and Jefferson Blvd. Metro's Rapid Line 740 connects south past the Green Line, through Inglewood, Lennox, Lawndale, and to Redondo Beach. The 710 Rapid travels up to Wilshire/Western and down to Redondo Beach as well. This bus follows a similar route to the 210 Local, however this bus also extends up past Wilshire/Western to Hollywood/Vine. The 35/28 travels east/west from the area near USC to La Cienega/Jefferson and Culver City. Most bus stops in the area are missing simple amenities like benches and shelters for people waiting.

# Safety

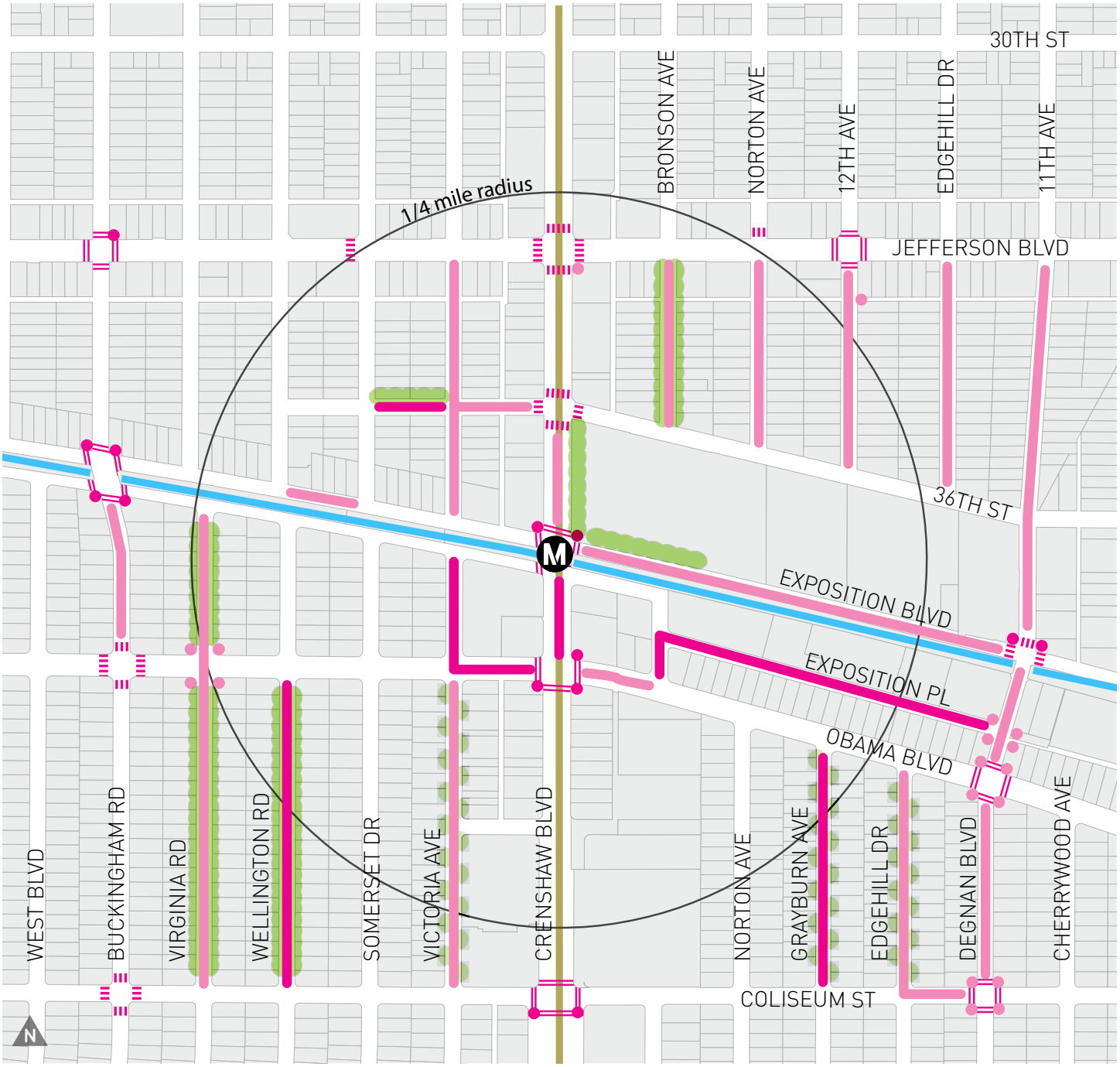



City of LA High Injury Network
Pedestrian Fatality (2012-2016)
11-25 Collisions (2012-2016)
5-10 Collisions (2012-2016)
2-4 Collisions (2012-2016)
1 Collision (2012-2016)
Crenshaw Blvd Safety Improvement Project
Baldwin Hills Senior Zone Project
Metro Expo Line
Metro Crenshaw LAX Line

The majority of collisions in the area between 2012-2016 were located on Jefferson Blvd. and Crenshaw Blvd., with the two most dangerous intersections being Jefferson/ Crenshaw (25 collisions) and Crenshaw/Obama (13 collisions). As expected, collisions are more prevalent in locations where there are higher posted speed limits.

| | | | |
|---|---|---|---|
| *Crenshaw Blvd* | *35 mph* | *Obama Blvd* | *40 mph* |
| *Jefferson Blvd* | *35 mph* | *Coliseum St* | *30 mph* |
| *Exposition Blvd* | *35 mph* | | |

# Pedestrian Amenities




The pedestrian conditions surrounding the station are average to poor. Long blocks are accompanied by little to no tree cover. Sidewalks are in various states of repair; many of the blocks that offer shade also have sidewalks that suffer from root intrusion. Standard curb ramps exist at the majority of intersections. In some instances ramps may be missing, or they have been enhanced to bi-directional ramps. Crosswalks are infrequent, particularly along Coliseum St. and Obama Blvd., and restrict NS movement.

**Curb Ramps**

*Unless noted, standard curb ramps exist at all other intersections.*

- Missing or damaged
- Bi-directional ramps

**Crosswalks**

- Standard crosswalk
- Continental crosswalk

**Other**

- Metro Crenshaw LAX Line
- Metro Expo Line

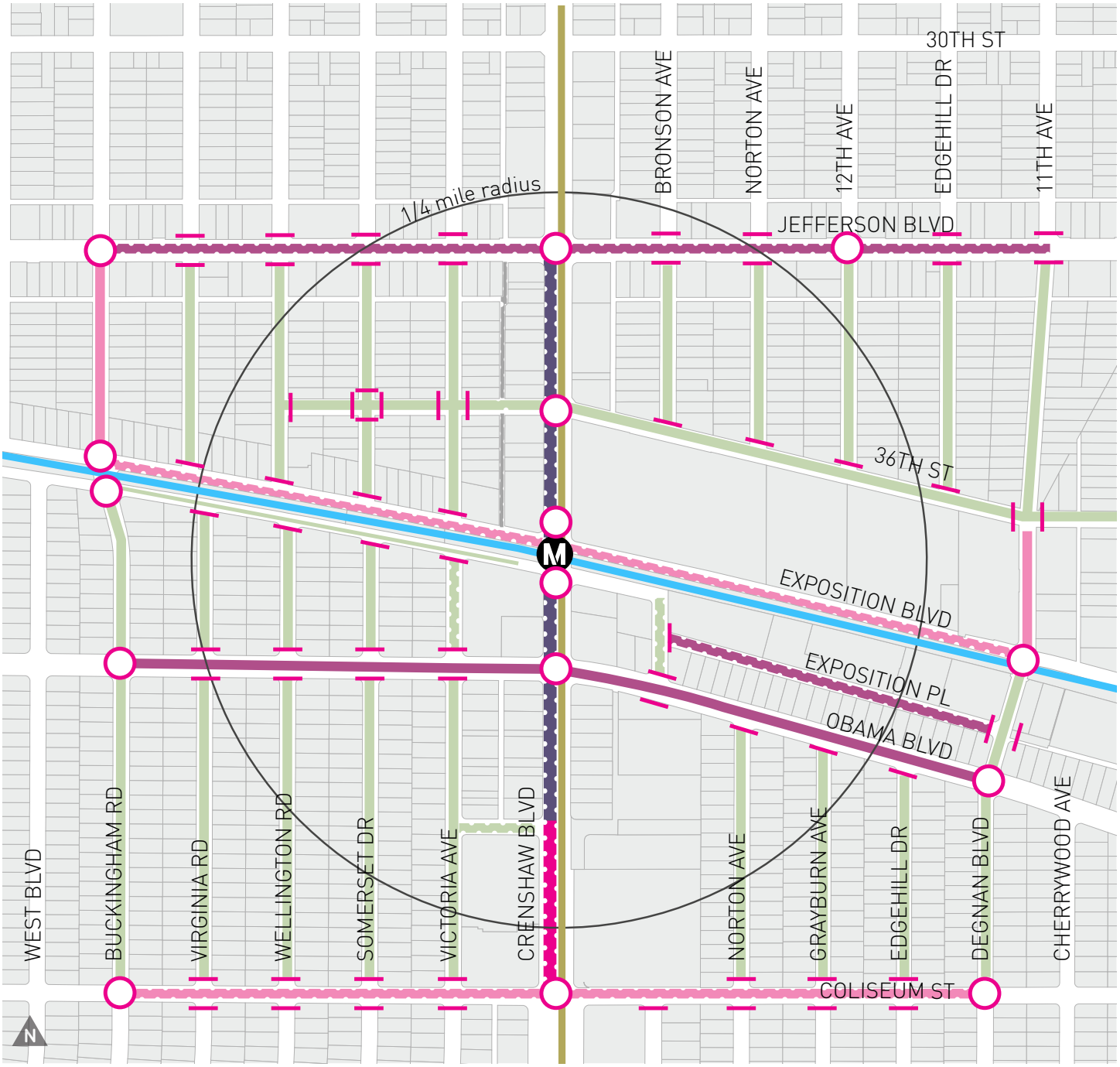
**Sidewalk Quality**

- Poor (*lifted slabs, cracked*)
- Extremely poor (*severe root intrusion, difficult to navigate*)

**Tree Cover**

- Dense tree cover
- Sporadic tree cover

# Street Conditions




The street network in the area prioritizes east-west movement. All east-west streets are 40' and above, except for 36th St. Stop controls are also mainly north-south, further facilitating east-west movement. Because of the at-grade Expo Light Rail Line, Exposition Blvd. acts as a physical barrier for north-south movements. North-south crossings on Exposition Blvd. occur at Buckingham Rd., Crenshaw Blvd., and Degnan Blvd. Crenshaw Blvd. is the widest street at 70'-75' and increases to 95' south of Rodeo Pl. The major thoroughfares near the station have poor roadway quality with visible cracks and rough texture. Alleys also have observed poor roadway conditions.

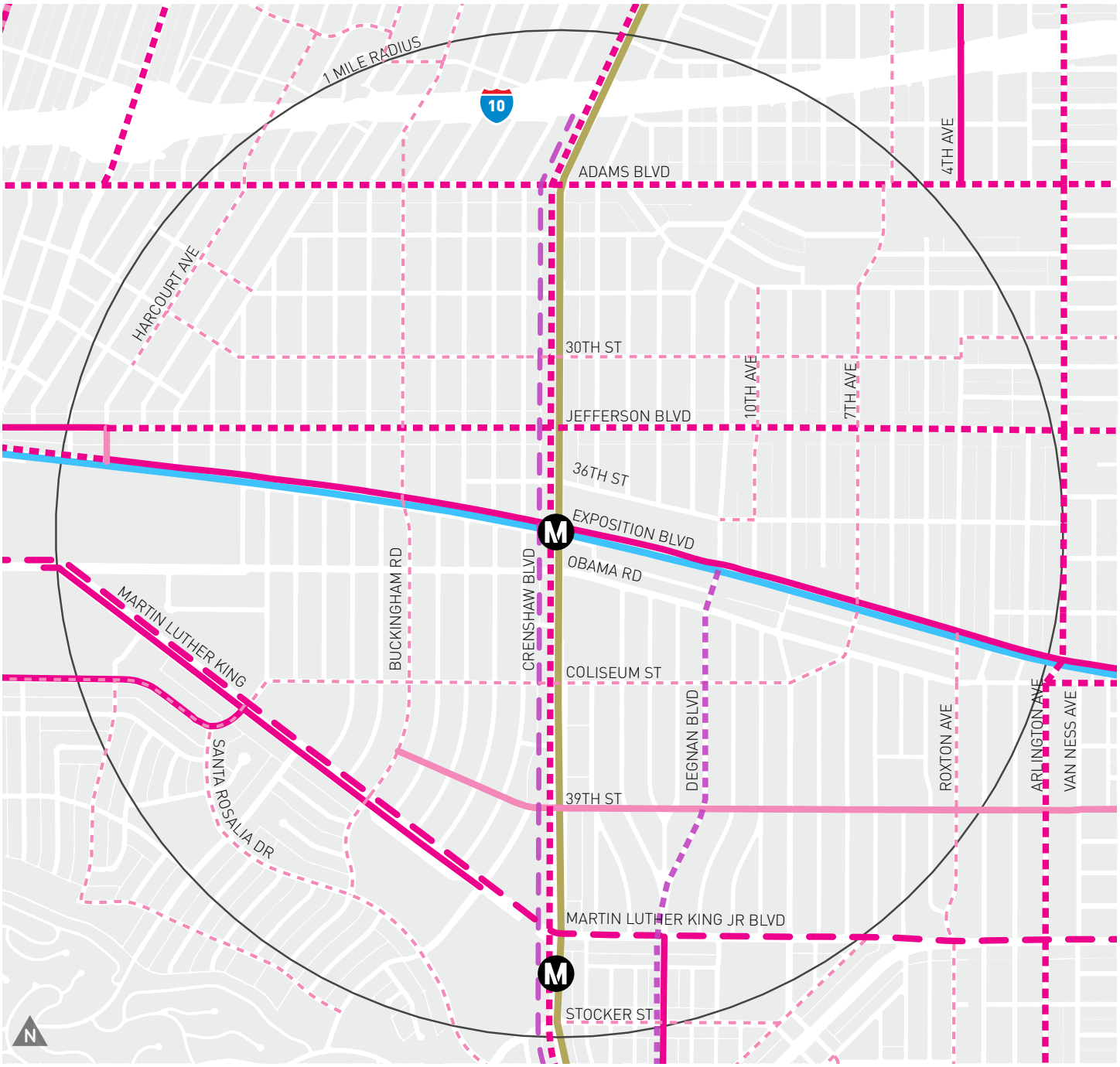
**Intersection Stop Control**

- Signalized intersection
- Four way stop
- North/south stop signs
- East/west stop signs
- Metro Expo Line
- Metro Crenshaw LAX Line

**Roadway Width**

- 30'-35'
- 40'
- 55'
- 70'-75'
- 95'
- Poor roadway quality

# Bicycle Network




Existing bike lanes on Exposition Blvd. are narrow (4 ft), placed along the curb edge, and immediately adjacent to vehicular lanes (without a buffer). The lanes are located partially in the concrete gutter, creating a less-than-friendly experience for people riding bikes. City-proposed bike facilities include a bike lane along Crenshaw Blvd. and Jefferson Blvd. Coliseum St. and 30th St are city proposed bike-friendly streets. The Crenshaw Blvd. Streetscape Plan proposed an Aspirational protected bicycle lane on Crenshaw Blvd., with an Interim Bike Lane on Degnan Blvd.

**Proposed Bike Facilities**

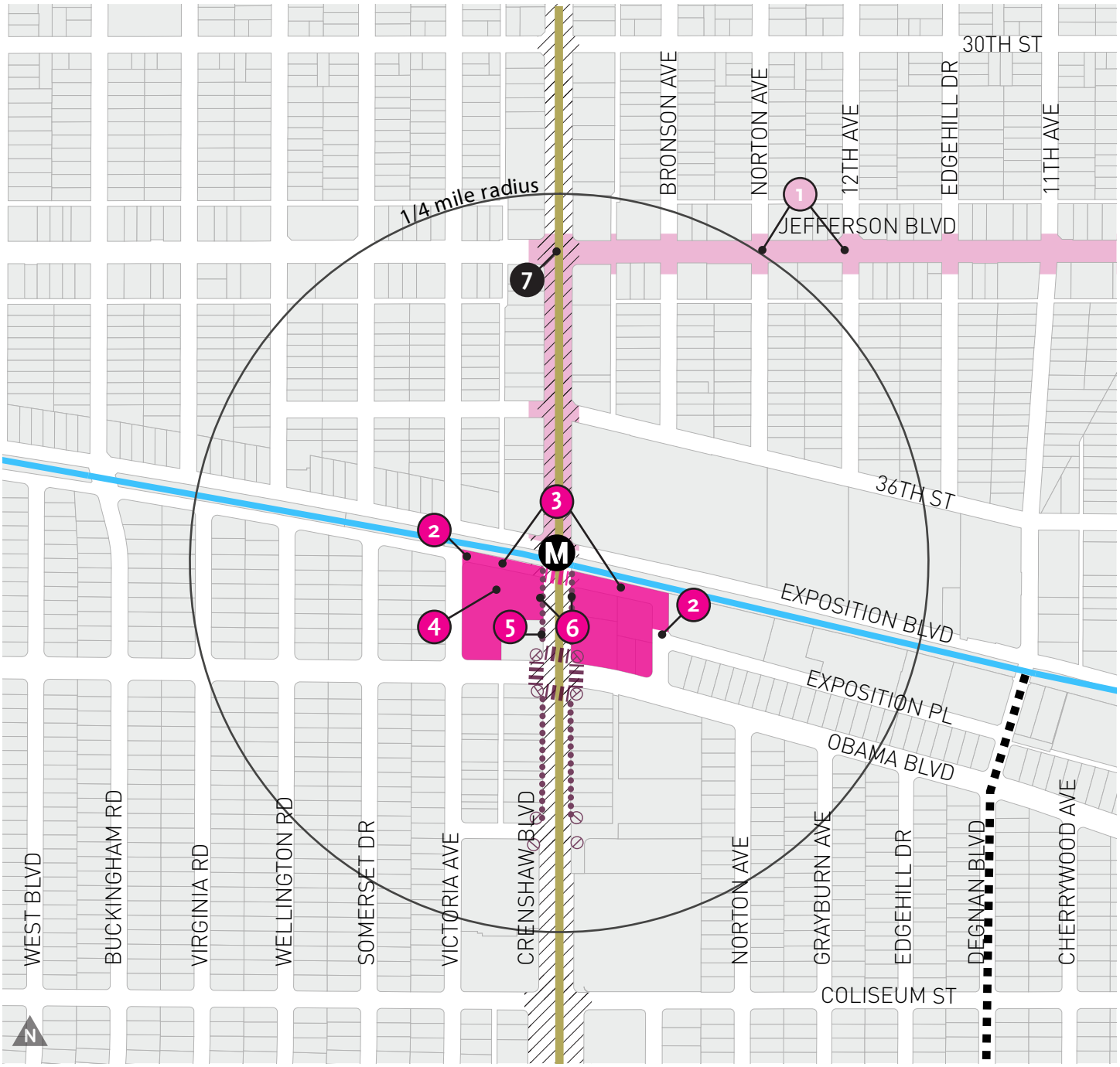
*LA City Mobility Plan*
- Class II Bike Lane
- Class III Bike Blvd
- Class IV Protected

*Crenshaw Blvd Streetscape Plan*
- Interim Bike Lane
- Aspirational Protected Bicycle Lane

**Existing Bike Facilities**
- Class II Bike Lane
- Class III Sharrow

**Other**
- Metro Expo Line
- Metro Crenshaw LAX Line

# Ongoing Plans/Projects Proposed Improvements




**Improvements (by project)**

**Metro JD Project**
*Improvements include bike racks, electric vehicle charging stations and ADA parking stalls.*

- Continental crosswalk
- 2 Vehicle drop-off zone
- 3 Street vacation
- 4 Bike hub
- 5 Knock out panel
- 6 Bus turnouts

**Crenshaw/LAX Transit Project**

- Continental crosswalk
- Street trees, landscaping, street lighting
- Curb ramp
- Dual curb ramp

**Prop 1C Improvements**
*Improvements include infill street trees, pedestrian lighting, sidewalk repairs and updated curb ramps.*

- 1 Continental crosswalks

**Crenshaw Streetscape Plan**
*Improvements include infill street trees, pedestrian and cobrahead lights, updated curb ramps and updated bus shelters.*

- Degnan Blvd. Temporary Bike Lane *(Crenshaw Blvd Streetscape Plan)*
- 7 Protected left turn signal *(Crenshaw Blvd Safety Project)*
- Metro Expo Line
- Metro Crenshaw LAX Line

Appendix D

# Community Voices
# EXPO/CRENSHAW STAKEHOLDER MEETINGS SUMMARY

## Overview

**28**
**COMMUNITY MEMBERS**

**12**
**YOUTH GROUP MEMBERS**

**7**
**NEIGHBORHOOD AFFILIATES**

**9**
**BIKE & PEDESTRIAN ADVOCATES**

Metro

### CONTEXT

As part of the Expo/Crenshaw First/Last Mile Strategic Plan, 28 community members participated in three small-group conversations with the design and planning team, during the winter of 2019. All three meetings were held within the study area and included conversations with:

- A local Youth Group (held on November 14, 2019, at the West Angeles Youth Center, 3010 Crenshaw Blvd)
- Neighborhood Representatives from local Neighborhood Councils and an HOA (December 9, 2019, Crenshaw/LAX Project Office, 3699 Crenshaw Blvd)
- Bicycle and pedestrian advocates (December 17, 2019, Crenshaw/LAX Project Office)

The goals of the meetings were to introduce the First/Last Mile visioning project to community members and gather feedback about issue areas, priorities, and ideas for public realm improvement within the study area, which includes a 1/4 mile around the new Expo/Crenshaw station.

### CONVERSATION STRUCTURE

Each meeting began with a brief presentation about the project. The design and planning team defined the 'First/Last Mile' and provided examples of issues and opportunities for First/Last Mile improvement, as food for thought. Following the presentation, the group gathered around large format maps to discuss their thoughts. Key feedback from these conversations is summarized in the next section and individual comments received are illustrated on the two maps that follow.

### KEY FEEDBACK

Conversations focused almost exclusively on ways to improve the walking and bicycling environment around the station. The need to preserve parking was only mentioned twice during the three meetings and none of the comments recorded included ideas for widening vehicular lanes or increasing vehicular access (beside drop off areas and car share at the station), although several participants did note the traffic congestion that exists in the areas, especially during rush hour. Several participants urged the design and planning team to 'think big' and consider street improvements that would drastically improve conditions for people walking and biking, for example adding cycle tracks, transforming streets into Complete Streets, and adding consistent landscaping and an undulating planted parkway along entire stretches of streets.

The large majority of people emphasized the need for more pleasant and human-friendly streets, especially in terms of

## KEY FEEDBACK

**1 Think big! In general, prioritize the safety and comfort of people walking and biking.**

**2 Crenshaw and Expo are the streets most in need of an overhaul for people walking and biking.**

**3 Shade, lighting, enhanced crossings, and improved bicycle facilities are some of the biggest needs study area-wide.**

more trees and shade, sidewalk lighting for pedestrian safety at night, calming speeding cars, and general beautification along the streets.

Many people suggested adding in bicycle lanes, especially those that are buffered or protected, noting the inadequate and unsafe conditions for people who are riding their bikes on many of the streets with the study area.

Generally speaking, wayfinding signage was recommended for the full study area, especially around key decision-making points, for example adjacent to the Metro parking garage or at the Crenshaw and Exposition intersection.

### PROBLEM & IMPROVEMENT AREAS

Commentary focused on both identifying problem areas and areas were improvements should be located. Crenshaw Blvd, Exposition Blvd, & Obama Blvd rose to the top as "Problem Areas." Conversely Crenshaw Blvd and Exposition Blvd were corridors where participants recommended the most improvements.

***Crenshaw Blvd***, especially the segment north of Exposition Blvd, was identified almost exclusively as the top improvement area. Recommendations along Crenshaw Blvd included a full suite of changes: pedestrian lighting, a cycle track, landscaping and trees, enhanced crossings, traffic calming, bus stop enhancements (including real time signage, wifi, security call boxes, touch screen kiosks, and other technology), widened sidewalks, and cool pavement. Some people also recommended adding corner bulb-outs to make it easier to cross Crenshaw Blvd. Community members referenced the *Crenshaw Blvd Streetscape Plan* and would like to see the Plan's recommendations implemented within the study area.

***Exposition Blvd*** was also brought up in every group as a priority street for improvements, including new pedestrian lighting, widened sidewalks, enhanced crossings with Leading Pedestrian Intervals, and introduction of a cycle track. Many people noted the inadequate condition of the bike lane on Exposition Blvd because of its width, proximity to vehicles, and location partially within the gutter.

***Obama Blvd*** was identified as needing traffic calming, corner bulb-outs, pedestrian lighting, and enhanced crossings. Many of the intersections on the street do not have marked crosswalks.

***Key streets recommended for bicycle connections*** included Crenshaw Blvd (protected facility), Exposition Blvd (protected facility), Jefferson Blvd (bike lane continuation), Coliseum St (bike lane), Norton Ave (Greenway), and Degnan Blvd (unspecified). As mentioned previously, safety for bicycles was a major topic of conversation. Some of the youth who regularly bicycle and ride their skateboards pointed out that it is much more pleasant to ride along side neighborhood streets, than along Crenshaw Blvd, Exposition Blvd, or Obama Blvd due to speeding traffic and noise. Coliseum St was generally preferred over Obama Blvd for an enhanced bicycle connection, due to the speed of traffic, character of the street, and regional connectivity.

***Public art*** was brought up both in terms of its beautification potential and its potential to help calm traffic, when applied in crosswalks.

***Amenities for seniors and children*** were also brought up; participants stressed the need to make the streets comfortable for all ages and abilities.

***Several creative ideas*** were brought up that represented out of the box thinking, including:

- Transforming Exposition Pl into a Shared Street (or Woonerf) with permeable paving, new landscaping, seating areas, and bicycle-friendly conditions. The Annenberg Paseo in South LA was brought up as a precedent for the street.
- Improvements to the Exposition Blvd bicycle lane, including introduction of a cycle track, one or two way, which could potentially use some of the landscaped portion of the Metro rail right-of-way
- Transformation of Exposition Blvd into a Complete Street
- Introduction of technology such as wifi-enabled bus stops and touch-screen kiosks to make the First/Last Mile experience more seamless
- Transforming unused space along streets (for example on Crenshaw Blvd) into parklets or mini parks
- Adding neighborhood-scaled traffic circles in residential areas, for example along Coliseum St.

## DESCRIPTIVE MAPS

The next pages present comments received from the three meetings, including both problem areas and improvement ideas. Notes are included at the top, when further description is needed.

# Problem Areas

**Notes**

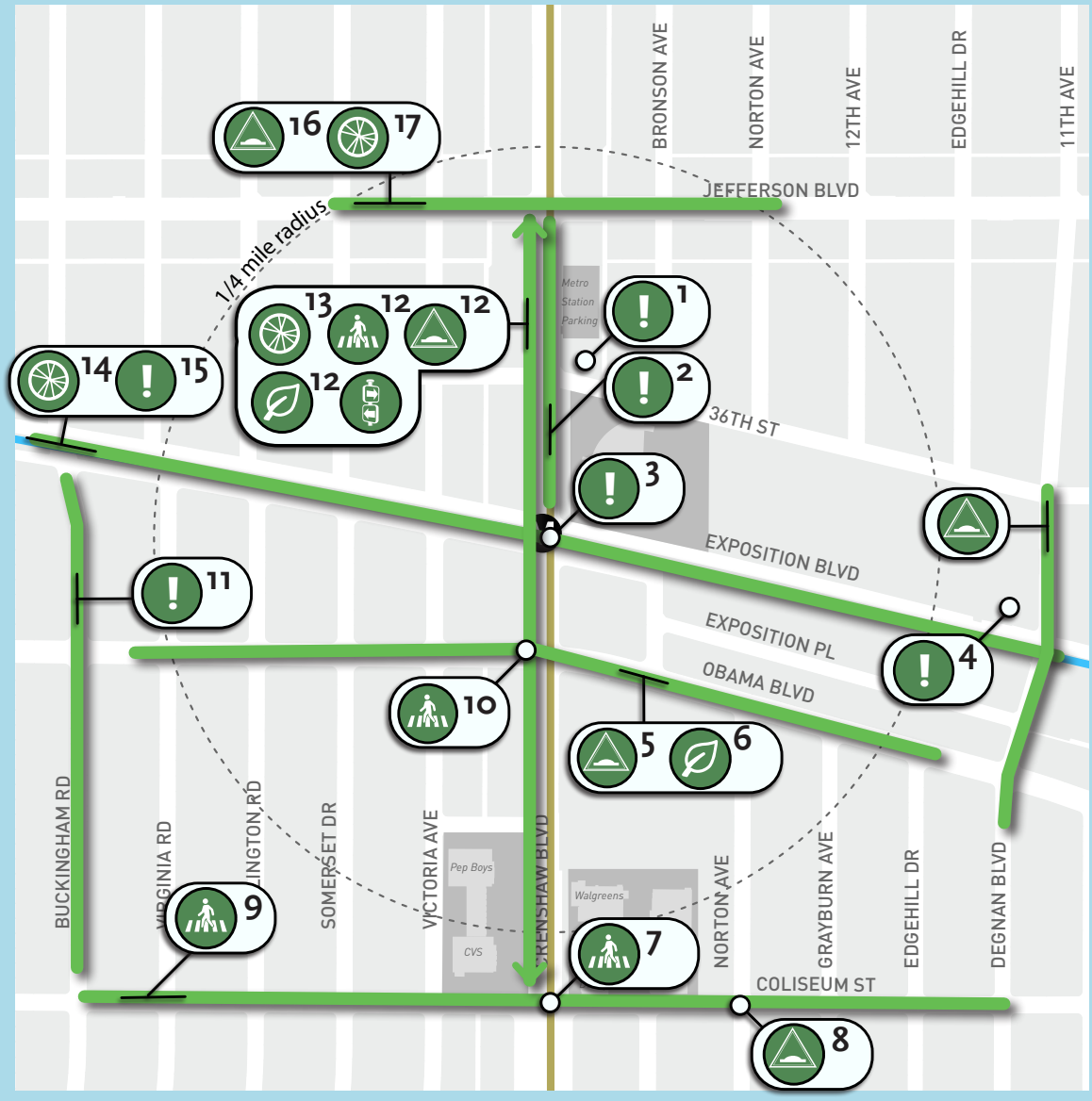
1. Blighted parcel can feel unsafe
2. Critical street segment in need of attention. Not pleasant to walk (or bike) here (Jefferson Blvd to Expo Blvd).
3. Traffic backups here often. In this area also consider pick up/drop off areas, car share access, and bus transfer ease and safety.
4. New development in the area will need connection to Metro stations
5. Lots of cut-through traffic
6. No shade
7. Difficult crossing
8. Many collisions occur here
9. Visibility is limited and therefore it is hard to cross the street
10. Problem intersection
11. Often congested
12. Generally busy, loud, lacking shade, and needs better crossings
13. Poor bike connectivity
14. Biking environment is not friendly (narrow lane, partly within the gutter, without buffer)
15. Crossing Exposition north/south is difficult and is an obstacle to pedestrian and bicycle movement
16. Traffic moves way too fast
17. Bike lane stops / does not continue

**Safety Issues**

- Missing or Inadequate Crosswalk
- Fast Traffic

**Comfort Issues**

- No Shade or Greenery
- Lacking Wayfinding
- Lacking Appropriate Bicycle Facility
- Other




*Community-Identified Problem Area Map*

# Improvement Ideas

**Notes**

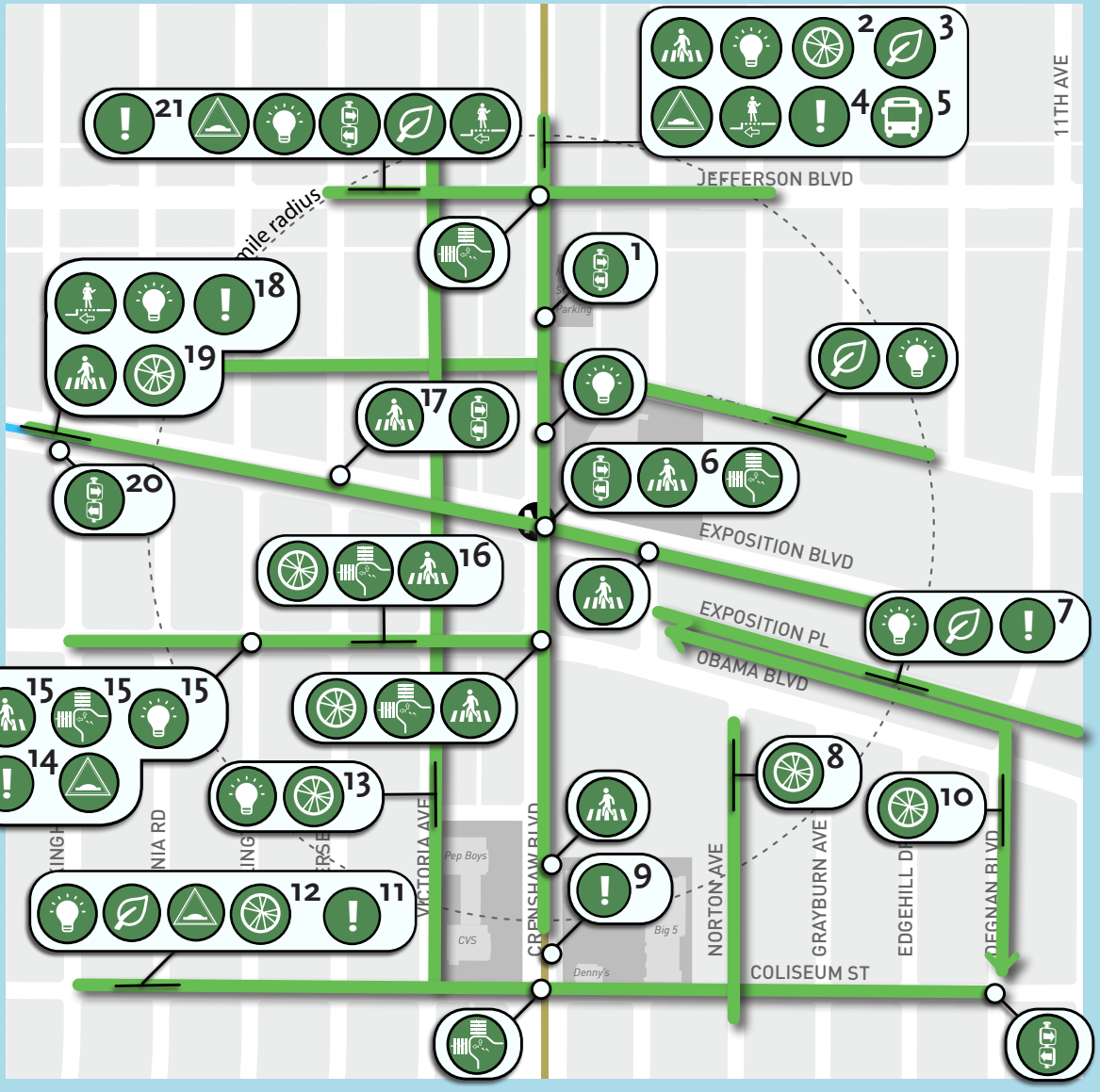
1. Add wayfinding - parking garage to station
2. Cycle track
3. Incorporate trees, landscaping, & bioswales
4. Be sure to coordinate with Destination Crenshaw. Also consider cool pavement.
5. Technology at bus stops (e.g. real time, etc.)
6. Scramble crosswalk
7. Permeably paved, shared-street (Woonerf) - See South LA Annenberg Paseo as referenced precedent
8. Sharrow
9. Unused space here could be used for parklets or public space
10. Good bike route option to and from station
11. Neighborhood-scaled traffic circles
12. Great potential regional bike connection (and better than Obama)
13. Greenway
14. Do not take away parking in residential areas
15. Crosswalk enhancements, corner bulb-outs, and pedestrian lighting on all residential streets
16. Enhance crosswalks adjacent to schools and big apartment buildings
17. Ability to cross tracks for pedestrians and bicyclists
18. Transform Exposition Blvd into a Complete Street. Consider Leading Pedestrian Intervals.
19. Buffered/protected bike lane. Can part of Metro setback area be used for bike lane? Some people also suggest a cycle track.
20. Add wayfinding and improve signal timing
21. Beautification generally needed

**Safety Improvements**

- New or Improved Crosswalks
- Traffic Calming
- Curb Extensions (bulb-outs)
- Widened or Enhanced Sidewalk

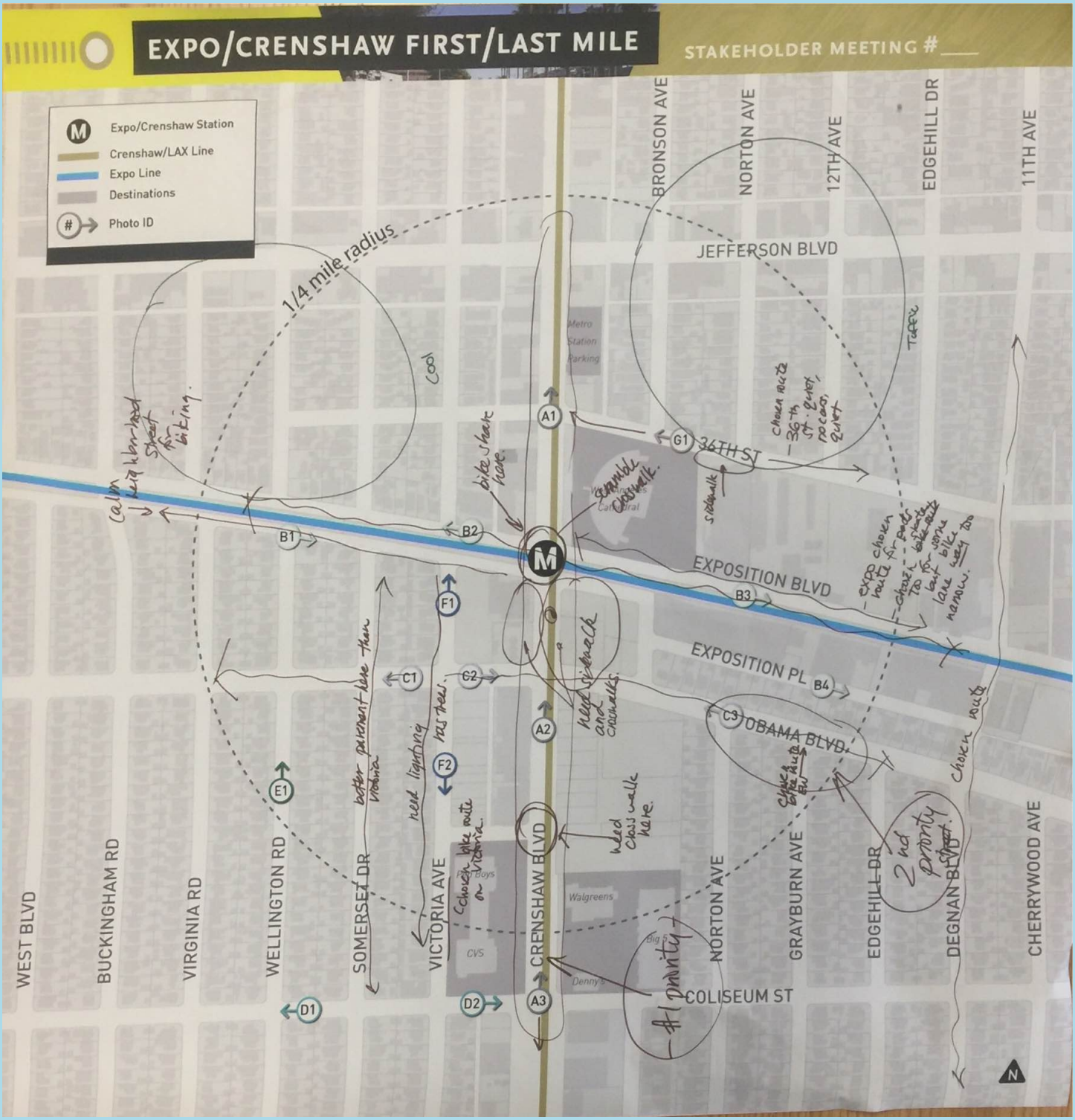
**Comfort Improvements**

- Landscaping & Shade
- Wayfinding
- Bus Stop Enhancements
- Pedestrian Lighting
- Bicycle Enhancement
- Other

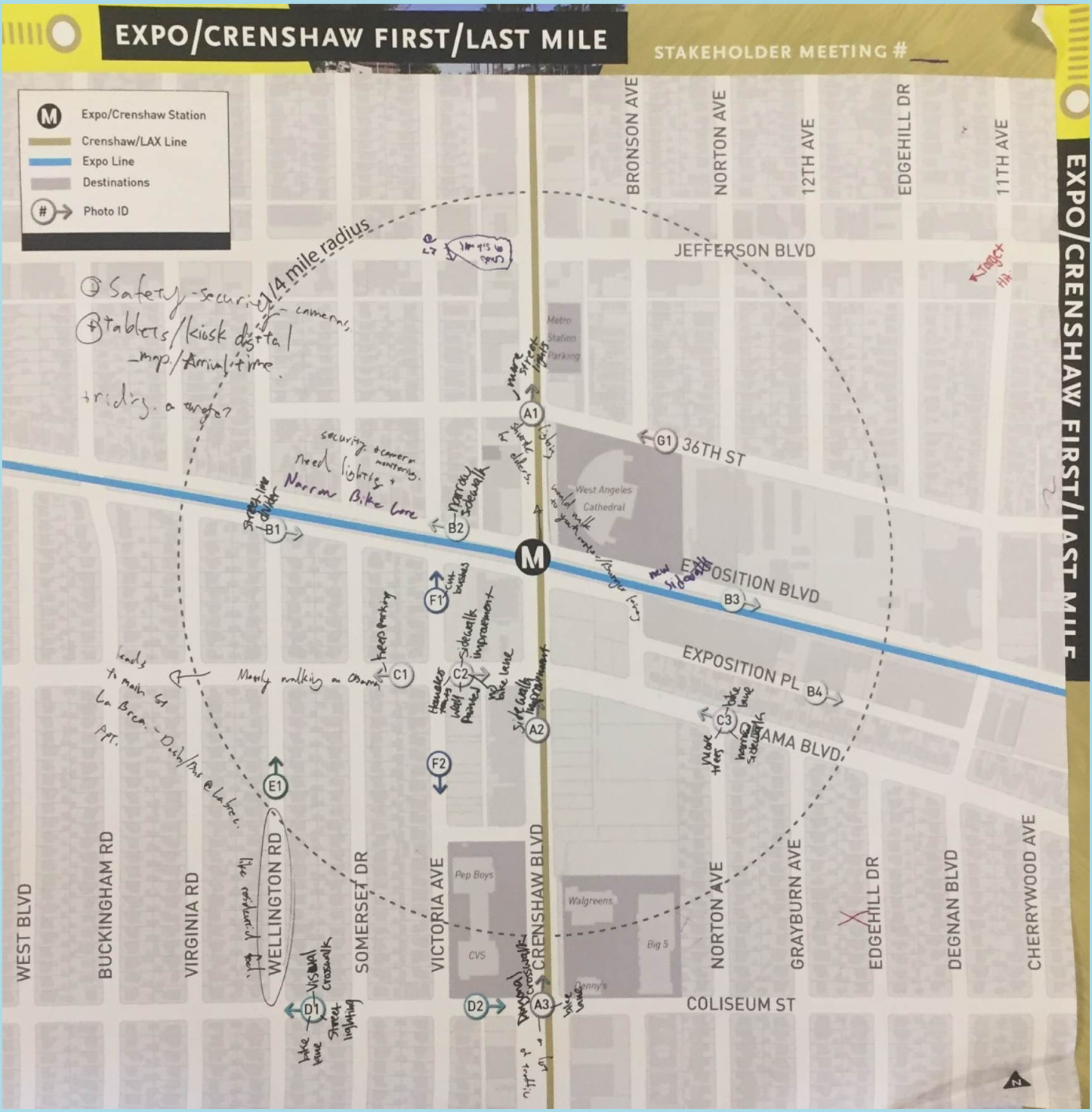



*Community-Identified Improvement Idea Map*

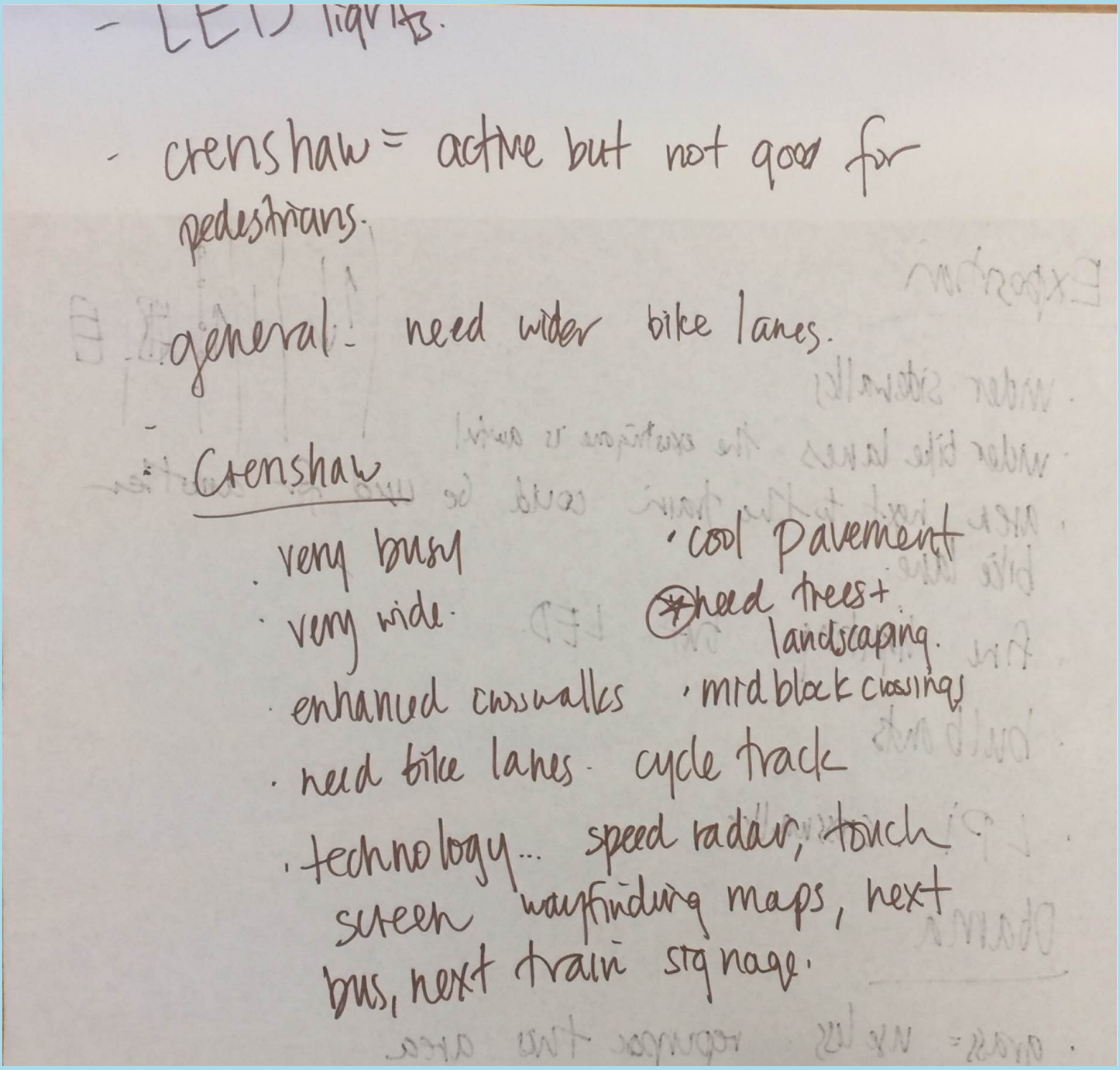
# Youth Group Notes



# Youth Group Notes



# Youth Group Notes



- LED lights.

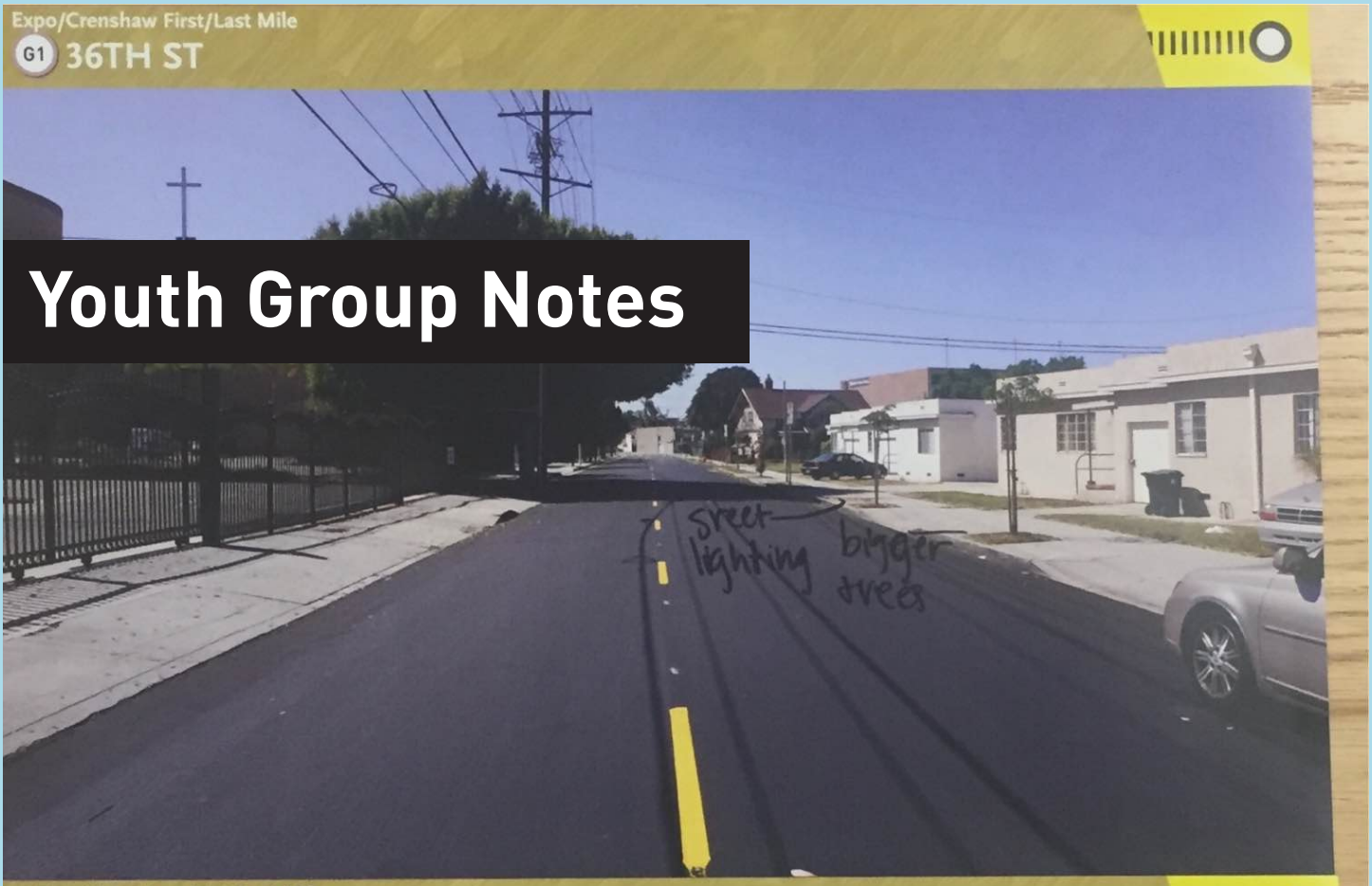
- crenshaw = active but not good for pedestrians.

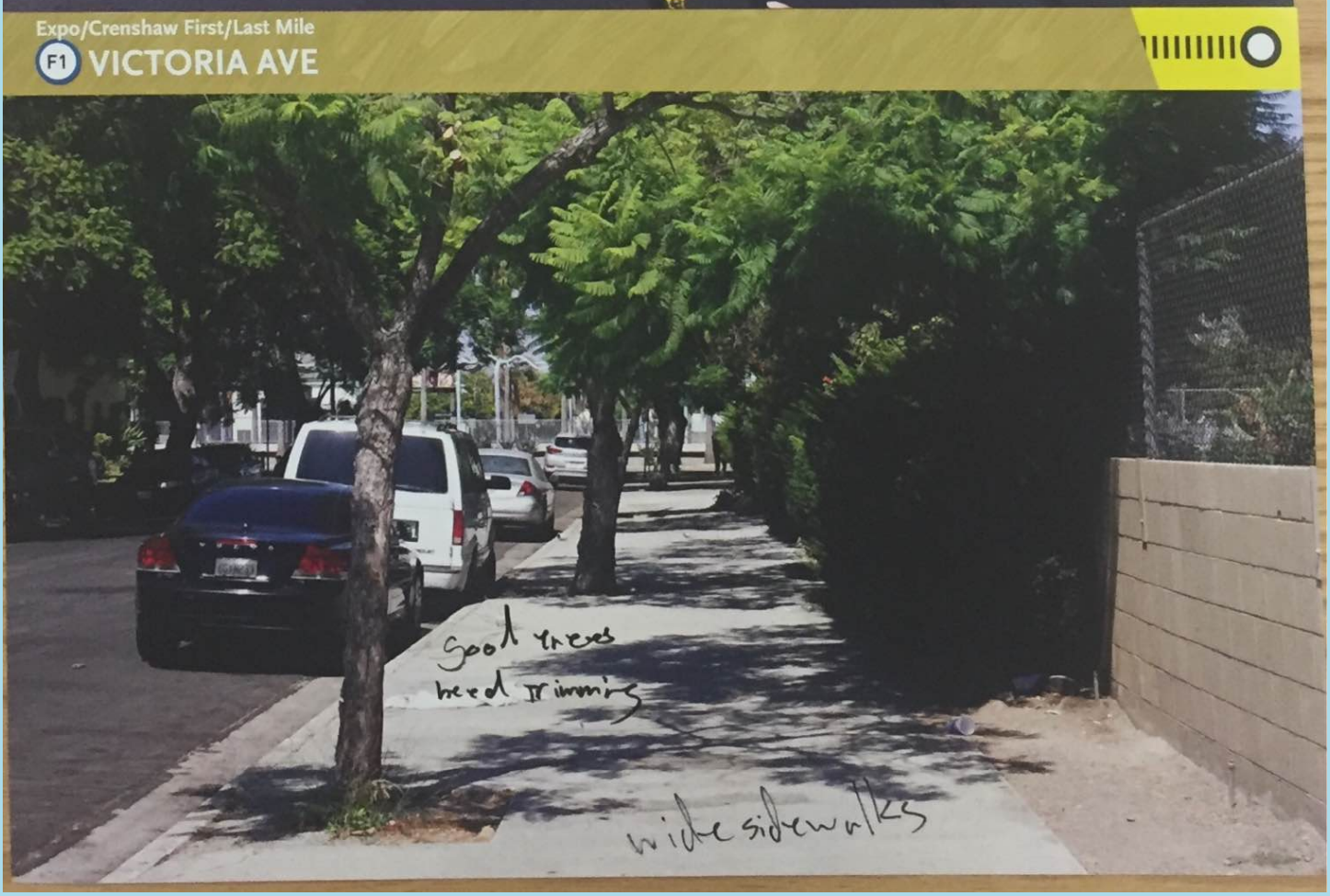
general: need wider bike lanes.

Crenshaw

- very busy
- very wide.
- enhanced crosswalks
- need bike lanes
- cool pavement
- ⊛need trees + landscaping.
- mid block crossings
- cycle track
- technology... speed radar, touch screen wayfinding maps, next bus, next train signage.

# Youth Group Notes

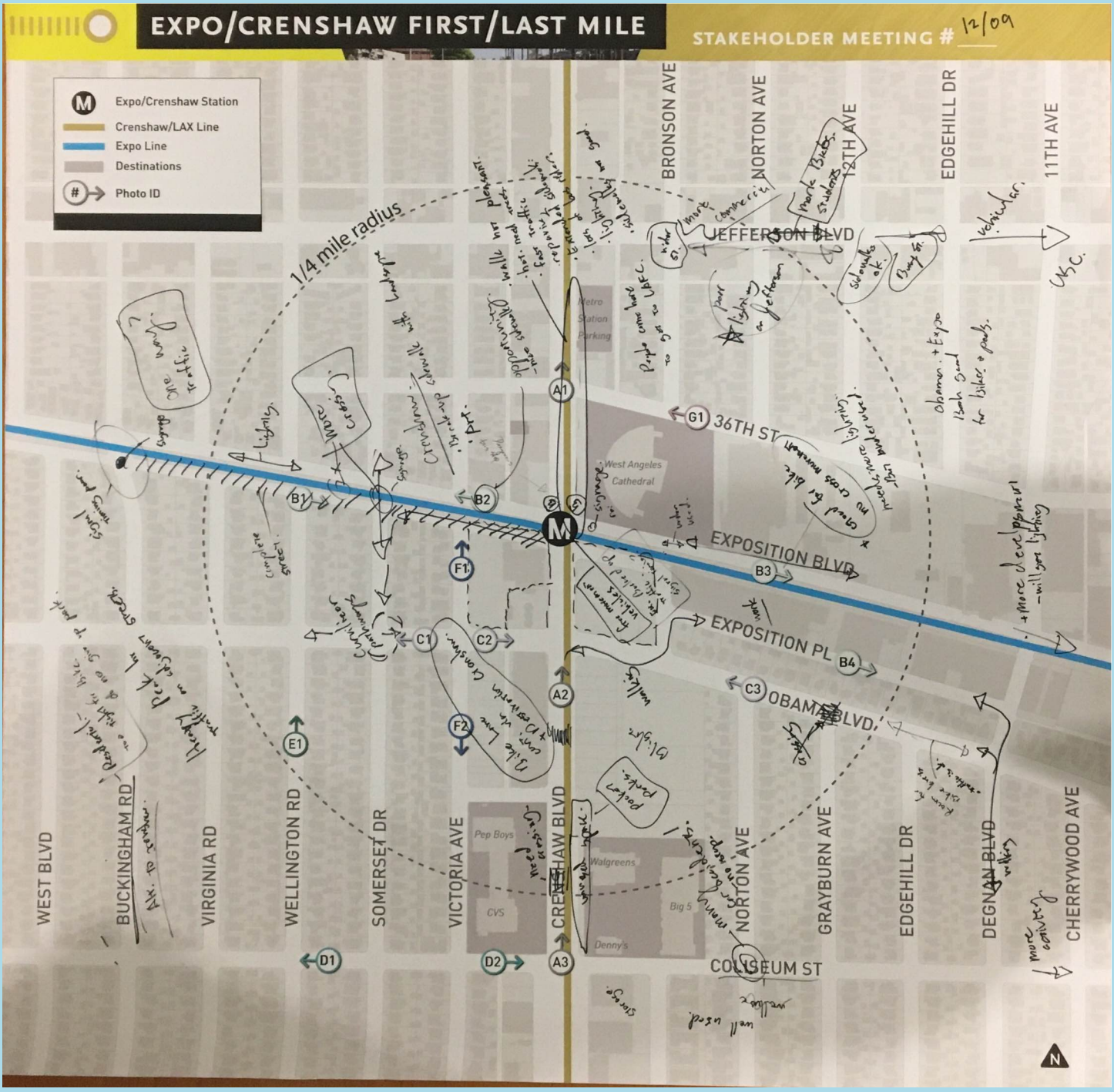


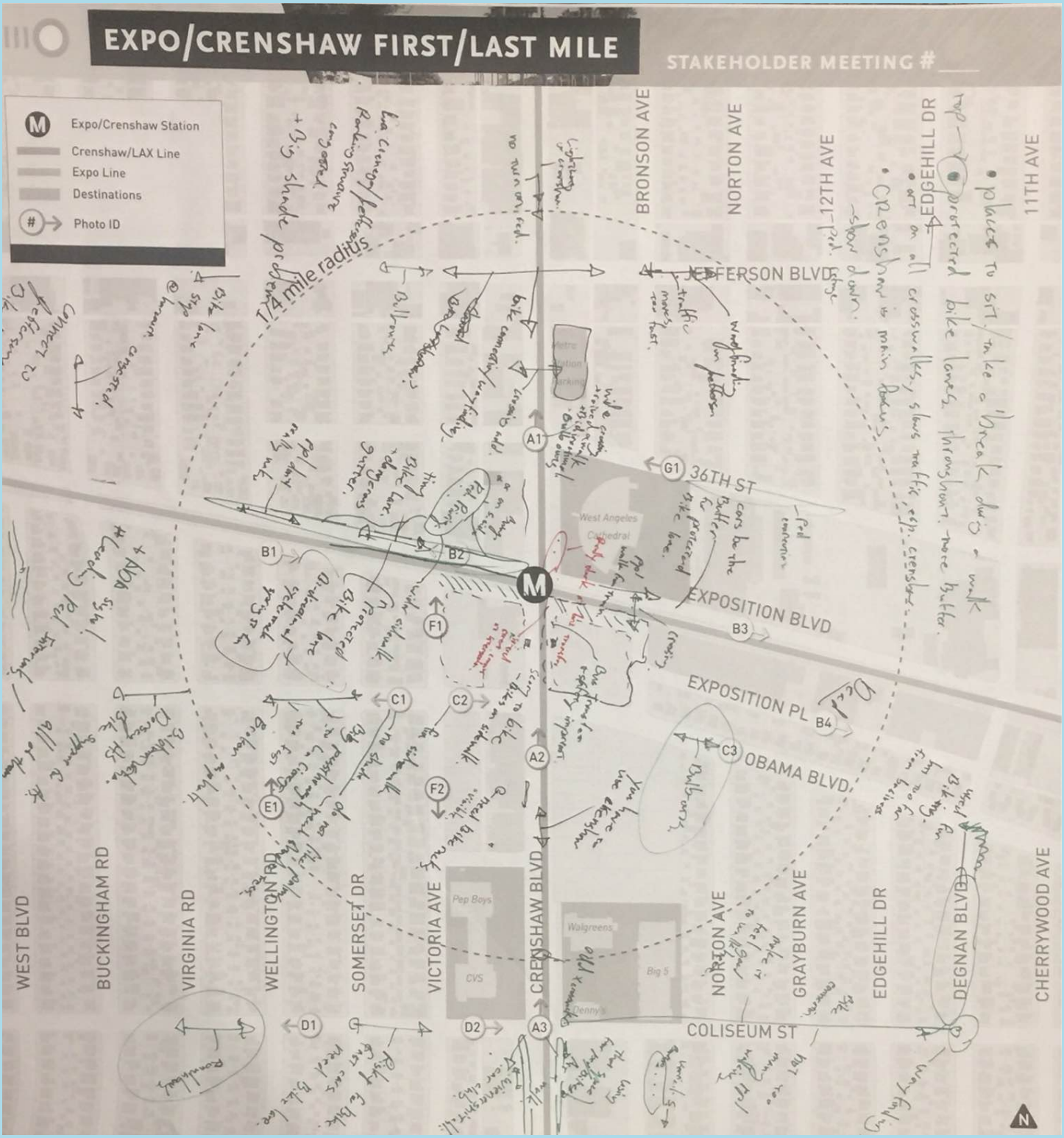
# Neighborhood Affiliate Notes



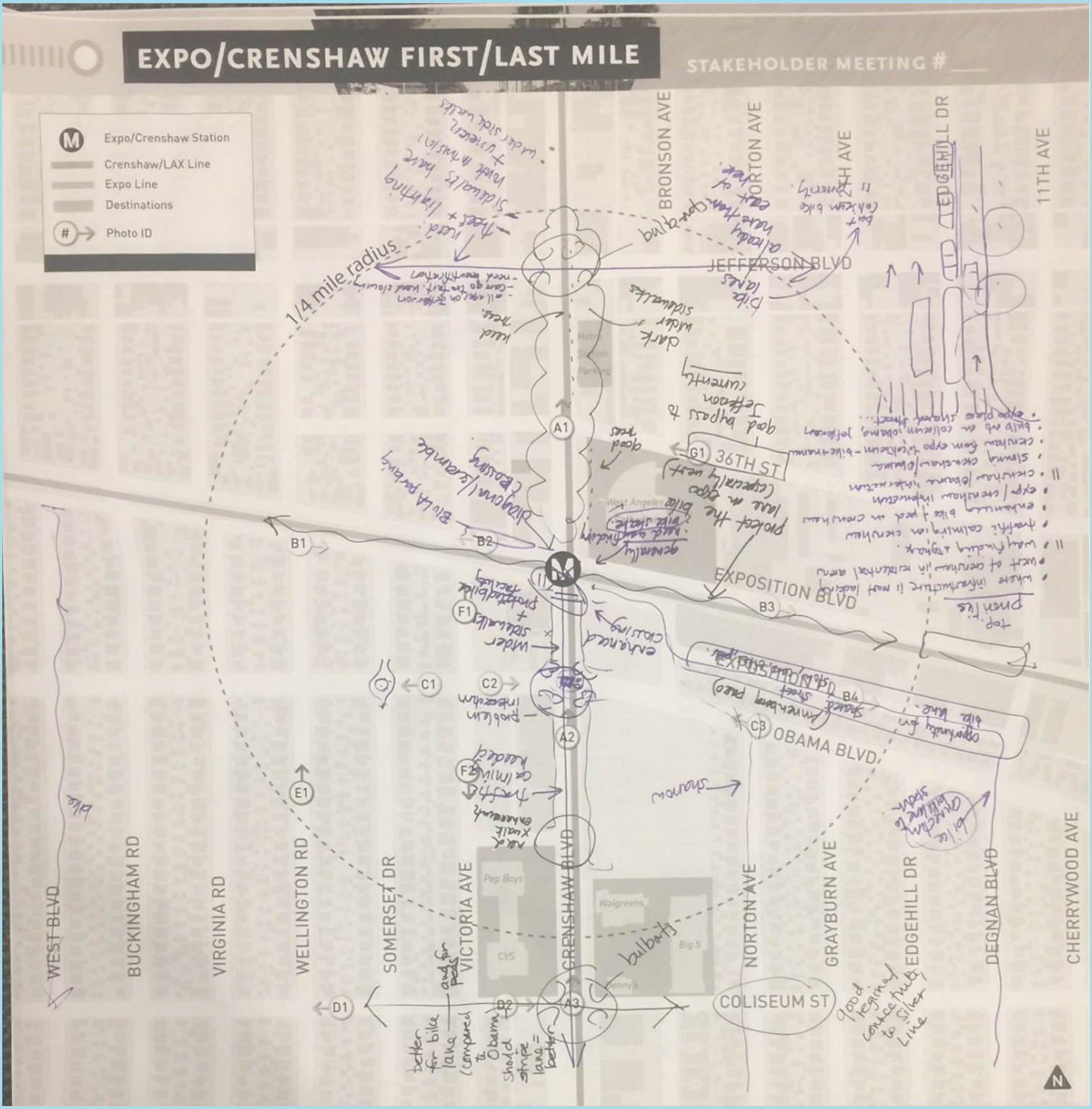
# Neighborhood Affiliate Notes



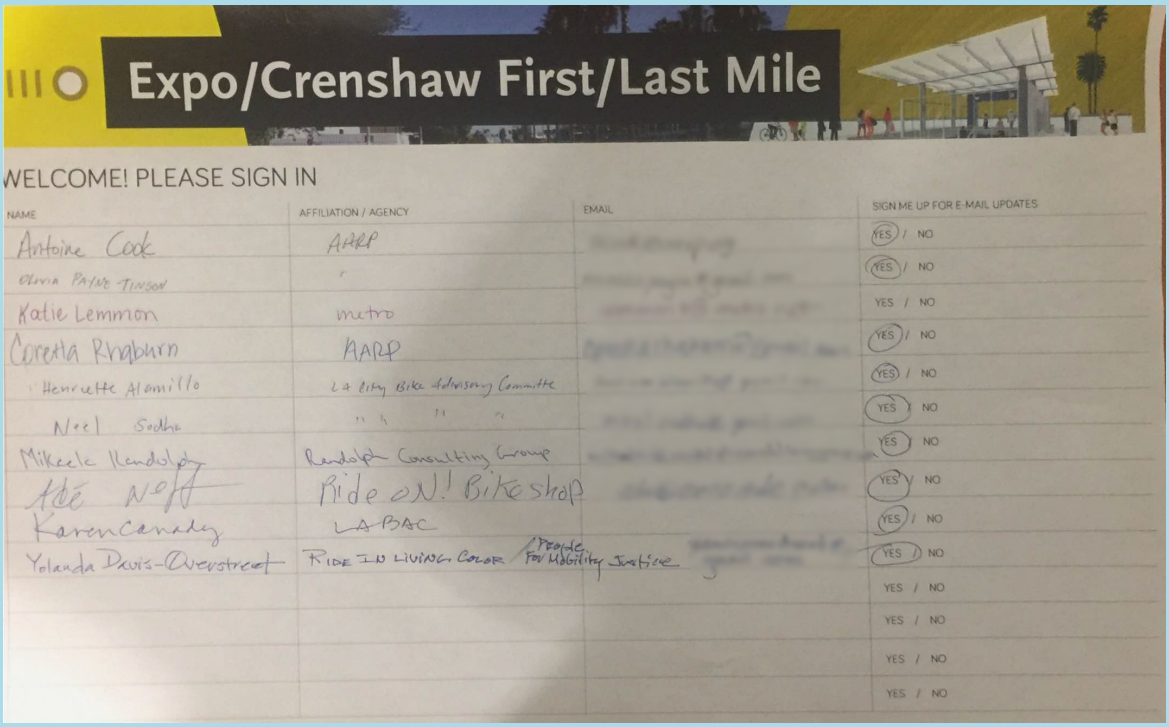
# Bike & Ped Advocate Notes



# Bike & Ped Advocate Notes



# Sign in Sheets

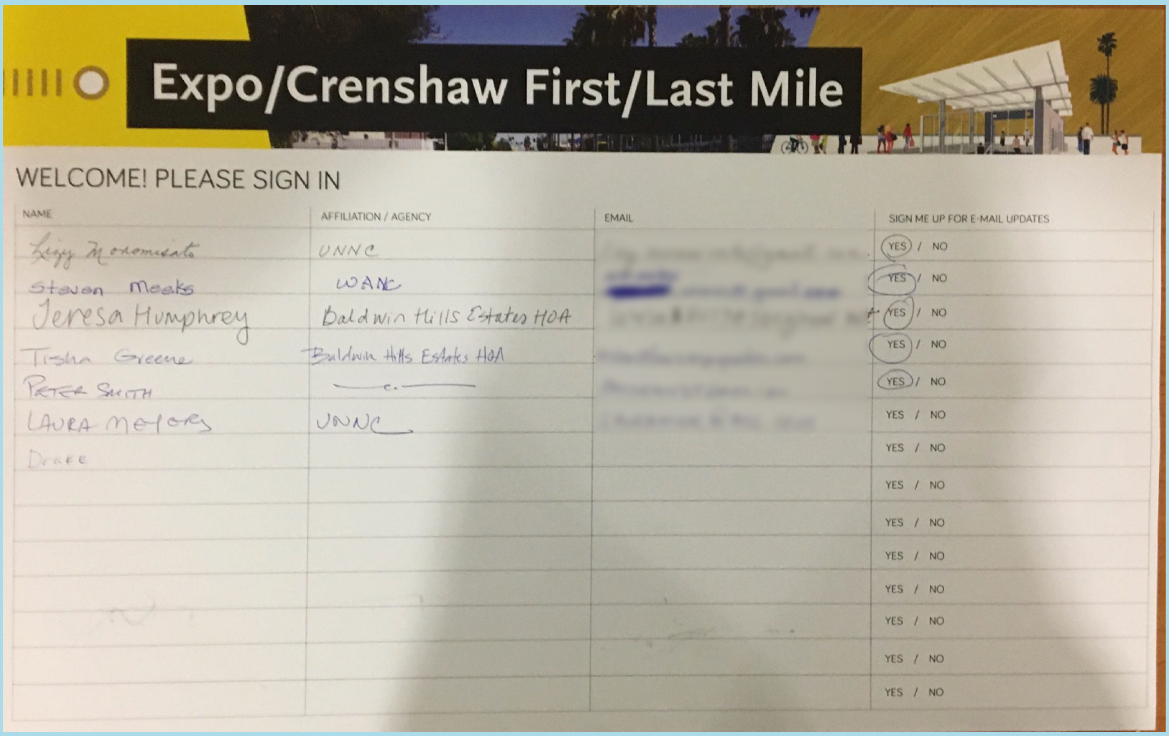


Expo/Crenshaw First/Last Mile

WELCOME! PLEASE SIGN IN

| NAME | AFFILIATION / AGENCY | EMAIL | SIGN ME UP FOR E-MAIL UPDATES |
|---|---|---|---|
| Antoine Cook | AARP | | YES / NO |
| Olivia Paine-Tinson | | | YES / NO |
| Katie Lemmon | metro | | YES / NO |
| Coretta Rayburn | AARP | | YES / NO |
| Henriette Alamillo | LA City Bike Advisory Committee | | YES / NO |
| Neel Sodha | " " " | | YES / NO |
| Mikeele Randolph | Randolph Consulting Group | | YES / NO |
| Adé Neff | Ride ON! Bike shop | | YES / NO |
| Karen Canady | LA BAC | | YES / NO |
| Yolanda Davis-Overstreet | Ride In Living Color / People For Mobility Justice | | YES / NO |
| | | | YES / NO |
| | | | YES / NO |
| | | | YES / NO |
| | | | YES / NO |

Pedestrian and Bicycle Advocates Sign In

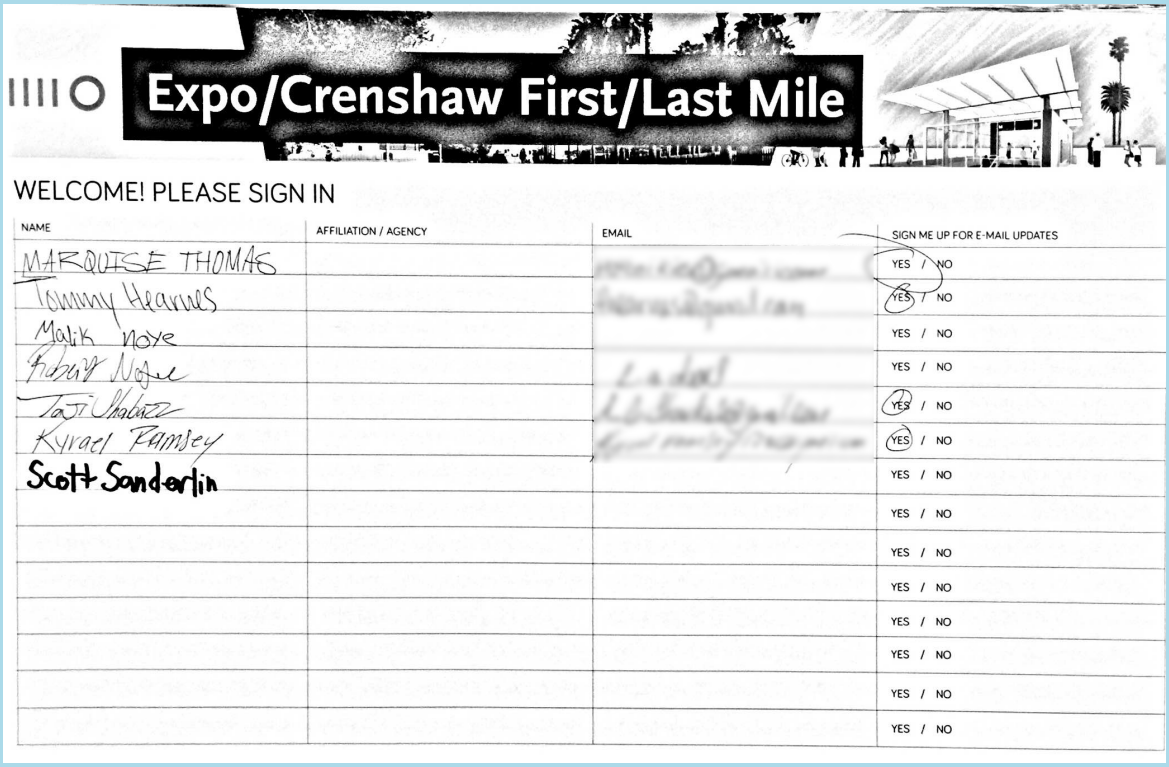


Expo/Crenshaw First/Last Mile

WELCOME! PLEASE SIGN IN

| NAME | AFFILIATION / AGENCY | EMAIL | SIGN ME UP FOR E-MAIL UPDATES |
|---|---|---|---|
| Leigh Monomisate | UNNC | | YES / NO |
| Steven Meeks | WANC | | YES / NO |
| Teresa Humphrey | Baldwin Hills Estates HOA | | YES / NO |
| Tisha Greene | Baldwin Hills Estates HOA | | YES / NO |
| Peter Smith | — " — | | YES / NO |
| Laura Meyers | UNNC | | YES / NO |
| Drake | | | YES / NO |
| | | | YES / NO |
| | | | YES / NO |
| | | | YES / NO |
| | | | YES / NO |
| | | | YES / NO |
| | | | YES / NO |
| | | | YES / NO |
| | | | YES / NO |

Neighborhood Affiliates Sign In



Expo/Crenshaw First/Last Mile

WELCOME! PLEASE SIGN IN

| NAME | AFFILIATION / AGENCY | EMAIL | SIGN ME UP FOR E-MAIL UPDATES |
|---|---|---|---|
| MARQUISE THOMAS | | | YES / NO |
| Tommy Hearnes | | | YES / NO |
| Malik Noye | | | YES / NO |
| Fidel Noye | | | YES / NO |
| Taji Chalmers | | | YES / NO |
| Kyrael Ramsey | | | YES / NO |
| Scott Sanderlin | | | YES / NO |
| | | | YES / NO |
| | | | YES / NO |
| | | | YES / NO |
| | | | YES / NO |
| | | | YES / NO |
| | | | YES / NO |
| | | | YES / NO |

Youth Group Sign In

Community Voices

# EXPO/CRENSHAW POP-UP SUMMARY

## Overview

### CONTEXT

As part of the Expo/Crenshaw First/Last Mile (FLM) Plan, Metro held a pop-up community event to gather feedback on desired FLM improvements. The event was held at the Crenshaw Farmers Market on Saturday, February 29, 2020.

The goals of the pop-up were to introduce the FLM project to community stakeholders and gather feedback to prioritize FLM improvements within the 1/4 mile around the new Expo/Crenshaw station.

### HOW THE ACTIVITY WORKS

To incite passerby curiosity and reduce barriers to engagement, the activity created a playful atmosphere, using oversized "Connect 4" game boards as the feedback mechanism. To begin, participants were given a brief primer on the scope and goals of the project, and the principles and objectives of FLM planning. They were then shown a menu of potential FLM improvements and instructed to choose the three streets they felt needed the most improvements. Finally, participants placed a feedback chip with their desired improvement on their selected street. Participants could also suggest improvements by writing their idea on a blank feedback chip. When feedback on a street filled the Connect-4 boards, the chips were recorded and then emptied. Participants were offered a free day pass TAP card and other Metro giveaways for their participation. Over 20 people participated in the pop-up.











*Images from the pop-up workshop*

Metro

April 3, 2020

# POP-UP RESULTS

## 141 improvements
**were suggested during the pop-up**

## Number of comments by street
**Crenshaw Blvd - 49**
**Obama Blvd - 25**
**Jefferson Blvd - 18**
**Exposition Blvd - 14**
**Coliseum St - 10**
**Exposition Pl - 5**
**Buckingham Rd - 2**
**General Area - 18**

## Number of comments by improvement
**Landscaping/Shade - 18**
**New or Improved Crosswalks - 14**
**Pedestrian & Bicycle Lighting - 14**
**Bike Facilities - 13**
**Bus Stop Improvements - 12**
**New or Improved Sidewalks - 11**
**Street Furniture - 9**
**Wayfinding Signs - 8**
**Bulbouts at Corners - 7**
**ADA Access Ramps - 7**
**Traffic Calming - 6**

### KEY FEEDBACK

***Crenshaw Blvd*** was the clear focus of participants' feedback, the majority of which focused on the need for pedestrian improvements. Improvements to crosswalks, sidewalks, and landscaping/ shade were noticeably sought after. Participants also indicated support for other safety and comfort improvements such as bulbouts, street furniture, wayfinding, lighting, and bus stop improvements. Finally, there was support for a bike facility on Crenshaw Blvd that would create a much-needed north-south bike connection to the rail station.

***Obama Blvd*** was the second-most commented-upon street. Its feedback pointed to both its current needs and future potential. Participants indicated this street as a possibility for an east-west bike connection. They also envisioned a more pedestrian-friendly street by supporting new crosswalks for increased crossing opportunities and traffic calming measures for reduced vehicle speeds. Other pedestrian amenities were prioritized, namely landscaping/shade, street furniture, improved sidewalks, improved ADA access ramps and pedestrian & bicycle lighting.

***Jefferson Blvd*** was the third-most commented-upon street. Participants identified that the street needs pedestrian amenities to serve a high volume of transit users. Improvements to landscaping/ shade, pedestrian & bike lighting, bus stop amenities, and wayfinding signage were requested to aid this population. Additionally, participants saw an opportunity for a safe east-west bike connection.

***Exposition Blvd*** was seen as needing improved pedestrian amenities. Pedestrian & bike lighting, wayfinding signs, landscaping/shade, and improved sidewalks were the focal improvement categories.

***Coliseum St*** was indicated as needing ADA access ramps, as ramps are not present at certain intersections. Participants also identified bulbouts as another intersection treatment to improve this street.

***Exposition Pl*** received single comments in the traffic calming, landscaping/shade, street furniture, wayfinding, and lighting categories but offered no clear consensus on a recommendation for the street.

***Buckingham Rd*** was indicated as needing traffic calming measure to reduce vehicle speeds.




*Write-in comments from participants*

***Participants added comments that could be applied to the entire study area or that were outside of FLM planning's purview.*** Participants indicated a desire for:

- Auditory walk signals
- Flashing crosswalk beacons
- Speed bumps are too low and not effective
- Bike share throughout the area
- Sidewalk improvement on residential streets, not just arterial streets
- FLM planning that incorporated the needs of seniors
- To bring back places to sit at existing bus stops
- Driver education that puts a priority on pedestrian and bicyclist safety
- More security officers

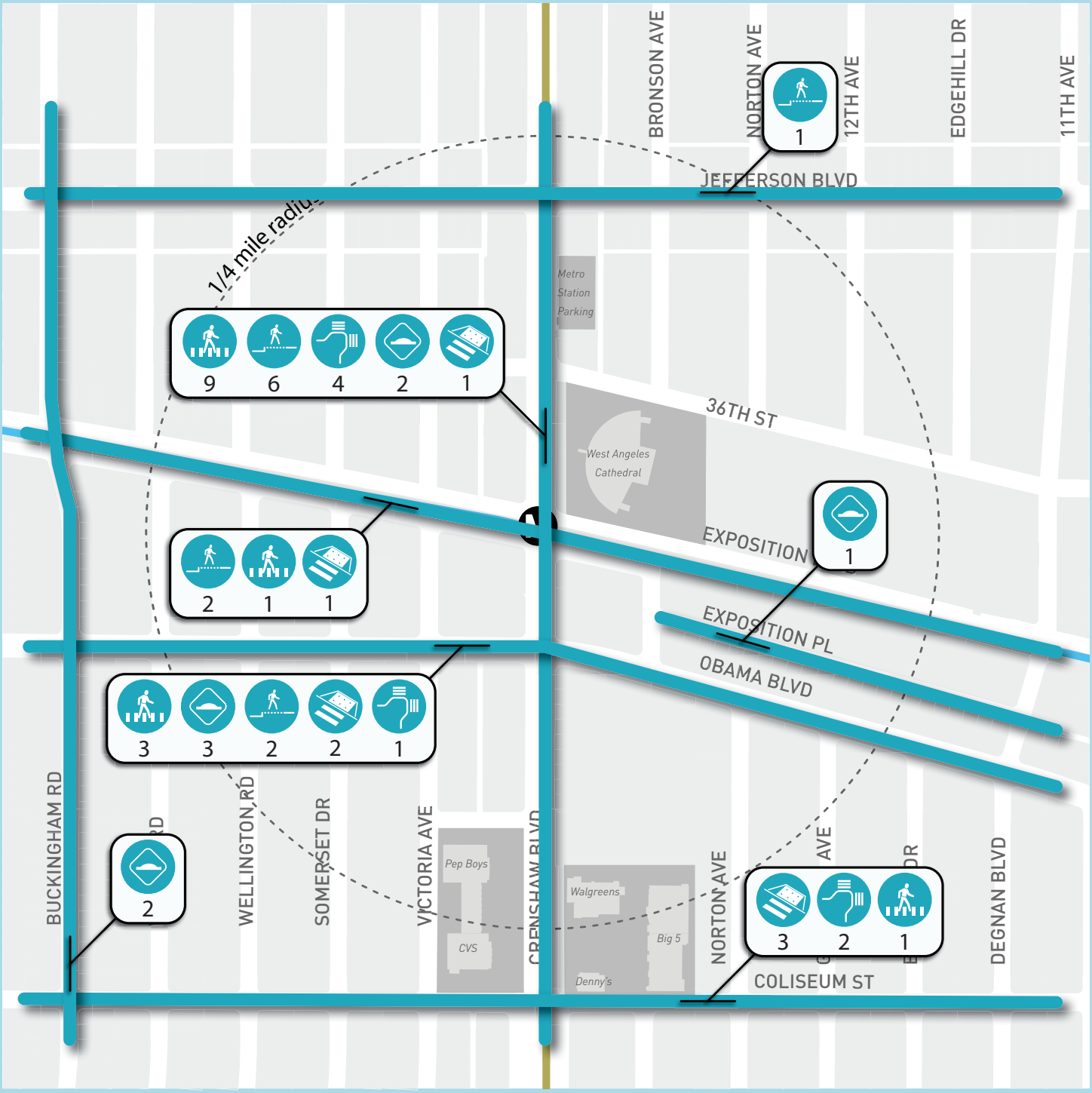
***Participants shared comments pertaining to areas outside of the study area as well.*** Participants let us know that:

- Scramble crosswalks should be utilized at major intersections near the MLK Jr., Hyde Park, Downtown Inglewood, LAX and Leimert Park stations
- Adams Blvd needs improved sidewalks and crosswalks
- Marlton Ave needs trees and benches
- La Cienega Blvd needs lighting near the station and on the street
- Stocker St needs benches and trees

**FEEDBACK MAPS**

The next pages display maps showing the improvements divided into two categories, one addressing Safety, the other addressing Comfort. There are callouts on the maps showing the number of feedback chips a street received for a particular improvement.

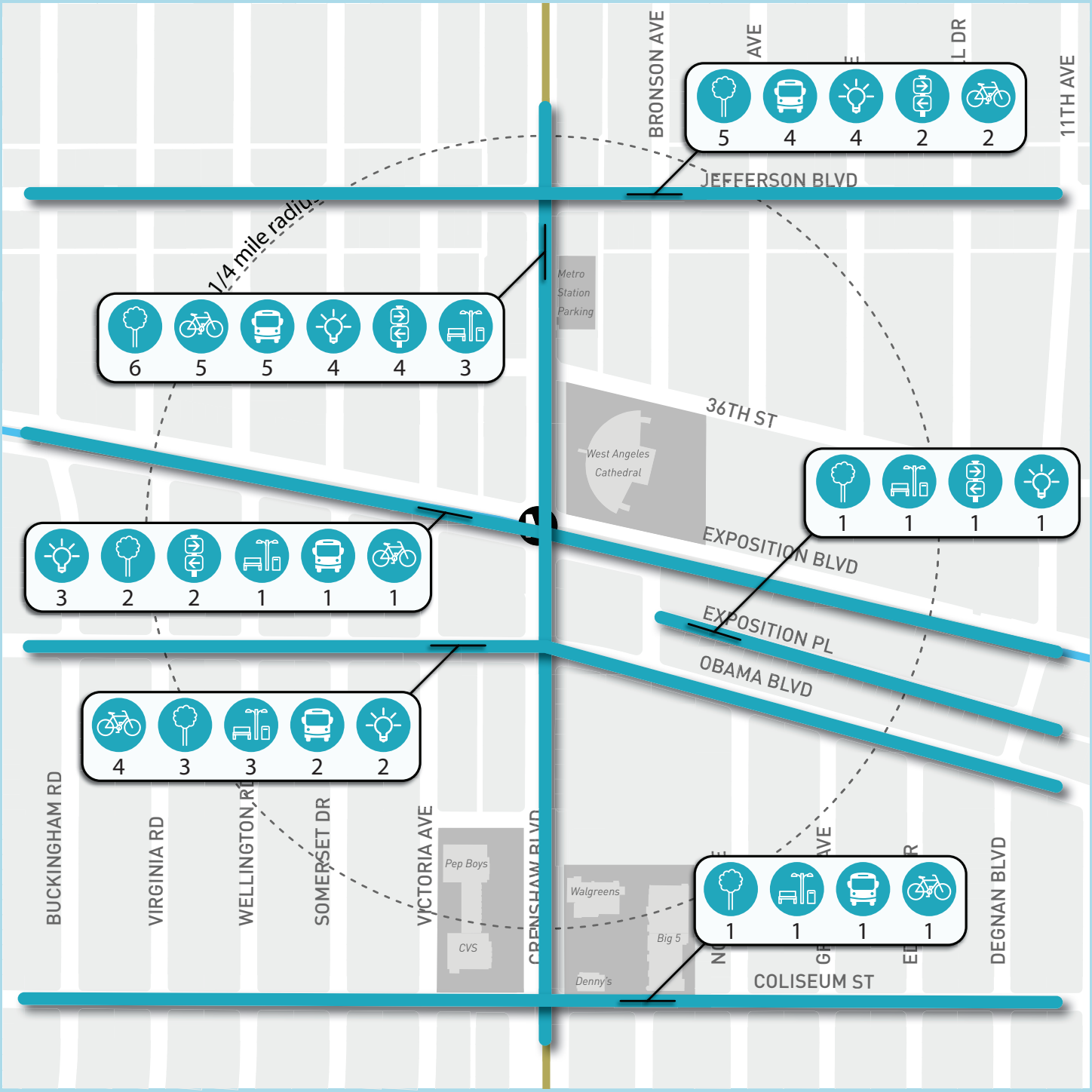
# Safety Improvements




**LEGEND**

- New or Improved Crosswalks
- Bulbouts (curb extensions)
- ADA Access Ramps
- New or Improved Sidewalks
- Traffic Calming
- Number-**#offeedbackchips**

# Comfort Improvements




## LEGEND

- Street Furniture
- Bus Stop Improvements
- Bike Lane, Route, or Facility
- Number-#offeedbackchips
- Landscaping & Shade
- Wayfinding Signs
- Pedestrian & Bike Lighting

# Images




*Coliseum St & Crenshaw Blvd (1/3)*




*Coliseum St & Crenshaw Blvd (2/3)*




*Coliseum St & Crenshaw Blvd (3/3)*




*Exposition Blvd & Jefferson Blvd (1/1)*




*Obama Blvd & Exposition Pl (1/2)*




*Obama Blvd & Exposition Pl (2/2)*

# Survey Summary

## 130 Survey Entries

**Top 3 streets that need improvements:**

- **Crenshaw Blvd**
- **Obama Blvd**
- **Exposition Blvd**

The purpose of the online survey was to allow additional community members to have a chance to share their thoughts regarding improvements needed around the Expo/Crenshaw station. The survey aligns with the questions asked during the pop up; gathering feedback to help prioritize FLM improvements within the 1/4 mile around the Expo/Crenshaw station. The survey, which was online for 3 weeks, was distributed via Metro social media, listserves, and through community members and organizations who had previously participated in stakeholder roundtable meetings. Respondents submitted 130 survey entries. 72% of respondents reported that they live within the study area. Key takeaways from the survey are summarized below.

### WHAT ARE THE TOP IMPROVEMENTS NEEDED IN THE STUDY AREA?*

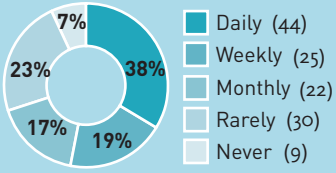
- (209) Landscaping & Shade
- (153) New or improved crosswalks
- (137) Pedestrian & Bike Lighting
- (133) Bike lane, route, or facility
- (129) New or widened sidewalks
- (72) Bus stop improvements
- (55) ADA access ramps
- (45) Street furniture
- (44) Corner curb extensions
- (37) Wayfinding signs

*Participants chose the top three streets that need improvement, and chose the top three improvements for their top three streets. Numbers show total entries for each street and improvement.

### WHICH STREET NEEDS IMPROVEMENTS THE MOST?*

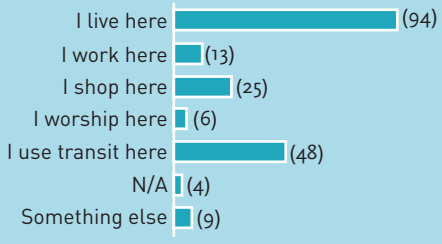
| | Crenshaw Blvd | Obama Blvd | Exposition Blvd | Jefferson Blvd | Coliseum St | Exposition Pl |
|---|---|---|---|---|---|---|
| | 122 | 74 | 69 | 65 | 32 | 18 |
| What are the top 3 improvements needed for each street? | (76) | (37) | (33) | (40) | (16) | (8) |
| | (46) | (32) | (28) | (25) | (15) | (8) |
| | (45) | (30) | (28) | (22) | (15) | (7) |

### HOW OFTEN DO PEOPLE USE THE BUS OR RAIL SYSTEM?




### WHAT DRAWS PEOPLE TO THE STUDY AREA?

**(Participants could select more than one answer)**



# Expo/Crenshaw First/Last Mile Plan

**Attachment B**

## Executive Summary

The First/Last Mile (FLM) Plan (Plan) for Expo/Crenshaw Station proposes walking, biking, and other rolling mode improvements to the light rail transit station on the E Line (Expo) Line and under-construction Crenshaw/LAX Transit Project. Upon the completion of the latter, the station will function as a key station for riders transferring between the two lines and traveling to and from LAX International Airport, Inglewood, and other major regional destinations. A Metro joint development project, Crenshaw Crossing, will also be located at the station, and will include a mix of housing, commercial, and community uses.[1]

The Plan identifies pedestrian- and wheel-focused (including bicycles, scooters, skateboards, and other rolling modes) projects that enhance the safety, comfort, and accessibility of riders going to and from the station. These improvements are also intended to support access to the adjacent joint development project through enhancements to the surrounding streets. The full Plan is available here.

The core products of this FLM Plan and supporting documents are:

- Expo/Crenshaw First/Last Mile Plan
- Cost Detail and Estimates
- Relevant Plans and Projects Memo
- Stakeholder Engagement Summary

### Key Findings

Upon completion, Expo/Crenshaw Station will function as a key transfer point and destination for Metro riders traveling both regionally and in the surrounding neighborhoods. In FLM planning, the Pathway Network concept targets specific routes that are important to transit riders going to and from the station. Improvements recommended in the Plan are located on these routes. Key findings for several Primary and Collector Pathways segments revealed through the first/last mile analysis are:

- Crenshaw Blvd: A major transportation and commercial corridor, Crenshaw Blvd features heavy vehicle traffic and uncomfortable walking and biking conditions. The street provides access to the West Angeles Church, northwest of the station, as well as nearby commercial areas at Obama and Jefferson Blvds. The Plan recommends tree canopy and pedestrian lighting, enhanced crosswalks and bulb-outs at intersections, as well as a protected bike lane. Bus stop amenities, such as boarding islands and shelters, would also serve the several Metro bus routes that serve the corridor.
- Exposition Blvd: Exposition Blvd runs east-west, carries the E Line (Expo) right-of-way to the south, and directly serves Expo/Crenshaw Station. The street features newly planted trees and sidewalk in good condition, as well as a class II striped bike lane. The Plan recommends upgrading the bike lane to a two-way class IV protected lane to provide a consistently comfortable route for riders, and proposes crosswalk and bulb-out improvements for pedestrians.
- Obama Blvd: An east-west street serving the residential south of the station, Obama Blvd often carries fast-moving cut-through traffic. Traffic calming elements, such as bulb-outs, are proposed, as well as new crosswalks to make reaching the station to the north safer and more comfortable. A class II striped bike lane is also recommended for Obama Blvd.

[1] The joint development process is a Metro program through which the agency collaborates with a private developer to build transit-oriented developments on Metro-owned sites. Crenshaw Crossing will occupy parcels owned by Metro and Los Angeles County.

## First/Last Mile Process

The FLM Methodology is documented in Metro's First/Last Mile Strategic Plan (2014). This Plan followed a modified version of the established methodology to focus more closely on the area immediately proximate to the station and the joint development project: considering a quarter-mile radius for walking projects, and a mile radius for wheels projects. As the Crenshaw Blvd Corridor has been the site of significant prior planning work, including the 2016 Crenshaw Blvd Streetscape Plan, this Plan builds upon the previously identified priorities for the area. For a detailed summary of these plans, see Appendix C, Relevant Plans and Projects.

The Plan also adapted a shorter outreach period to fit the focused scope, incorporating stakeholder roundtable meetings, a pop-up event, and an online survey. Outreach process and a summary of community responses is located in the Stakeholder, Pop-Up, and Survey Summary supporting document.

## What's in the Plan?

The Plan is composed of the following core and supporting documents. For the purposes of this project, many elements are grouped by Pathway in the body of the Plan.

*Expo/Crenshaw First/Last Mile Plan*

- **Pathway Maps**: The two pathway maps – one for pedestrian projects, and one for wheeled-mode projects – show which streets function as key access pathways for riders traveling to and from the station (Pathway Strategy, pages 14-16). They also provide a high-level view of wheels improvements types across the station area.
- **Plan and Axonometric Designs**: Recommended projects are illustrated in a plan view to demonstrate how a typical block and intersection would look upon implementation (Project Specifics, pages 19-70). Projects are also labeled to show their origin, such as through community engagement. Axonometric illustrations identify the specific locations within the station area that recommended projects will be located.
- **Project Lists**: These lists detail the specific improvements recommended for each pathway, and provide a cost estimation of the total pedestrian and wheels projects for each (Project Specifics, pages 19-70). Detailed cost assumptions for projects are provided separately in a supporting document.
- **Project Prioritization**: Each pathway is prioritized, considering the specific suite of recommended improvements, safety conditions, and input from community engagement (Project Prioritization, pages 71-75). The resulting list demonstrates where first/last mile improvements are most-needed and desired. Wheels and pedestrian projects are scored separately.

*Supporting Documents*

- **Cost Detail**: This document provides detailed unit cost assumptions for the recommended projects, a rough order of magnitude estimates for engineering and construction.
- **Relevant Plans and Projects**: The memo summarizes the preceding and ongoing planning work, such as the Crenshaw Blvd Streetscape Plan, relevant to the Expo/Crenshaw Station area and to first/last mile projects.
- **Stakeholder, Pop-Up, and Survey Summary**: The Plan was developed through a multi-step process that engaged community members in the Crenshaw Blvd area. The memo describes the activities in that process and documents specific feedback stakeholders provided on current conditions and desired improvements.

# Supplement to the Expo/Crenshaw First/Last Mile Plan

*June 2021*

The Expo/Crenshaw First/Last Mile Plan (Plan) recommends walking and biking streetscape improvements in the area around Expo/Crenshaw Station in Los Angeles. The recommendations focus on enhancing pedestrian comfort and safety predominately through new street lighting, shade trees, and crosswalk improvements focusing on the blocks within a quarter mile of the station. Recommendations for bicyclist safety include new and upgrades bike lanes and traffic calming and cover a mile radius from the station.

## Engagement Process

At the March 25, 2021, meeting of the Metro Board of Directors, the Board instructed staff to conduct additional engagement for the Plan. Those engagement events took place on May 20th and May 25th in the form of virtual open house workshops conducted over a Zoom meeting.

This outreach added upon the recommendations informed by the Plan's original outreach process, which took place between November 2019 and February 2020. That process was designed to engage a wide array of community members, including transit riders, residents, and local youth. Three roundtables took place in November 2019, one each involving local community group representatives, youth group members, and bicycle and pedestrian advocates. These discussions provided essential input on existing conditions and barriers for reaching the station based on attendees' daily experiences.

A pop-up event took place in February 2020 at the Crenshaw Farmer's Market, during which community members were asked to select their most-desired improvement types and pathway locations. An online survey was also distributed, receiving 130 entries. Together, these inputs informed the prioritization of project types and locations.

The additional May 2021 outreach, directed on a short timeframe, was prompted by community groups in the Expo/Crenshaw station area who had not felt heard in the Plan's initial outreach process. As a result, and while the events were broadly publicized, the participants are primarily homeowners and members of local

homeowner associations and community groups.

The May 2021 open houses were promoted through social media and email lists to residents and community members in the area and those who had expressed interested in the Plan or the Expo Crossing Joint Development project. Paper flyers were also distributed to residents living in the Expo/Crenshaw station area. Additionally, community partners in local community groups and at Council District 10 assisted in sharing information about the open houses. In total, more than 80 people attended the two open houses.

Each open house was structured to share details about the plans background, process, and projects, and to collect detailed feedback from attendees. After an overview of the plan contents and open house objectives, the workshop was split into breakout groups, wherein facilitators described recommendations for the four major pathways in the station area: Crenshaw, Exposition, Obama, and Jefferson Boulevards.

Participants were encouraged to share feedback and ask questions about improvements for each corridor: which they liked, which they disliked, which they were unsure, and any further ideas or opportunities they saw. Notetakers in each breakout room recorded these comments and observations. Additionally, for each corridor, participants completed a survey question through which they ranked that corridor's improvements from most- to least-desired. Breakout discussion attendees who participated via the survey exercise submitted 69 discrete survey entries. Nearly all who submitted a survey said they lived in the area, and a third said they rode transit near or through the station area. Lastly, attendees were encouraged to submit any further comments via email, which six community members did.

The feedback from the May 2021 open houses should be considered within the context of the Plan's original recommendations, and the recommendations of this Supplement seek to add this additional nuance in order to identify early action projects with broad-base support.

## Findings

Community feedback collected throughout and after the open house events has informed the development of three categories of projects identified within the Expo/Crenshaw First/Last Mile Plan. Green projects are those with broad-based community support, which should be considered for an early action implementation plan and positioned for near-term funding opportunities. Blue projects are those improvement types that did not rank highly as a priority for a pathway corridor based on ranking choices, but which also did not present any major concern for attendees. Yellow projects are those that garnered substantial concern from some community members, and which should be subject to additional study and outreach prior to any further design, seeking funding, or implementation.

The open house events presented projects associated with the two primary pathways to the station (Exposition and Crenshaw Boulevards), as well as projects located on two other major collector pathways (Obama and Jefferson Boulevards).

The below tables display the results of the ranking survey exercise conducted during open house breakouts, during which attendees were asked to rank improvements on a corridor from most desired to least. A total of 69 votes were collected, representing most of the attendees who joined the open houses.  Other input mechanisms (discussion notes and submitted emails) are included as appendices.

# Crenshaw Blvd

Participants expressed broad support for improvements centered on enhancing comfort and walkability along Crenshaw Blvd. Nearly half of survey respondents (46%) ranked sidewalk improvements as their highest priority, while a similar number ranked crosswalks and intersection enhancements as their second choice. 45% of respondents opposed the protected bike lane and travel lane reconfigurations, while 21% placed that improvement in the top two ranks.

- The following green projects are broadly supported:
  - Sidewalk improvements: Improved sidewalk quality, special paving
  - Crosswalks and intersection improvements: Continental crosswalks, directional curb ramps
  - Street trees: New shade canopy in tree wells

- The following blue projects scored lower than others but are of limited concern:
  - Wayfinding signage
  - Bus stop improvements

- The following yellow projects have substantial concern:
  - Protected bike lane and travel lane reconfiguration: Reduction of two travel lanes on the east side and one on the west, installation of a 5-foot protected bike lane on both sides with 4-foot buffer and bus islands

| | Votes | | | | | | |
|---|---|---|---|---|---|---|---|
| **Improvement type** | **First choice** | **Second** | **Third** | **Fourth** | **Fifth** | **Sixth** | **Seventh** |
| Sidewalk Improvements | 32 | 13 | 10 | 9 | 4 | 1 | 0 |
| Crosswalks and Intersection Improvements | 8 | 31 | 13 | 8 | 7 | 2 | 0 |
| Street Trees | 7 | 9 | 25 | 16 | 10 | 2 | 0 |
| Protected Bike Lane (includes lane reduction) | 8 | 7 | 2 | 13 | 5 | 3 | 31 |
| Wayfinding | 1 | 2 | 2 | 6 | 27 | 19 | 12 |
| Pedestrian Lighting | 11 | 5 | 16 | 10 | 7 | 16 | 4 |
| Bus Stop Improvements | 2 | 2 | 1 | 7 | 9 | 26 | 22 |

Table 1. Distribution of open house ranking votes by improvement type, Crenshaw Blvd

## Exposition Blvd

More than half of attendees ranked curb extensions on Exposition Blvd as one of the top two most-needed improvement type, while a similar number (62%) ranked crosswalks in the same two highest spots. Attendees were split on the conversion of the striped bike lane to a protected two-way bike lane, with equal numbers ranking it as most- and least-desired.

| | Votes | | | | | |
|---|---|---|---|---|---|---|
| **Improvement type** | **First Choice** | **Second** | **Third** | **Fourth** | **Fifth** | **Sixth** |
| Curb Extensions | 19 | 10 | 11 | 12 | 14 | 3 |
| Crosswalks | 11 | 32 | 10 | 15 | 1 | 0 |
| Street Trees | 12 | 9 | 27 | 12 | 8 | 1 |
| Protected Bike Lane + Other Bike Amenities | 17 | 5 | 5 | 16 | 7 | 19 |
| Pedestrian Lighting | 10 | 11 | 13 | 7 | 25 | 3 |
| Wayfinding | 0 | 2 | 3 | 7 | 14 | 43 |

Table 2. Distribution of ranking votes by improvement type, Exposition Blvd

More than 60% of attendees placed wayfinding signage as the least-needed improvement along Exposition Blvd, but comments from the breakout group did not surface signage as a major issue.

- Green projects:
  - Curb extensions: Bulb-outs at corners with directional curb ramps
  - Crosswalks: Continental crosswalks at all intersections
  - Street trees: Additional shade canopy on the north side of the street
- Blue projects:
  - Protected bike lane and other amenities: Consolidation of existing striped bike lanes into a two-way protected bike lane, removal of a parking lane, striped bike crossings at intersections
  - Wayfinding signage

## Obama Blvd

As with Crenshaw Blvd, attendees prioritized walkability and comfort improvements to make crossing and walking along Obama Blvd more enjoyable and safe. Crosswalks received nearly half of all first-ranked votes, and street trees and pedestrian lighting also received higher-need ranked votes.

Participants were split on the addition of a bike lane and travel lane reconfiguration, with some ranking it high and 40% ranking it last, and comments from breakouts made clear the improvement should involve additional outreach and study.

- Green projects:
  - Crosswalks: Continental crosswalks at all intersections
  - Street trees: New shade canopy on both sides of the street
- Blue projects:
  - Curb extensions: Bulb-outs at corners with directional ramps

- Yellow projects:
  - Bike lane: Striped bike lane, removal of one travel lane in each direction and the introduction of a center turn lane

| | Votes | | | | |
|---|---|---|---|---|---|
| **Improvement type** | **First** | **Second** | **Third** | **Fourth** | **Fifth** |
| Crosswalks | 31 | 13 | 12 | 11 | 2 |
| Bike Lane (includes lane reduction) | 16 | 13 | 6 | 6 | 28 |
| Street Trees | 7 | 18 | 28 | 10 | 6 |
| Curb Extensions | 3 | 11 | 7 | 22 | 26 |
| Pedestrian Lighting | 12 | 14 | 16 | 20 | 7 |

Table 3. Distribution of ranking votes by improvement type, Obama Blvd

## Jefferson Blvd

Crosswalks and pedestrian lighting received the highest rankings overall, with about 60% of participants ranking them as either the first or second most-needed choice. Some participants noted in breakouts that the corridor would feel more comfortable to walk at night with additional lighting. Street trees were also broadly recommended.

Wayfinding signage was consistently ranked as the least-needed improvement, but comments did not show the improvement type to be controversial along Jefferson Blvd. The addition of a striped bike lane and reduction in travel lanes received 38% of the votes for the least-desired improvement, and cited concerns about traffic impacts and spillover effects, but some participants (16%) ranked it as their most-desired.

- Green projects:
  - Crosswalks: Continental striping at all intersections
  - Pedestrian lighting
  - Street trees: New shade canopy in tree wells
- Blue projects:
  - Wayfinding signage
- Yellow projects:
  - Bike lane: Installation of striped bike lane, conversion of one travel lane in each direction into a center turn lane

| | Votes | | | | | | |
|---|---|---|---|---|---|---|---|
| **Improvement type** | **First Choice** | **Second** | **Third** | **Fourth** | **Fifth** | **Sixth** | **Seventh** |
| Crosswalks | 31 | 11 | 5 | 17 | 4 | 0 | 1 |
| Pedestrian Lighting | 9 | 32 | 16 | 5 | 7 | 0 | 0 |
| Street Trees | 10 | 12 | 20 | 15 | 8 | 4 | 0 |
| Bike Lane (includes lane reduction) | 11 | 1 | 5 | 14 | 9 | 3 | 26 |
| Sidewalk Improvements / Curb Extensions | 5 | 8 | 13 | 8 | 6 | 12 | 17 |
| Bus Stop Improvements | 3 | 5 | 8 | 7 | 26 | 18 | 2 |
| Wayfinding | 0 | 0 | 2 | 3 | 9 | 32 | 23 |

Table 4 Distribution of ranking votes by improvement type, Jefferson Blvd

## Stipulations

In order to capture and respond accordingly to community feedback heard during the open house events, this report spells out several additional and ongoing steps for the further development of yellow projects, as identified above. Community members can expect ongoing opportunities to share their priorities and shape those projects and their implementation.

For projects involving the traffic lane reconfigurations, the City of Los Angeles has existing requirements for outreach depending on the vehicle throughput of that corridor. This includes, depending on the volumes, notification of elected offices and other stakeholders, a web portal, open houses, and distribution of fact sheets. The below stipulations should build upon these requirements and be integrated into the established processes.

**Community engagement.** The City of Los Angeles should conduct additional outreach with community members living in and traveling through the Expo/Crenshaw station area to hear concerns, ideas, and feedback. Engagement should be thoughtful and inclusive, seek to hear and respond to needs of people walking, biking, and riding transit in the area through multiple avenues and activity types, and should put projects into the broader transportation context to meet additional identified needs. It may include a community-based organization to assist in guiding outreach. The outreach process should continue throughout the project development process and should communicate the findings of the below two issue areas.

**Design alternatives.** Right-of-way reconfigurations within identified blue projects involve trade-offs in the allocation of public space, and as such should be critically examined as part of the engagement process. These trade-offs must meet the needs of all users in the station area. Community members should have an opportunity to discuss and provide feedback on additional design alternatives that may be raised through the outreach and design stages.

**Impact studies.** The impacts of travel lane reconfigurations on surrounding traffic and safety should be investigated and surfaced through community engagement. This should include effects such as travel times through the station area, traffic safety, and traffic spillover effects. Where alternative designs remove curbside parking, parking impacts should be studied as well.

## Lessons Learned

The process of conducting additional outreach to the Crenshaw corridor community provided staff with several lessons from the earlier planning and outreach efforts that informed the Plan.

Several community members observed that the messaging of prior outreach efforts, conducted in Winter 2019/2020, lack clarity regarding the exact nature of first/last mile improvements. In particular, the exact types of improvements that would be considered within a first/last mile plan, such as significant street reconfigurations, was often not clearly communicated in outreach material. Additionally, the planning area for the Plan, which includes not only the commercial areas along Crenshaw and Jefferson but also the residential streets adjacent to the station, was not identified explicitly. As the City of Los Angeles had completed the Crenshaw Boulevard Streetscape Plan in 2016, some residents observed they had believed that the first/last mile plan would be similar in area (Crenshaw Boulevard) and scope (streetscape elements such as street trees). Lastly, trade-offs inherent to some more transformative

improvement types, such as the reduction of travel lanes to accommodate protected bike lanes, were not communicated clearly in outreach activities.

Therefore, future first/last mile messaging should seek to better communicate the geography and scope of improvements under consideration when soliciting participation and feedback from the community. These lessons were heard and integrated into the outreach language for the May open houses, so as to clearly alert community members which streets would be discussed and what the potential impacts of some first/last mile improvements may be.

## Next Steps

Metro First/Last Mile Planning staff will continue to coordinate with the City of Los Angeles on project recommendations within the Expo/Crenshaw FLM Plan, including the project categorization detailed above. Metro staff will also work with the City to identify possible funding sources for implementation of priority projects from the Plan.

## Appendices

Appendix A – Survey Results and Narrative

Appendix B – Discussion Notes and Other Public Comment

# Appendix A:
# Survey Results and Narrative

During the May 2021 open house events, participants completed a ranking survey exercise, through which they ranked proposed improvements for each corridor from most- to least-desired. The results and distribution of top choices are summarized below.

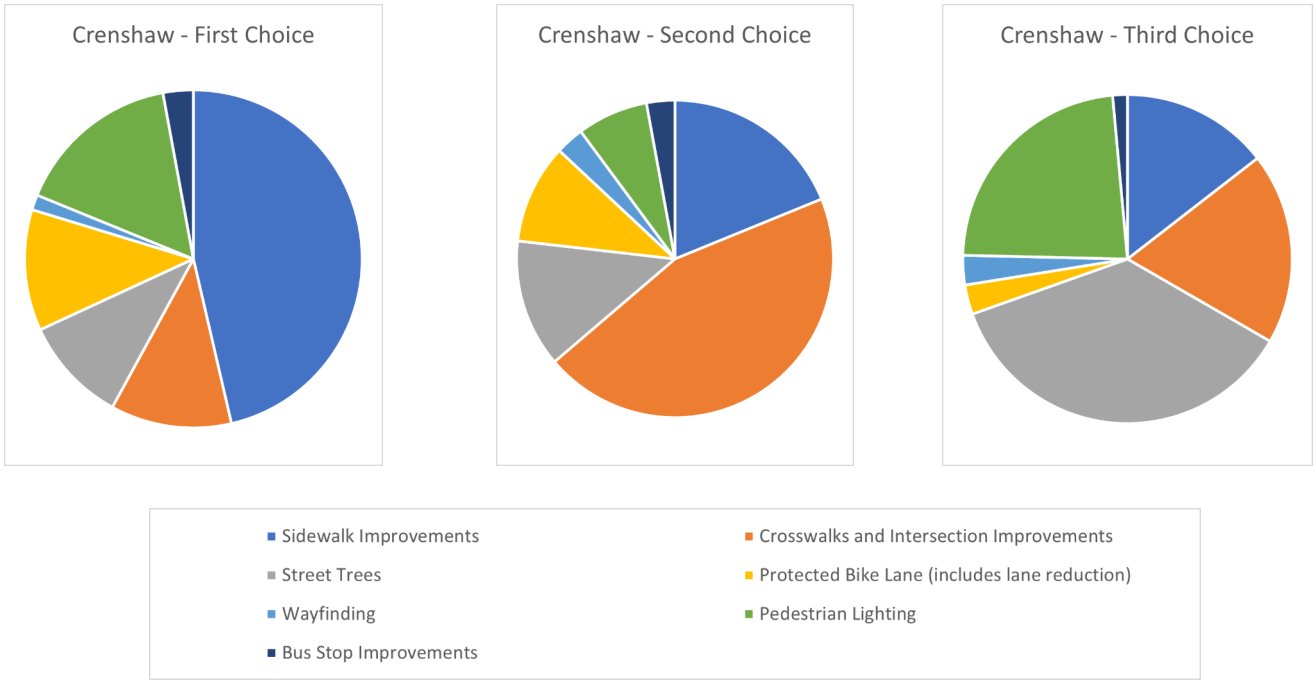
## Crenshaw Blvd

Of the seven major first/last mile improvements presented for Crenshaw Blvd, nearly half of attendees listed sidewalk improvements as their highest priority. Nearly as many also listed crosswalks and intersection improvements as their second-ranked improvement. The improvement most-frequently listed in third was street trees.

Bus stop improvements ranked low for respondents, with more than half either ranking it as either seventh or sixth. The protected bike lane and associated lane reconfiguration was also ranked as a less-desired improvement by nearly half of respondents. Many respondents also ranked wayfinding improvements as a low priority.

| | Votes | | | | | | |
|---|---|---|---|---|---|---|---|
| **Improvement type** | **First choice** | **Second** | **Third** | **Fourth** | **Fifth** | **Sixth** | **Seventh** |
| Sidewalk Improvements | 32 | 13 | 10 | 9 | 4 | 1 | 0 |
| Crosswalks and Intersection Improvements | 8 | 31 | 13 | 8 | 7 | 2 | 0 |
| Street Trees | 7 | 9 | 25 | 16 | 10 | 2 | 0 |
| Protected Bike Lane (includes lane reduction) | 8 | 7 | 2 | 13 | 5 | 3 | 31 |
| Wayfinding | 1 | 2 | 2 | 6 | 27 | 19 | 12 |
| Pedestrian Lighting | 11 | 5 | 16 | 10 | 7 | 16 | 4 |
| Bus Stop Improvements | 2 | 2 | 1 | 7 | 9 | 26 | 22 |

Distribution of ranking votes by improvement type, Crenshaw Blvd



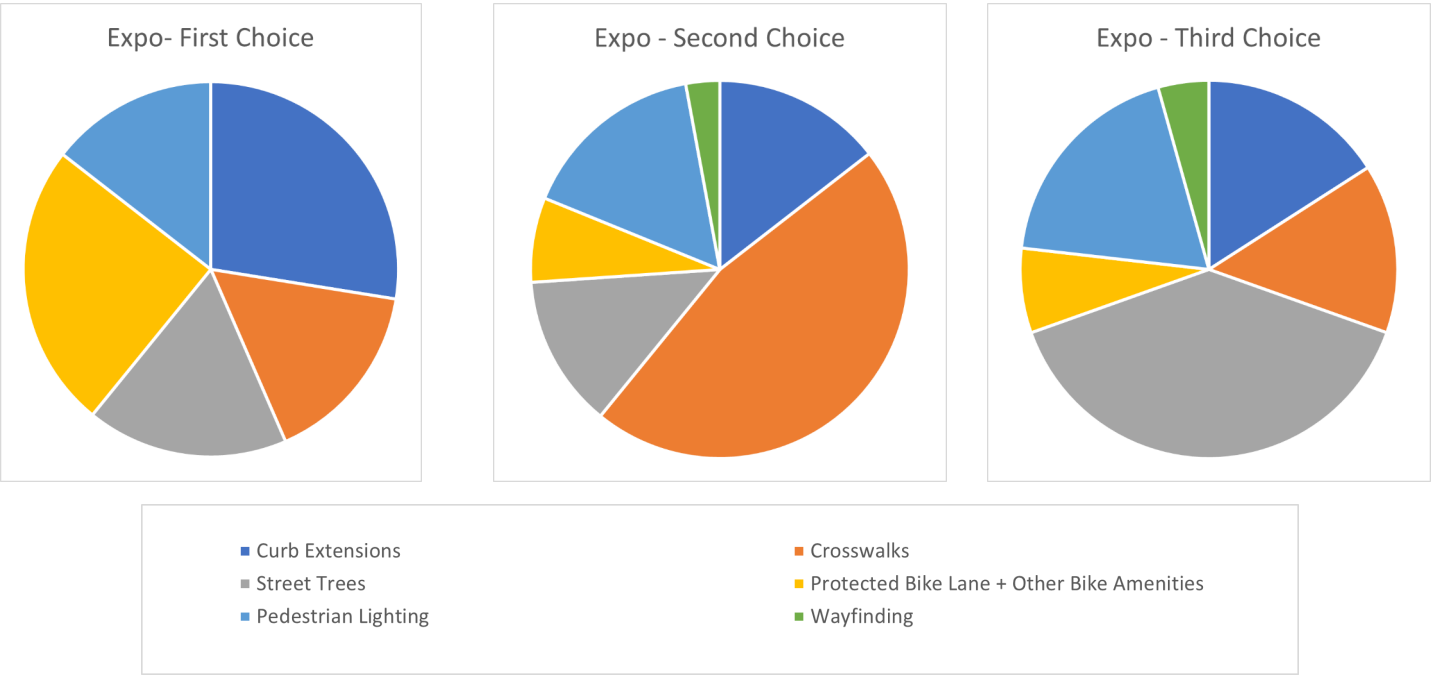

## Exposition Blvd

For Exposition Blvd, the most common choices for highest-priority improvement were curb extensions and the protected bike lane. For the second- and third- ranked priorities, a plurality chose crosswalks and street trees, respectively.

More than half of respondents said wayfinding was the least-needed improvement for Exposition Blvd. A number also ranked pedestrian lighting and the protected bike lane as less-needed street changes. The conversion of the existing bike lane to a protected bike lane drew some low-ranking votes, but feedback was split overall.

| | Votes | | | | | |
|---|---|---|---|---|---|---|
| **Improvement type** | **First Choice** | **Second** | **Third** | **Fourth** | **Fifth** | **Sixth** |
| Curb Extensions | 19 | 10 | 11 | 12 | 14 | 3 |
| Crosswalks | 11 | 32 | 10 | 15 | 1 | 0 |
| Street Trees | 12 | 9 | 27 | 12 | 8 | 1 |
| Protected Bike Lane + Other Bike Amenities | 17 | 5 | 5 | 16 | 7 | 19 |
| Pedestrian Lighting | 10 | 11 | 13 | 7 | 25 | 3 |
| Wayfinding | 0 | 2 | 3 | 7 | 14 | 43 |

Distribution of ranking votes by improvement type, Exposition Blvd



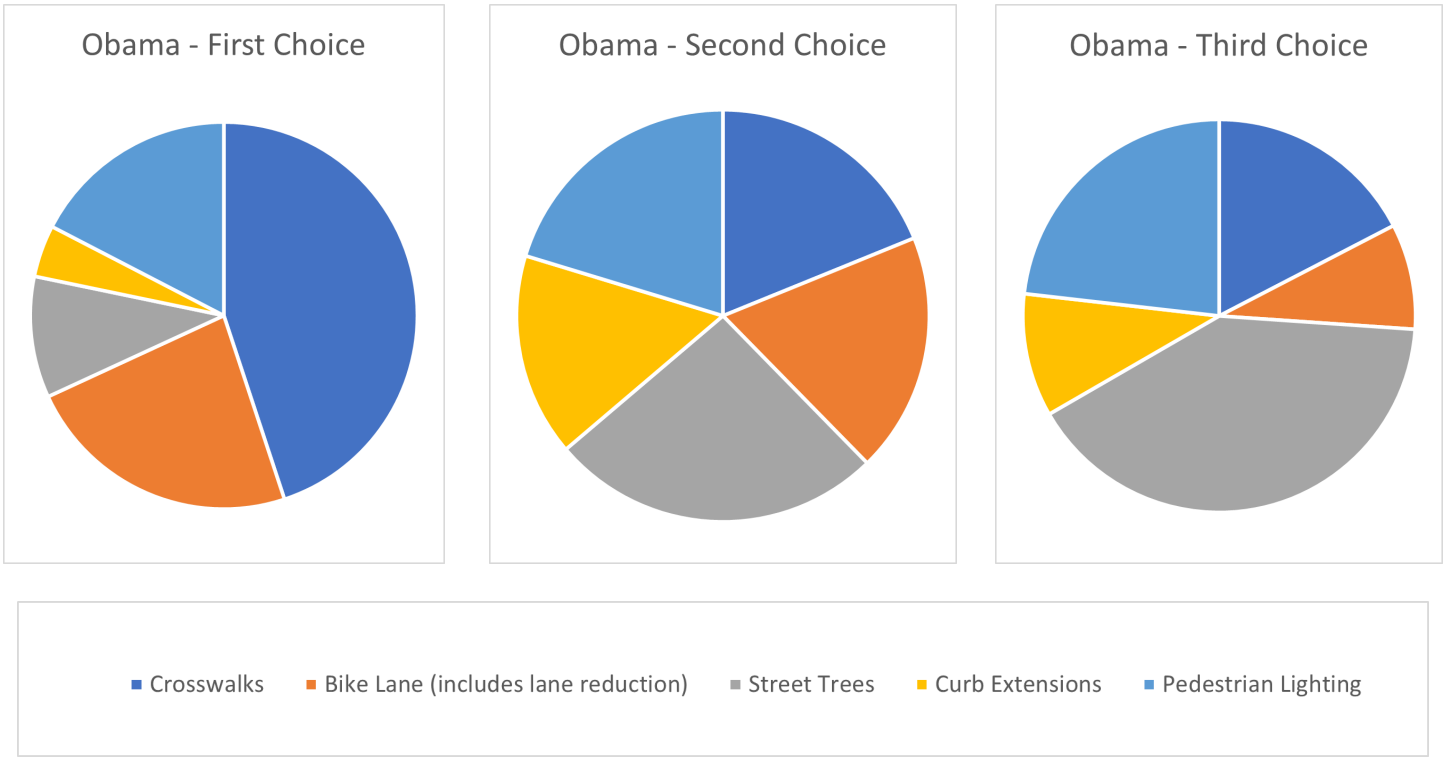

## Obama Blvd

On Obama Blvd, respondents' most-desired improvement type was crosswalks, with the improvement receiving almost half the choices for the first rank. The bike lane and street reconfiguration also received a number of votes for first and second place, and street trees received a plurality of votes for the second-place ranking. Pedestrian lighting also consistently received many votes in the top three spaces.

The bike lane and curb extensions received approximately the same number of last-place rankings, making them most common choices in the least-desired slot. Overall, reactions to the bike lane and street reconfiguration were split, with about even numbers ranking it in first or second as did in last place.

| | Votes | | | | |
|---|---|---|---|---|---|
| **Improvement type** | **First** | **Second** | **Third** | **Fourth** | **Fifth** |
| Crosswalks | 31 | 13 | 12 | 11 | 2 |
| Bike Lane (includes lane reduction) | 16 | 13 | 6 | 6 | 28 |
| Street Trees | 7 | 18 | 28 | 10 | 6 |
| Curb Extensions | 3 | 11 | 7 | 22 | 26 |
| Pedestrian Lighting | 12 | 14 | 16 | 20 | 7 |

Distribution of ranking votes by improvement type, Obama Blvd



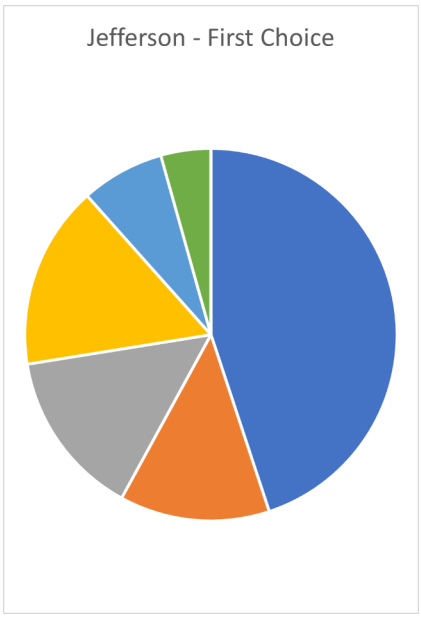

## Jefferson Blvd

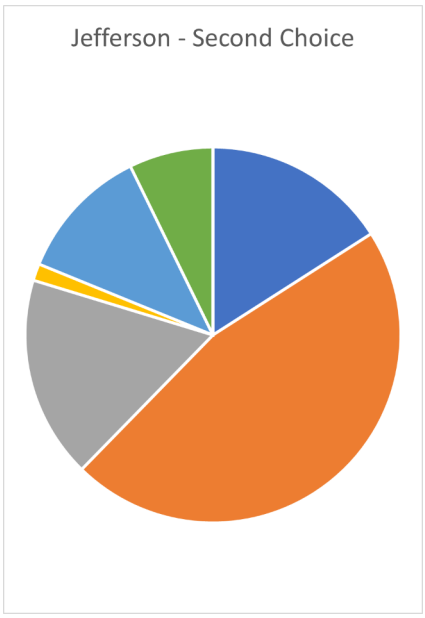
Attendees ranked crosswalks as the most-desired improvement by a far margin. Pedestrian lighting was consistently ranked second, followed by street trees in third.

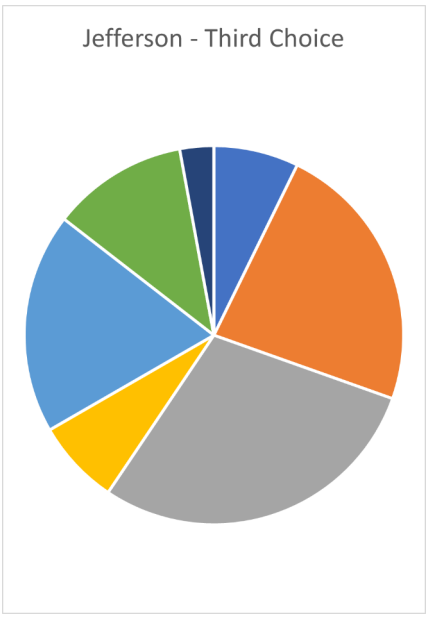
The bike lane and associated lane reconfiguration was the lowest-ranking improvement, followed by wayfinding improvements. Many attendees also ranked sidewalk improvements/curb extensions as a lower priority than others.

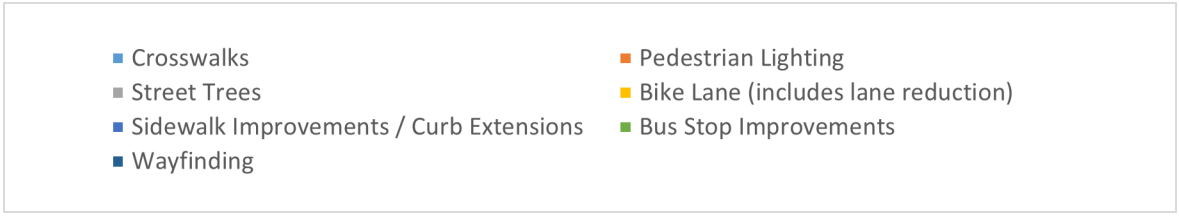
| | Votes | | | | | | |
|---|---|---|---|---|---|---|---|
| **Improvement type** | **First Choice** | **Second** | **Third** | **Fourth** | **Fifth** | **Sixth** | **Seventh** |
| Crosswalks | 31 | 11 | 5 | 17 | 4 | 0 | 1 |
| Pedestrian Lighting | 9 | 32 | 16 | 5 | 7 | 0 | 0 |
| Street Trees | 10 | 12 | 20 | 15 | 8 | 4 | 0 |
| Bike Lane (includes lane reduction) | 11 | 1 | 5 | 14 | 9 | 3 | 26 |
| Sidewalk Improvements / Curb Extensions | 5 | 8 | 13 | 8 | 6 | 12 | 17 |
| Bus Stop Improvements | 3 | 5 | 8 | 7 | 26 | 18 | 2 |
| Wayfinding | 0 | 0 | 2 | 3 | 9 | 32 | 23 |

Distribution of ranking votes by improvement type, Jefferson Blvd


Jefferson - First Choice


Jefferson - Second Choice


Jefferson - Third Choice


Crosswalks
Pedestrian Lighting
Street Trees
Bike Lane (includes lane reduction)
Sidewalk Improvements / Curb Extensions
Bus Stop Improvements
Wayfinding

# Appendix B: Discussion Notes and Other Public Comment

The below notes were collected through breakout discussions during the May 2021 open house events. Participants were asked to observe which proposed improvements along the four main pathway corridors they liked, disliked, and found confusing, as well as any new ideas and opportunities they saw. Also captured below are open comments submitted anonymously through the survey exercise that also took place during the open houses, as well as email comments submitted separately.

## Crenshaw Blvd

Likes

- Plan looks great
- Street trees
- Sidewalk improvements
- Pedestrian lighting
- Wheelchair access
- Protected bike lanes
- Trees, landscaping is beneficial
- Protected bike lanes
- Street trees/beautification
- Added safety for walking
- Cleaner bus stops/facilities
- Possibility of roundabouts in area
- Bike lanes for existing riders
- Directional ramps/curb ramps (pedestrians)
- Likes the plan (bike protection)
- Likes bus stops, crosswalks, street furniture, lighting
- Shade needs to be improved
- Bike lane near the transit stop
- Lane reduction could calm traffic, reduce speeding
- Support for making street walkable, bike friendly
- General support for reducing travel lanes, but too aggressive to go down to 1
- Support beautification, trees
- Proposed improvements help make the street be more human-scale and safer
- Lighting and trees are much needed along this corridor
- Enhanced bus stops
- Beautification efforts
- Better crosswalks
- Better lighting
- Walkability of sidewalks

Dislikes

- "travel lane" terminology- recommend "car-only lane"
- Increased traffic in residential areas as a result of removal of car-only lane
- Removal of car-only lane may increase traffic generally; there are safety concerns.
- Travel lane reduction (loss of even one travel lane)
- Discontinuity of bike lanes (inadvertently creates safety concerns)
- Don't reduce from 4 lanes to 3 to accommodate bike lane
- Concerns about traffic getting backed up, esp. In the morning
- Especially turning from Obama onto Crenshaw
- Impact of reducing lanes on traffic
- Removal of travel lanes, possibility of spillover traffic into neighborhood. Based on experience from rail construction.
- Not currently a lot of bike traffic in the area
- Potential traffic flow issues
- Cutting down traffic lane would add more bikers to area + harmful for peds
- Concern with people coming down residential/ side streets if lane is removed (traffic getting worse); people speeding down residential/side streets
- Asks plan not be approved in isolation without seeing the bigger picture
- Impact of reducing traffic lanes on Crenshaw,

major thoroughfare – seems drastic.
- Parking near transit station unnecessary, should be metered
- Reducing lanes for bike/skateboard lanes – adds traffic on neighborhoods, side streets
- Too much traffic already, dangerous for walking
- Not human-friendly
- Current traffic speeds are fast; not pedestrian-friendly
- Removal of vehicular travel lanes
- Security concerns with bus stop enhancements
- Maintenance of the streets
- Opposed to Bikeway because of existing congestion
- Removing lanes

Confusing

- Implementation schedule
- Continuous/network of bike lanes
- First time hearing about proposal to reduce from 4 to 3 lanes
- Explain Study on how people get to/from Metro stations
- How will improvements be maintained?
- Where else have all the improvements been implemented?
- Has traffic study been done? If one has been done, why does lane need to be removed?
- Why was curbside parking retained? Businesses on this extent typically have their own parking lots
- Is there bicycling demand for a bike lane?
- Is Crenshaw for pedestrians? Maybe the design could change as you move down Crenshaw towards more residential areas.
- Impact on emergency vehicles of the lane reduction?
- Is there an example of a similar kind of lane reduction in LA? Did it work
- Has a traffic study been conducted?
- How will traffic be impacted by proposed improvements?
- Implementation schedule for proposed improvements
- Unclear about traffic impacts of travel lane removals
- Not sure if light rail transit will create positive impacts for the community

Ideas / Wishes / "What If?"

- Speed bumps or stop signs or traffic calming measures to slow traffic are suggested
- Able to put in bike lane and leave 2 travel lanes in each direction?
- More trash cans
- More parking near station
- Concerns of safety on transit
- Speed bumps for traffic calming in residential areas
- Roundabouts to deter high speeds, as seen in Hollywood
- Mid-block crossings
- Helpful to have traffic lights sync (green arrows)
- Maybe only keep curbside parking on one side?
- There could be a one-lane reduction
- Prefer keeping 2 lanes each way
- Don't need on-street parking; consider time of day restrictions
- Improving other side streets, river pathways instead
- Reduce islands
- Main room chat: Cities should consider incentives to move from multi-car households to one-car households
- Main room chat: Crenshaw generally has high traffic speeds; cars don't comply with posted speed limits. Traffic calming measures are very needed
- Can there a traffic study be done for Crenshaw analyzing traffic impacts for travel lane removals?
- Repair of pavement on Crenshaw
- Repair potholes
- Walkability and more street lighting
- Do not disregard cars
- Fareless transit to attract more riders
- Concern of traffic going through neighboring streets

## Exposition Blvd

Likes

- Beautification
- More protection for bike lanes
- Enhance crosswalks
- Not as busy as Obama; Expo Bl can have room for two-way bike connection
- Bike lane improvements
- Street trees
- Pedestrian lighting
- Protected bike lane sounds great. Existing bike lane is not protected and not usable because it is often blocked
- Doesn't look disruptive to the current configuration – removing parking lane is ok west of Crenshaw

- Likes the protected bike lanes along Exposition
- Two-way cycletrack

Dislikes

- Not remove parking lane
- Driveways and parking on expo, backing up into traffic (can't get out of driveway)
- Car traffic running next to sidewalk
- Loss of residential parking lane for residents on Expo
- Where does spillover parking go? Would LA assist?
- How was this considered in plan development?
- Safety concern: potential for accidents given traffic adjacent to sidewalk
- Lack of ped space on south side of Expo
- Widening bike lane
- Impacts due to additional activity from station
- Lots of concern from widening sidewalk – homelessness attractor?
- Connections to bike lanes should be prioritized, make the bike lane longer to expand bicycle infrastructure network
- Impact of parking lane removal on multifamily housing?
- Bottleneck at train crossing
- Access: Current pedestrian conditions are good, but it's difficult to access (some people use Obama instead)

Confusing

- Bidirectional bike lane (is there a sidewalk, planters?)
- Get rid of the parking lane for bike lane; not eliminate parking lane
- How might reducing lanes improve pedestrian safety?
- Not sure how removal of on-street parking will impact surrounding area (many nearby multi-family residential buildings)
- Reference image for existing conditions (Slide 10)
- How would losing parking lane work if new, higher-density housing is added near the station?
- Scooters in the bike lanes or just on the sidewalk?
- Proposed changes on both sides of the tracks?
- FLM plans for south side of Expo tracks
- Not clear if bicyclists use Exposition Blvd now
- Bikeway going south

Ideas/Wishes/What If?

- Traffic study to be done
- Is it possible to make a walking & biking lane for the protected bike lane?
- Travel on Buckingham: turning left off Expo, any congestion relief efforts?
- How to address homelessness on street furniture and under trees?
- Timing of the traffic signals
- Traffic signal synchronization
- Extend the bike lane
- Need to add space to the bike lane, currently too narrow
- If Expo were more bike friendly, people could take it to SC
- Use as alternate route for Obama to reduce traffic
- More lighting

## Obama Blvd

Likes

- Supportive of the intersection (e.g. walk down somerset and cross at obama)
- Likes removing lane, curb extensions, and bike lanes
- Any traffic calming measures. Drivers go too fast, feels unsafe to reach transit currently. Happy to reduce lanes (2) to calm traffic.
- Would use bike lanes if they were on Obama
- In favor of reducing lanes, too fast
- Protected bike lanes
- Curb extensions - support
- Trees – add shade trees
- Lighting
- Bike lanes
- Corner curb extensions
- Traffic calming
- Street trees
- Pedestrian lighting
- Intersection enhancements
- Likes bike lanes. Likes curb improvements for walking – could be used by newer development residents to encourage walking
- Likes lane reduction for calming traffic
- Likes bulb-outs, big help for calming
- Supportive of Obama proposals
- Safer bicycling and walking facilities
- Walkability, crosswalks on major streets

## Dislikes

- Reducing lane on Obama will have a negative impact
- Not eliminate traffic lane because people will go down residential streets
- Spillover traffic concerns. Dislikes reduction of lanes. Trouble backing out of driveway
- Bike lanes removing traffic
- Curb extensions
- Don't reduce lanes: major thoroughfare. High concern, too much congestion. Hard for Obama Bl residents to exit onto street
- Leave palm trees in place: historic to the area
- Travel lane reduction
- Traffic diversion/congestion impacts
- Removal of car-only lane: safety concerns; will create/increase congestion
- No protection for the bike lane
- Parking not necessary here on curbside
- Traffic in residential streets
- Taking away parking lanes
- Cut through traffic from Crenshaw if lanes reduced
- Existing condition traffic speeds are very fast during non-peak and it is very congested during peak
- Lane reduction is not advised because Obama is often used as a cut-through
- Removal of two vehicular travel lanes
- Potential cut-through traffic/traffic dispersion to other streets
- Potential slower time to destination
- Removing a traffic/parking lanes for bike lanes
- Enhancements are barriers when driving

## Confusing

- Why would traffic circle work (not opposed, but would want more data around that)
- What was the factor that made team to decide the desdign features at the intersection?
- Expo and Obama seem redundant. Obama needs the calming more than Expo.
- What are the safety benefits of curb extensions? Could we lengthen crosswalk time as well?
- What is a protected vs. unprotected bike lane?
- Unsure about downstream effects of lane reduction/bike lanes on Obama
- Last version of this plan went to Buckingham, this version stops at a different street
- Will the bike lanes be used?
- Where are the lanes being reduced?
- Targeted outreach to transit riders (Is this occurring and how?)
- Removal of two vehicular travel lanes for such a short segment doesn't seem to make sense

## Ideas / Wishes / What If?

- Ramps on the corners of the sidewalk (e.g. Jefferson Blvd); slowing down traffic to allow people walk across
- Need a way for people to slow down; need more trees; bike lane but not in lieu of rerouting traffic to another street
- Traffic circle at the intersection of obama
- Design features to make it visible for cars to see pedestrians walking
- More crosswalks (and flashing crosswalk light)
- Full-fledged lights, or stop lights
- Are we removing palm trees if other trees are being planted?
- Both Obama and Expo have traffic that's too fast
- Speed bumps to minimize spillover, strongly requested
- What's the extent of the Obama Bl lane proposal?
- Keep 2 lanes of traffic but take out parking? This is preferable. Not as much demand for parking
- Will there be bike lanes on King? Confirm with City
- Exposition bike lanes are a better alternative than bike lanes on Obama
- More stoplights on Obama rather than reduce a lane
- More crosswalks
- More mechanisms to slow traffic rather than reduce a lane
- Why split bike lane on both sides? Could they be consolidated onto one side, a two-way?
- Maybe safer to keep the bike lanes separated?
- Buckingham/Jefferson lights should be considered, traffic builds up
- Resources to help people get/ride bikes – education, economic help
- Traffic calming treatments are needed to slow speeds
- Four-way stops can be an option to slow speeds
- Converting the parking lane to a bicycle lane is another option
- Explore options that do not remove travel lanes
- [Removal of] traffic lanes are the most controversial [improvement]
- Is it possible to remove the on-street parking lanes instead of vehicular travel lanes? Preference for this type of reconfiguration
- Is a bike lane on Obama necessary if there a bike lane on Exposition?
- Opposed to removing parking

## Jefferson Blvd

Likes

- Crosswalk, sidewalk improvements
- All suggestions are wonderful (bike lane to comfortably bike around, and not on sidewalk)
- Likes the recommendations. Jefferson is also dangerous, needs calming.
- Hard to walk on, dangerous to walk to the commercial areas
- New streetlights
- Beautification
- Lane reduction will slow cars down. Existing speeds are very fast; lane reduction will make folks go the speed limit
- Likes lighting—currently very dark, not safe walking
- Could complement new housing near station, add walkability
- Likes bulb-outs, trees, crosswalks – needs to be made more walkable and safer to walk
- Pedestrian improvements are welcome
- Bike lane projects if there were not reduction in travel lanes
- First/last mile improvements would encourage transit use
- Trees for shade

Dislikes

- Removing lanes (I)
- Bike lanes reducing traffic lanes
- Don't reduce lanes from 4 to 3 to add in bike lane
- Concern that the bike lanes will be blocked and not be usable
- Same lane comments – worried about impacts of reduction
- Don't see lane reductions helping improve traffic
- Increased congestion due to travel lane reduction – similar to the issue on Obama Blvd
- Bike lane project (seems impractical)
- Maintenance of trees

Confusing

- Don't know why adding bike lane when there are no bikers
- Do we need bike lanes on all streets? Would one or two work?
- Will reduced lanes on major streets divert traffic to residential streets?
- Why is there no parking reduction?
- What's the extent of bike lane on Jefferson? Limited to 3 blocks east/west of Crenshaw?
- Can we switch the parking lane and bike lanes configuration?
- Funding concerns
- Street tree planting – number of trees, schedule of planting, re-planting/replacing older trees
- Details about the features at the enhanced bus stops
- What has been the increase in non-driving transpo? Would like to see numbers to necessitate new bike lanes

Ideas/Wishes/What If?

- Flashing ped signal that would slow down traffic
- How to stop/slow down cars with or without lane reduction
- Not much bike activity on Jefferson now, is there a need for a bike lane?
- Switching the bike lane and parking lane position
- Traffic speeds should be slowed down to support businesses
- Lighting should be included at bus stops
- Be mindful of new construction on Crenshaw Corridor, of the impacts
- Think about flexible lanes, that switch directions based on time of day (e.g. Connecticut Ave in DC)
- Remove street parking
- Use Exposition as alternative to reduce traffic on Obama
- Outreach to businesses as Jefferson is a commercial corridor
- More preference for keeping on-street parking on Jefferson, than Obama
- Beautification of Jefferson (especially the business district)
- More trashcans
- Keeping sidewalks clean
- More community outreach for future projects especially bikeway projects

## Survey and Email Comments

- Living off of Obama Blvd., I am not in favor of the lane reduction for a bike lane due to the negative impact it will have on traffic on Obama Blvd. Traffic is already slowed during rush hour, so reducing the lanes on that street would slow things even more, and redirect more traffic onto the side residential streets.
- I look forward to improvements that make the pedestrian experience better through more shade, easier street crossings, and in ways that are sustainable (such as by using native plants)
- I'm wholly opposed to eliminating lanes. I love the pedestrian improvements, especially the crosswalks and sidewalks. It's extremely needed for what will soon be a highly walkable neighborhood. I would love to see the addition of flashing crosswalk lights to add safety to those crosswalks and add peace of mind to our pedestrians. Thank you for all of your hard work!
- No way should there be a reduction of lanes and there should be better train & light signal sync'ing.
- Overall the taking of traffic lanes for bicycles will be a disaster and cause horrible traffic bottlenecks, particularly on all three streets. Metro is once again catering to a minority of people who commute by bicycle at the expense of those who don't or worse, can't, who are elderly or handicapped.
- Please, keep the people that live in area first over the people riding the metro. We love our neighbor & don't want to move because of the changes you want to make on Obama.
- Great opportunity to share input for future street improvements to our community. Good job by Metro in reaching out to gather inputs from a variety of stakeholders.
- Although I'm in favor of lane reductions on Crenshaw, you have plenty of space to keep at least 2 travel lanes, by just removing the parking from your proposal. No need for street parking on Crenshaw. Use that space for the bike lanes. Street parking doesn't exist now on Crenshaw. Plenty of underutilized off-street parking at the Walgreens/Starbucks and CVS corners.
- Please prioritize bike lanes to incentivize people to ride bikes and scooters without fear of being run over by motor vehicles!
- "Some of the street that you are attempting to reduce drivable lanes are highly traveled streets for automobiles. Limiting available automobile lanes shifts drivers into residential areas which impacts quiet residential lifestyles
- do not reduce traffic lanes!
- Thanks for the presentation. When will we find out final plans?
- "I think the crenshaw corridor should provide plenty of lighting, beautiful trees and shrubs, and proper signage."
- Please dont forget about providing handicap access. Also, please allow for Uber and Lyfte parking areas"
- Crenshaw and Obama are too wide with fast cars to be safe for pedestrian and bicycle access to transit. Please consider all options to slow cars down on these streets. Lane reductions on Obama to increase safety and access to transit should be strongly considered and transit riders input should be weighed against input from people who only ever drive in the project area.
- "I think this a worthwhile plan with a long term implementation delayed until the project is fully developed, homes and retail are up and the community transport systeem is truly reflects a transi/commuter populaiton envisioned by Metro.
- I think removing parking lane on Obama and converting to
- I live in North Leimert Park and drive to work everyday. I work at a school and I will not/can not use public transportation. I use Obama Blvd. on my way to work. It is busy. Do not take away a lane of traffic. It would cause so much hard to navigate traffic.
- I support all efforts to improve pedestrian safety and encourage usage of public transit. I disagree with my neighbors who cannot think about a life without a car. It's absolutely possible for people of all ages but change is hard for people. I welcome this change!!
- Can Metro design parking structures to get cars off the street?
- I oppose reducing vehicular lanes for bike lanes. I agree with the beautification efforts.
- Our community is not a biking community and the reduction in street lanes to accommodate

the very few who bike is not a solution that works for us.

- We cannot accommodate losing lanes of traffic. It would have a severely negative effect on our quality of life and push traffic into residential streets making it unsafe for families.
- I'm wondering if transitional options have been explored for some of the discussed improvements, so that it does not necessarily have to be a zero-sum game (e.g., peak-only bus lanes or shared bus and bike lanes on Crenshaw)
- Please do not reduce the number of traffic lanes. It will create a huge bottleneck in that direction.
- I encourage you to also use your Next Door accounts to get feed back with surveys or posts
- focus bike facilities on 2 streets vs all three east-west streets. exposition blvd should absolutely get protected bike lanes. choose obama or jefferson. obama looks best. must do street trees and sidewalks and crosswalks
- "Do not reduce traffic lanes, especially on Obama and Crenshaw. There is WAY too much traffic on these roads to add two way bike lanes.
- Also do not remove palm trees. Add shade trees and lighting in between palm trees
- All for the beatification of Jefferson. That street is a dump and eyesore."
- I appreciate having had the meeting however, I am concerned if our comments will be considered
- Reducing a lane on Crenshaw Bl. would be disastrous. Any lane reductions on the major thoroughfares in the Crenshaw area would result in traffic congestion for stakeholders and drivers thru the neighborhood.
- The proposal to reduce lanes on major thruway is not something I want to see on Crenshaw, Obama, or Jefferson due to traffic congestion. Sidewalk improvements, adding trees, and lighting is a win-win. No reduction of lanes on Obama, add bike lanes and make the street no parking.
- Asphalt.
- I fully support this and transit development
- "As far as Crenshaw/Jefferson As far as lane reduction it would make the traffic congestion increase. And would make drivers take smaller neighborhood street. Maybe more off Main Street bumps to slow traffic in the off streets.
- You should take note of the German bike ways that are integrated info into the wide sideways. Specifically in Berlin.
- Bicycle facilities seems to be a great way to get your bike stolen. It will also be a feeding ground for any local homeless to just hang out.
- Mainly people diverting from the main thoroughfare roads to cause more traffic.
- It also feels that the main sell on this plan is to reduce traffic lanes. Which will have more effect.
- But adding street lights and tree is something that can be done immediately for cheap monies.
- I'm opposed to the lost of lanes of traffic. Maybe do a study of bus lane on wilshire would give some inside where a lane can be shared by different types of commuters.
- My hope is that Metro would practice more transparency when presenting to the community about its intentions and plans.
- Metro needs to have more open and transparent conversations with the residents that live along the identified corridors and that will be MOST impacted by the improvements/ changes.
- Losing traffic lanes on Obama or Crenshaw will have a horribly negative impact to those who live near those streets and drive cars. Vehicles that use those streets now WILL NOT go away but will simply start to use our neighborhood as a past thru. This proposed lane reduction will only benefit your planned/hoped for ridership, but will cause harm to the existing neighborhood.
- Perhaps the parking and bicycling lanes could be swapped to avoid reducing lanes of traffic in business areas. I don't feel we need bike lanes on both Obama and Exposition- this seems redundant. I would choose Exposition for bike lanes. Please look at the timing of the traffic lights as they cross over the train lines- the timing is tough when turning north/south.
- "I agree with comments regarding removal of lanes negatively impacting traffic flow in the neighborhood & community. The comment on traffic light scheduling improvements is definitely an issue that needs to be addressed. Sidewalk & lighting safety should be a priority. Beautification with tree would be great .
- I love everything that was presented and I appreciate you engaging with the community. I

support any reduction of car lanes to support more pedestrians and bikes near transit. Also, lets build more housing in the area and upzone everywhere near the transit stations. Thanks!

- I really appreciate the renderings of improved sidewalks, lighting, etc. However, I am completely oppose to lane reductions.
- Please consider any innovative and flexible enhancements/improvements that might be adjusted/modified easily over time as needs adjust. (E.g. Wash D.C. has traffic lanes whose directions switch depending on the time of day. The middle lane of Connecticut Ave may be for Northbound traffic during the day, but for Southbound traffic in the evening). Also, we of course have to balance the needs of many. Who are these improvements mostly for (current residents along these streets, future residents/ stakeholders along these streets, all persons in L.A. that might use these streets, bicyclists, car owners, pedestrians)? How to we weigh and balance what might be competing interests?
- Bike lanes are not very useful if they are not protected. They simply become dedicated to drop-offs, double parking, trash, etc.
- Well, this is me being a broken record. Improvements on both Crenshaw and Jefferson exactly like the ones you presented in this plan have been discussed and approved previously, and were to be funded with a specific, multi-million-dollar Prop 1C grant. Where did that money go? It seems to have simply disappeared. None of the approved improvements appear to have been made. We need to install that tree canopy as soon as possible, and light the way along Crenshaw from the station north to Jefferson ASAP to make people more comfortable walking from the train to the retail.
- Reducing traffic lanes in this area and surrounding neighborhoods is a terrible idea. The idea of bike lanes is wonderful, however with the additional residences and people will increase CAR traffic. It's a congested area and adding people and cars while reducing lanes creates a larger carbon footprint as cars sit in traffic. There needs to be measures taken to AVOID cars going through the neighborhood and creating more problems. Cars speed in the neighborhood creating unsafe spaces for the many children that live here.
- **Email:** I'm a local resident from Baldwin Hills and I wanted to thank you for holding the recent open house sessions. I attended the one last Thursday and am very supportive of the plans to make our streets safer and more pedestrian/ bicyclist-friendly. I've lived in New York & San Francisco, as well as traveled extensively across Europe and Asia, and seen first hand how much better life can be when we can get cars off the road. I've happily lived car-free in other cities but know that it is almost impossible in LA right now. I live within healthy walking distance to the Expo station and the planned Crenshaw stations, but don't feel safe walking to them given the current vehicular traffic situation. I would LOVE for all the proposed improvements to be made along with more high-density housing near all stops to encourage more transit usage, more people around for safety reasons, and generally a more healthy approach to city planning.I know Baldwin Hills Estates HOA members frequently join these meetings and are often very vocal in their opposition of these types of plans, but please understand that our HOA is a voluntary opt-in system with no fee requirements and is essentially an organizing mechanism to oppose all local development to protect their property values. In a nutshell, the Baldwin Hills Estates HOA only represents the same small group of residents who continually oppose these plans and don't represent a significant portion of the neighborhood (most of us choose to opt out of the HOA regardless of what they may tell you).
- **Email:** Thank you for holding the community engagement session today on the Expo/ Crenshaw First and Last mile plan. I really appreciated being able to show support for the plan in the survey and the breakout rooms. I live in Baldwin Hills Estates and want to reiterate my support for the plan. These are exactly the types of changes we need in the area. I live a little over a mile from the Expo stops and the upcoming Crenshaw line stops. The only thing that would hold me back from walking to the stations are the currently unsafe-for-pedestrian areas around Obama, Crenshaw, Expo, and Jefferson. Making those streets safer to cross is a must, and the reduced traffic lanes should hopefully calm speeds nearby. These changes will save lives. There was also a comment today about presenting these ideas to local neighborhoods' councils and HOAs. While I think more community engagement is always better, I also want to stress that these groups are often a vocal minority of homeowners who organize to oppose any changes that inconvenience them, and are not truly representative of the wider community (as

represented by polling and surveys). We need an all-of-the-above approach to increasing biking, walking, and transit usage, along with building more housing near transit and jobs, to end our car culture and sprawl. I just want to make sure people like me who agree continue to be vocal to support these changes and provide you with any support you need.

- **Email:** I just wanted to voice my strong support for the First/Last Mile Expo/Crenshaw plan as presented. I live at [redacted ]- about a half-a-block from Obama Blvd. and in pre-pandemic times rode the train to work downtown almost every day. My family also has two cars and we drive quite a bit as well. I have a young family - a 4-year-old and a 2-month-old. We like to walk and ride bikes but are extremely limited in what we can by the safety issues on Obama. Cars travel down Obama Blvd. at highway speeds and the road as currently set up creates an enormous and unsafe barrier to us accessing anything north of Obama, including the train station, businesses on Jefferson, etc. It is simply unsafe to walk and bike around here. I also want to point out that just down Obama Blvd to the west is Rancho Cienega Rec Center which is undergoing extensive and expensive renovations. It is a huge (but relatively unexplored) community asset and will be an even bigger one once the renovations are done. But, it is impossible to access by foot or bike. Despite it being easy walking and biking distance from my house, my family (and literally anybody else as it is not walkable or bikable safely from any residential area) and I have to get in a car and drive over there to use the rec center. There should be bike lanes and pedestrian improvements going West on Obama all the way to the rec center as well. To put it simply, it would be irresponsible and negligent for the City/Metro to add all of these walkable and bikable amenities as well as new high density developments and then allow these streets to remain unsafe for walking and biking as they are. And small changes and tweaks like some trees and a few light-up cross walks are not going to do the trick. There have already been safety incidents on Obama and Crenshaw in recent years and that is only going to get worse as more and more people seek to access these great community assets. I know a very vocal few have voiced concerns about the reduction in traffic lanes, but I believe the reduction is warranted. Obama, Crenshaw, and Jefferson should not be highways through our city like they are now. Particularly when one of the biggest rail hubs in Southern California is located here and people are going to want to walk and bike to these community amenities. I don't think the concerns about lane reductions are shared by the majority of the community and they have not been shared by the majority of people I've spoken with about it. Even if there was broad-based antipathy to lane reductions, safety and accessibility have to outweigh traffic concerns here given the fact that the Expo/Crenshaw station is right here, the rec center is here, lots of new businesses are going in on Crenshaw and Jefferson, and Simply put, driving/traffic should not be the priority in this area. And we certainly should not be prioritizing people who use these streets as a thoroughfare to cut across the city. There were recently two posts about the open house in Nextdoor (one by me and one by another citizen who appeared to not be in favor of the plan). The comments and "likes" appear to reflect much greater support for the plan than criticism of it, so I wanted to share links to those below. https://nextdoor.com/p/8yDWMfncb9zx?utm_source=share&extras=MTI2Mjg0NTk%3D https://nextdoor.com/p/Hg4_pTT9rL5j?utm_source=share&extras=MTI2Mjg0NTk%3D Please let me know if there is anything else I can do to make my voice heard regarding this matter. I thought the open house was really well done. It was well organized and everybody had an opportunity to be heard. The surveys were a nice touch to make sure everybody felt their backgrounds, opinions, and priorities were recorded. I'm sure you primarily receive negativity on these things, so I just wanted to mention that.
- **Email:** Hi. Based on some of the comment chains on Nextdoor, there seems to be a lot of push-back against your First/Last mile plans around the Crenshaw/Expo station. As a resident of this area, I'm in full support and excited about the plans in place. Couple questions: 1. Is this project in any danger of being delayed/scrapped because of resident opposition? 2. How can I most effectively leverage my support for this project?
- **Email:** Good Day! We were not able to attend your outreach sessions. As a car driving family of Leimert Park we support Metro's First Mile / Last Mile proposals to bring more bike and pedestrian friendly changes to our streets. Traffic speeds on our streets have increased significantly throughout the neighborhood. At the same time driver attention has decreased. Stop signs, red lights and right of way laws are

being ignored. Cars are increasing in size, power and weight further diminishing a pedestrians or cyclist's chance of survival in an accident. Riding a bike or scooter on our roads has come to be equal to a suizide (sic) mission and we refuse to put our lives at risk. We encourage Metro to take bold action to make our roads safer for all: Stop outdated traffic engineering practices that put motor vehicle driving safety above everybody else's safety. Our roads should not be safe for highway speeds. Aggressively reduce lane widths to encourage reduced speeds. Consider pavement changes to encourage driver attention Four-way stops at intersections in the neighborhood should be the default. At intersections, rather than forcing pedestrians to ramp down, raise the intersection so cars have to ramp up. This adds engineering challenges but should be contemplated whenever physical improvements are made. Experiment with pedestrian scramble intersections It appears that many of our fellow neighbors do not understand the potential benefit of your proposals yet. We urge you to improve community outreach. It is vitally important for any of these proposed measures to be successful. We hope you are already working with Go Human.

- **Email:** Hi I live near Crenshaw and Expo and I just want to say I support adding in any bike lanes, pedestrian improvements for safety and removing car lanes.



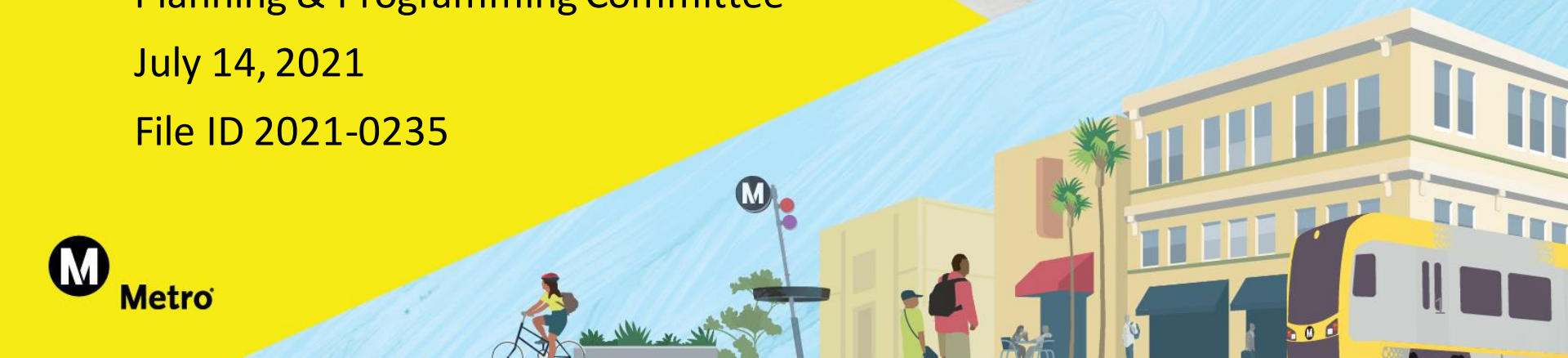

# Next stop: access to opportunity.

**Expo/Crenshaw First/Last Mile Plan**

Planning & Programming Committee

July 14, 2021

File ID 2021-0235



Metro

# Recommendations

CONSIDER:

**Adopting** the First/Last Mile Plan for Expo/Crenshaw Station




Metro

# Background and Process

- Smaller-scale FLM plan, coordinated with other TOC efforts in the area
- Key transfer station
- Builds upon recent planning work in Crenshaw area
- Outreach conducted in November 2019 – February 2020
  - Stakeholder roundtables
  - Pop-up event
  - Online survey




*Pop-up event at Crenshaw Farmers' Market*

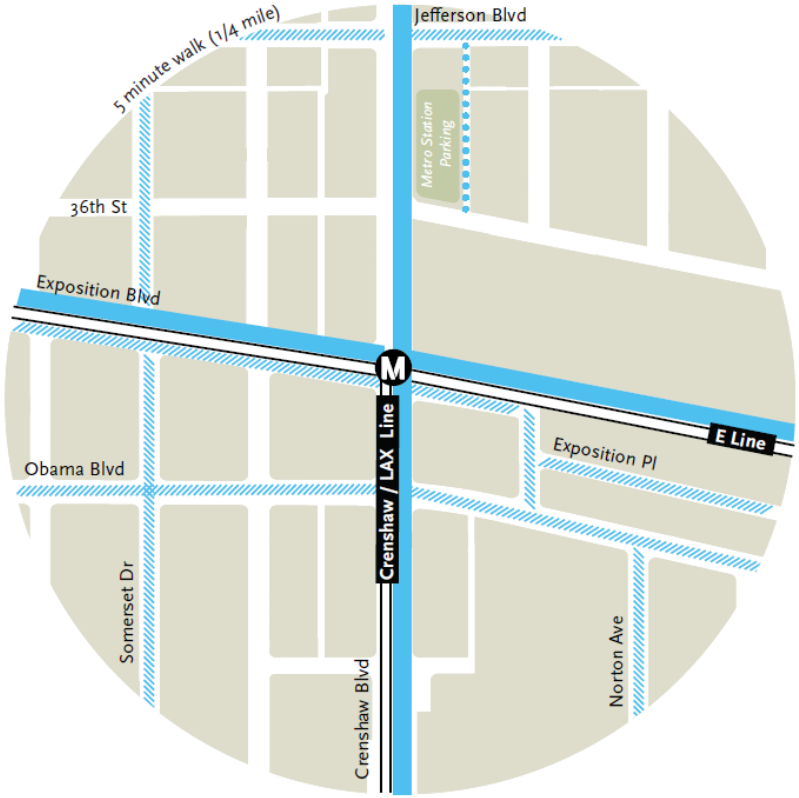
# Major Projects

Key recommended improvement types:

- Enhanced crosswalks
- New and upgraded bike facilities
- Pedestrian lighting
- Street trees and landscaping
- Corner extensions/bulb-outs

Priority access pathways:

- Crenshaw Blvd
- Exposition Blvd
- Obama Blvd
- Jefferson Blvd




*Pedestrian Pathways to Station*

# Additional Outreach and Next Steps

- Two virtual open house events in May 2021
  - Widely publicized in the community
  - Over 80 attendees
  - Solicited feedback via discussion groups, survey exercise, and email
- Supplement identifies:
  - Early action, priority projects with broad support
  - Projects requiring further outreach, study
- Next steps focus on City of Los Angeles coordination

Metro

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

**File #:** 2021-0370, **File Type:** Program **Agenda Number:** 11.

**PLANNING AND PROGRAMMING COMMITTEE**
**JULY 14, 2021**

**SUBJECT: LONE HILL TO WHITE DOUBLE TRACK FINAL DESIGN, PLANS SPECIFICATIONS & ESTIMATES**

**ACTION: APPROVE RECOMMENDATIONS**

## RECOMMENDATIONS

AUTHORIZE the Chief Executive Officer (CEO) to:

A. REPROGRAM $769,688 in project savings from Lone Hill to White (LHW) Preliminary Engineering to LHW Final Design and establish Life of Project Final Design budget of $8,269,688 inclusive of all third-party and design-related costs;

B. AWARD and EXECUTE a firm fixed price Contract No. AE73891000 with Moffatt and Nichol, for engineering services for the LHW Final Design Plans, Specifications and Estimates (PS&E) project, in an amount of $6,498,899 subject to resolution of protest(s), if any; and

C. ENTER INTO and EXECUTE all contracts, task orders and agreements within the Life of Project budget including third party agreements necessary to complete the LHW Final Design project.

## ISSUE

In December 2019, the Metro Board programmed funds for Lone Hill to White (LHW) Final Design (see Attachment A). Staff is returning to the Board to seek approval of the life of project budget for the LHW final design and award the engineering services final design plans, specifications and estimates to Moffat and Nichol. Additionally, the staff recommended actions includes reprogramming project savings from the LHW Preliminary Engineering phase to the Final Design phase.

## BACKGROUND

The LHW double track project consists of adding 4 miles of a second main line track along the Metro-owned San Gabriel subdivision located in the cities of San Dimas and La Verne that serves Metrolink San Bernardino Line (see Attachment B). Approximately 70% of the San Bernardino Line is single track. Single track limits capacity and makes it challenging for trains to recover from operational

delays. LHW will ultimately add four miles of double track to provide more capacity and make it easier for Metrolink trains to maintain schedule reliability and on-time performance. The Metrolink San Bernardino Line is a Metrolink commuter rail line which travels 58 miles from downtown Los Angeles to San Bernardino, serving 14 stations, plus a planned extension to Redlands. Pre-COVD, the San Bernardino Line was the highest Metrolink ridership line, averaging over 10,000 boardings per weekday. The San Bernardino Line/San Gabriel subdivision right-of-way in Los Angeles County is owned by LA Metro.

## DISCUSSION

This item is coming before the Metro Board now because a series of actions have advanced the LHW project to where it is now ready to go into Final Design. In 2014, Metro completed a San Bernardino Line Infrastructure Improvement Strategic Study which identified LHW as a key project to add capacity and improve operational efficiency on the Metrolink San Bernardino Line. In 2016, the Metro Board awarded an Architecture and Engineering contract to complete LHW preliminary engineering and environmental clearance. Preliminary engineering and environmental studies were completed in 2017. In June 2019 the Metro Board determined that LHW is statutorily exempt from the California Environmental Quality Act (CEQA), and the CEQA Statutory Exemption was filed with the Los Angeles County Clerk. In late 2019 the Metro Board programmed $7,500,000 in Measure R funds to complete LHW Final Design. Due to budget constraints due to COVID, the procurement for LHW Final Design was temporarily deferred in March 2020. Since then, the procurement for LHW Final Design Request for Proposals (RFP) was released in January 2021.

### Final Design

In coordination with Southern California Regional Rail Authority (SCRRA), Union Pacific Railroad (UPRR), Burlington North Santa Fe (BNSF), Federal Railroad Administration (FRA), California Public Utilities Commission (CPUC), Gold Line Foothill Authority and cities of San Dimas, La Verne, the LHW Final Design includes adding 4 miles of a second main line in the Metro owned right-of-way in the San Gabriel Subdivisions located in the cities of La Verne and San Dimas including twelve (12) at -grade crossings to be modified with Quiet Zone ready improvements.

### Quiet Zone Opportunity

A Quiet Zone is a crossing where the train engineer is not required to sound their horn except in case of an emergency. The Quiet Zone ready improvements required by the Federal Railroad Administration (FRA) and California Public Utilities Commission (CPUC) are additional supplemental safety measures at the at-grade crossings in lieu of the sounding of the train horns. The final design work will include Quiet Zone ready improvements at twelve (12) existing at-grade street crossings that will significantly reduce the train horn noise, improve quality of life for residents of San Dimas and La Verne, and meet the future service operational enhancement to support late night and more frequent service on the Metrolink San Bernardino Line. The cites of San Dimas and La Verne have jurisdictional authority over these twelve at-grade crossings and would be the responsible parties to file the Notice of Intent (NOI) for Quiet Zone with the FRA.

During LHW Preliminary Engineering, the cities of San Dimas and La Verne and other stakeholders were supportive of Quiet Zones and provided letters of support for LHW advancing to Final Design (see Attachment C).

Metrolink SCORE and 2028 Olympics

In 2018 SCRRA received $876 million in funding from the State for the first phase of its Southern California Optimized Rail Expansion (SCORE) program, a major capacity expansion program which will lead to 30-minute bi-directional service on most of its lines by 2028. In SCRRA's application to the State for SCORE funding, the LHW Double Track Project was identified as a key prerequisite project, to provide reliability and capacity, leading to 30-minute bi-directional service along the San Bernardino Line.

Staff anticipates an increase of Metrolink San Bernardino Line service for the 2028 Olympics as mountain biking events will be hosted in San Dimas near the Metrolink Pomona station. Additionally, the San Bernardino Line will be an important feeder line to enable people in the San Gabriel Valley to easily get to Los Angeles Union Station quickly and easily to access the many Olympic venues in the greater Los Angeles area.

## DETERMINATION OF SAFETY IMPACT

Once constructed, four miles of additional double track will reduce the risk of train-on-train collisions. Quiet Zone ready improvements such as flashing lights, quad gates, center medians, etc., will enhance vehicular and pedestrian safety at the at-grade crossings.

## FINANCIAL IMPACT

In March 2016, the Metro Board approved $3,000,000 for LHW Preliminary Engineering Design and the work was completed for a total cost of $2,230,312 which resulted in project savings of $769,688. The Metro Board also approved programming $7.5 million in Measure R 3% for LHW final design in December 2019 (Refer to Attachment A). Applying the cost savings from the preliminary engineering design work in the amount of $769,688 to the programmed funds of $7.5 million, the staff recommended approvals establishes a Life of Project budget for LHW Final Design in the amount of $8,269,688 to address the increase in market costs resulting from COVID19 pandemic.





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| LONE HILL TO WHITE FINAL DESIGN LIFE OF PROJECT | | |
|---|---|---|
| | | |
| Civil/Engineering | $ | 6,500,00 |
| Contingency/Project Reserve (10%) | $ | 650,000 |
| Third Party | $ | 1,119,68 |
| **Life of Project Budget** | $ | 8,269,68 |

Impact to Budget

There is no impact to the budget with the staff recommended approvals. The Board approved the FY 2021-22 Budget in May with $374,800 for LHW Final Design. If additional funds are required in FY22, the project team will work with staff to identify additional budget resources. This is a multi-year project, and the Project Manager, Cost Center Manager and Chief Program Management Officer is responsible for budgeting in future fiscal years.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

LHW Final Design is consistent with the following Metro Vision 2028 Goals and Objectives:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling
Goal 2: Deliver outstanding trip experiences for all users of the transportation system
Goal 3: Enhance communities and lives through mobility and access to opportunity
Goal 4: Transform LA County through regional collaboration and national leadership

## METRO EQUITY PLATFORM FRAMEWORK

A Rapid Equity Assessment was completed and is summarized as follows:

LHW will improve schedule reliability, running times, and lead to more frequent Metrolink commuter rail service. More frequent service will create better transit options as the Metrolink SCORE program will lead to 30-minute bi-directional service throughout the day and evening. LHW will give riders more choices and make it easier for riders to get to jobs, housing, appointments and access the public transportation system.

LHW will also improve equity outcomes because the San Bernardino Line is more ethnically diverse than the Metrolink system as a whole. For example, the San Bernardino Line has the highest percent of Hispanic riders (41%). The San Bernardino Line has the second lowest percent of Caucasian riders (27%). Overall, 73% of Metrolink San Bernardino Line riders are non-Caucasian, vs. 66% systemwide.

Request for Proposals (RFP) No. AE73891 was solicited as an open solicitation and included both a Small Business Enterprise (SBE) goal of 21% and a Disabled Veteran Business Enterprise (DVBE)

goal of 3%. The solicitation was posted on Metro's Vendor Portal from January 20, 2021 through February 22, 2021 and was advertised in five publications - LA Daily News, LA Sentinel, LA Opinion, Engineering News Record and Rafu Shimpo. A virtual pre-proposal conference was made available to the public and was held on February 2, 2021 and was attended by 101 participants. A copy of the plan holders list was posted on Metro's Vendor Portal to facilitate outreach and networking opportunities amongst interested vendors. Additionally, an email blast was sent to all SBE and DVBE firms identified under the applicable NAICS (560 firms) & UNSPSC codes (231 firms). The recommended firm exceed the established DEOD goals by making a 27.19% SBE commitment and a 3.18% DVBE commitment.

## ALTERNATIVES CONSIDERED

The alternative would be to not advance the LHW Double Track project to Final Design. This is not recommended since Preliminary Engineering and environmental clearance have been completed and the LHW Double Track project has seen broad support from SCRRA and the cities of San Dimas and La Verne (Refer to Attachment C). The LHW Final Design will make the project shovel-ready and be in a strong position to compete for local, State and Federal grants and if funded, be completed in time for the 2028 Olympics.

## NEXT STEPS

With approval of the recommended Board actions, staff will execute Contract No. AE73891000 and third-party agreements with various stakeholders. The LHW Final Design is anticipated to be completed in early 2023.

## ATTACHMENTS

Attachment A - December 2019 Board Report Program funds for Final Design
Attachment B - Project Location
Attachment C - Letters of Support
Attachment D - Procurement Summary
Attachment E - DEOD Summary

Prepared by: Jay Fuhrman, Manager, Transportation Planning, (213) 418-3179
Vincent Chio, Senior Director, Capital Projects (213) 418-3178
Jeanet Owens, Senior Executive Officer, Program Management, Regional Rail, (213) 418-3189

Reviewed by: Bryan Pennington, Chief Program Management Officer Interim), (213) 922-7449
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051
Nalini Ahuja, Chief Financial Officer, (213) 922-3088

Stephanie N. Wiggins
Chief Executive Officer

**File #:** 2019-0519, **File Type:** Program **Agenda Number:** 9.

**PLANNING AND PROGRAMMING COMMITTEE**
**NOVEMBER 20, 2019**

**SUBJECT: LONE HILL TO WHITE DOUBLE TRACK**

**ACTION: APPROVE PROGRAMMING OF FUNDS FOR FINAL DESIGN**

## RECOMMENDATION

CONSIDER:

A. APPROVING the programming of $7.5 million in Measure R 3% commuter rail funds for final design including third party costs of the Lone Hill to White (LHW) Double Track Project; and

B. AUTHORIZING the Chief Executive Officer to negotiate and execute all agreements for the LHW final design.

## ISSUE

In June 2019, the Metro Board approved staff to file the Notice of Exemption (NOE) with the Los Angeles County Clerk for the Lone Hill to White (LHW) Double Track Project. The CEQA environmental process is complete and was certified on July 29, 2019. The Southern California Regional Rail Authority (also known as Metrolink) and the cities of San Dimas and La Verne have requested that the LHW Double Track Project proceed to final design. Staff is requesting programming authority of $7.5 million for final design including third party costs for the LHW Double Track Project.

## DISCUSSION

The LHW Double Track Project is located along the Metrolink San Bernardino Line (MSBL), in the cities of San Dimas and La Verne (Attachment A). The MSBL is the busiest Metrolink commuter rail line with approximately a total of 11,000 passengers on 38 weekday trains. The existing rail infrastructure on the MSBL is 67 percent single track, which creates a bottleneck and significant operational challenges. In order to improve reliability and on-time performance, more of the MSBL needs to be double tracked.

Completion of the LHW Double Track Project will provide an additional 3.9 miles of continuous double track to further reduce the single track bottleneck on the MSBL, minimize delays due to trains waiting on a siding for another train to pass, and provide operational flexibility to recover from delays.

Preliminary Engineering Phase
In June 2017, environmental studies and 30% preliminary engineering design was completed for the LHW Double Track Project. The main components of the project include the following:

1. New 3.9 miles of second mainline track between Lone Hill Avenue and Control Point (CP) White.
2. Extension of the existing platform at the Pomona Fairgrounds Station to provide more platform capacity for seasonal and special event service.
3. Ten new railroad turnouts and relocation of one industrial track and modification to one industrial track.
4. New control point at Lone Hill Avenue with a new train control signal and communication infrastructure to support the LHW Double Track Project configuration.
5. Twelve at-grade crossings to be modified with Quiet Zone ready improvements.

Quiet Zone Opportunity
As part of the LHW Double Track Project, twelve existing at-grade street crossings, five in the City of San Dimas and seven in the City of La Verne, will be designed for Quiet Zone ready improvements. Quiet Zone ready improvements are additional supplemental safety measures (SSM) that mitigate the need for trains to sound their horns. These SSMs include improvements such as flashing lights, quad gates, center medians, etc., to enhance vehicular and pedestrian safety at the crossing.

Once the SSMs are constructed, trains passing through these 12 at-grade street crossings would no longer be required to blow their horns. A Quiet Zone in the LHW corridor would significantly improve quality of life for residents of San Dimas and La Verne since there is more service on the MSBL, including late night service, than any other line.

During the preliminary engineering design phase, diagnostic meetings were held with California Public Utilities Commission (CPUC) staff and SSMs were identified that will meet the Federal Railroad Administration's (FRA) approval of future Quiet Zones at these at-grade crossings, should the cities of San Dimas and La Verne wish to file the Notice of Intent (NOI) for Quiet Zones. The cites of San Dimas and La Verne have jurisdictional authority over these twelve at-grade crossings.

Community Meetings
During the 30% preliminary engineering phase, community meetings were held with the cities of San Dimas and La Verne in November 2016 and May 2017. Approximately 200 people attended the four combined meetings. The LHW Double Track Project was generally well received, with 64 neutral or positive comments towards the project and 13 expressing concerns having to do with noise and vibration or their desire to implement Quiet Zones. In July 2019, staff presented to the city councils of both the City of San Dimas and the City of La Verne. Both cities provided letters of support for the LHW Double Track Project advancing to final design (See Attachment B and C).

Metrolink SCORE
In 2018 SCRRA received $876 million in funding from the State for the first phase of its Southern California Optimized Rail Expansion (SCORE) program. When fully built out, the $10 billion SCORE program will provide 15 to 30 minute bi-directional service and a major expansion of service by 2028.

In SCRRA's application to the State for SCORE funding, the LHW Double Track Project was identified as a key early completion project, to provide reliability and capacity, leading to 30 minute bi-directional service along the MSBL.

Staff anticipates heavy utilization of the MSBL for the 2028 Olympics. Mountain biking events will be hosted in San Dimas near the MSBL station in Pomona. Additionally, the MSBL will be an important feeder line to enable people in the San Gabriel Valley to easily get to downtown Los Angeles to access the many Olympic venues in the greater Los Angeles area. Staff's recommended approval of the final design for LHW Double Track Project will make the project shovel ready to increase the opportunity for other local, State and Federal grants.

## DETERMINATION OF SAFETY IMPACT

Once constructed, the LHW Double Track Project will reduce the risk of train-on-train collisions. SSMs at the 12 crossings with Quiet Zone ready improvements will benefit cars, trucks, pedestrians and the surrounding communities of San Dimas and La Verne.

## FINANCIAL IMPACT

The anticipated cash flow of Measure R 3% commuter rail funds for final design and third party costs is as follows:

| **MEASURE R 3% FUNDS FOR LONE HILL TO WHITE FINAL DESIGN & 3RD PARTY COSTS** | | | |
|---|---|---|---|
| FY 20 | FY 21 | FY 22 | FY 23 |
| $500,000 | $2,500,000 | $3,000,000 | $1,500,000 |

There is no impact to the FY 2019-20 Metro Budget as $500,000 is budgeted for the LHW Double Track Final Design in department 2415, Regional Rail, project number 460068. Since this is a multi-year project, the Senior Executive Officer, Regional Rail, will be responsible for budgeting project costs in future fiscal years.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

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

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


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## ALTERNATIVES CONSIDERED

The alternative would be for the Board to not advance the LHW Double Track Project to final design. This is not recommended since environmental review and preliminary engineering have been completed and the LHW Double Track Project has received broad support from the Cities of San Dimas and La Verne.

## NEXT STEPS

With Board approval of the staff recommendations, staff will issue a task order using the Regional Rail on-call services for the LHW final design. During the final design process, staff will work with the local cities, the San Gabriel Valley Council of Governments (SGVCOG), elected officials, and SCRRA to seek Federal and State grant funds for construction.

## ATTACHMENTS

Attachment A - Map of LHW Double Track Project Corridor
Attachment B - Letter of Support from City of San Dimas
Attachment C - Letter of Support from City of La Verne

Prepared by: Jay Fuhrman, Manager, Transportation Planning, Regional Rail, (213) 418-3179
Jeanet Owens, Senior Executive Officer, Regional Rail (213) 418-3189

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



Phillip A. Washington
Chief Executive Officer

**ATTACHMENT A**

# LONE HILL TO WHITE DOUBLE TRACK PROJECT LOCATION



City Council
CURTIS W. MORRIS, Mayor
RYAN A. VIENNA, Mayor Pro Tem
EMMETT BADAR
DENIS BERTONE
JOHN EBINER

City Manager
KENNETH J. DURAN

CITY OF San Dimas CALIFORNIA

Assistant City Manager of Community Development
LAWRENCE STEVENS

Director of Public Works
KRISHNA PATEL

Director of Parks and Recreation
HECTOR M. KISTEMANN

City Attorney
JEFF M. MALAWY

June 11, 2019

Phillip A Washington
Chief Executive Officer LA Metro
1 Gateway Plaza
Los Angeles, CA 90012

Dear Mr. Washington:

The City of San Dimas appreciates the Metro initiated Lone Hill to White Double Track Project. We would like to reiterate our support in advancing this project to final design because we see the potential positives to lessen train noise and improve crossing safety. If the project advances to final design, we look forward to continued participation in the review of this project to explore further noise analysis measures and mitigations as part of the final design for this project.

During final design we look forward to further discussions regarding the following concerns our Community has specifically:

- The final design phase of the project will involve further detailed noise analysis. We look forward to reviewing that analysis. We encourage the installation of sound mitigations beyond the minimum FRA requirements when those additional mitigations can provide a significant difference to an adjacent resident or neighborhood along the alignment in terms of quality of life and well-being.

- We also request further risk management review of the transfer of liability associated with the sponsorship of a Quiet Zone Crossing. The operator currently bears the liability associated with the existing crossings - the new Quiet Zone crossings will be much safer and present a lower liability risk. We desire to explore these issues further because we believe there is an opportunity for an effective approach to the transfer of liability issue.

We continue to support advancing the Lone Hill to White Double Track Project into final design. The quiet zone and additional noise mitigation improvements represent a means to address some issues of significant community concern. We look forward to continued participation in the final design process.

Sincerely,

Curt Morris
Mayor
City of San Dimas

245 EAST BONITA AVENUE • SAN DIMAS • CALIFORNIA 91773-3002 • [909] 394-6200 • FAX [909] 394-6209

# CITY OF LA VERNE
## CITY HALL

3660 "D" Street, La Verne, California 91750-3599
www.ci.la-verne.ca.us


June 13, 2019

Metro
Attn: Phillip A. Washington
One Gateway Plaza
Los Angeles, CA 90012

RE: Confirmation of Support for Double Track and Quiet Zone Project to Fulton Road

Dear Mr. Washington,

I have been made aware that the Metro Board will be considering moving the Double Track and Quiet Zone Project through San Dimas and La Verne on the Metrolink San Bernardino line forward to receive funding for the final design. I would like to reiterate the City of La Verne's support for that effort.

In September of 2017 the City provided a letter supporting the Lone Hill Avenue to Fulton Road Double Track Project. I have attached a copy of the letter signed by Mayor Don Kendrick as the City's support still remains unchanged as previously stated.

We want to thank you and the LA Metro Board in advance for consideration of prioritizing the funding for this project and look forward to our continued work with the metro staff through any aspects of the final design.

Sincerely,

Bob Russi
City Manager

Attachment: Support Letter from La Verne 9/2017

**ATTACHMENT B**

# LONE HILL TO WHITE DOUBLE TRACK PROJECT LOCATION



**ATTACHMENT C**


# CITY OF LA VERNE
## CITY HALL

3660 "D" Street, La Verne, California 91750-3599
www.ci.la-verne.ca.us


Metro
Attn: Phillip A. Washington
One Gateway Plaza
Los Angeles, CA 90012

Receive
SEP 29 2017
Office of the CEO

Dear Mr. Washington,

The City of La Verne appreciates the Metro initiated project to explore a Double Track and Quiet Zone Project through San Dimas and La Verne on the Metrolink San Bernardino line. We see the potential positives of this project and we are interested in the further review and consideration of this project.

On behalf of the City of La Verne, I would like to provide City Council support for the Lone Hill Avenue to White Avenue Double Track Project and hope to see it receive funding and advance soon into the final design phase.

This project includes additional tracks to reduce train idling and noise for communities, ensure fewer delays for riders and provides "Quiet Zone Ready" improvements along the corridor. The City of La Verne specifically strongly supports the additions of "Quiet Zone Ready" crossing within our City to improve the quality of life for our residents.

The City of La Verne supports the addition of a 3.9-mile second track from Lone Hill Avenue in San Dimas to White Avenue in La Verne to improve Metrolink service for riders and the addition of safety features on tracks at 12 at-grade crossings.

In addition to our support, the City Council would also request that Metro address the following as part of the final design:

-Once the VISSIM study and other traffic analysis have been completed, work with our staff to determine whether the accumulative effects of all projects along the rail line warrant a grade separation at White Avenue.

-The project be extended to Fulton Road and to construct the Fulton crossing to be made "Quiet Zone Ready". It is our understanding that the Gold Line has included this crossing as part of their project, but that will not be complete until 2027. If the Double Track is completed before this, La Verne would like to see the crossing "Quiet Zone Ready" at that time.

-Work to explore the transfer of liability associated with the sponsorship of a Quiet Zone crossing. We encourage that an analysis be done to explore alternatives and approaches that may be effective in responding to the "costs" associated with the transfer of liability with Quiet Zone sponsorship.

While answers to the above are of importance to the City, we do support MTA's efforts to move this project forward into funding the final design phase. Lastly, we would like to acknowledge the MTA Board and staff efforts to conduct a thorough public engagement process as part of these efforts.

Sincerely,

City of La Verne Mayor Don Kendrick

City Council
CURTIS W. MORRIS, Mayor
RYAN A. VIENNA, Mayor Pro Tem
EMMETT BADAR
DENIS BERTONE
JOHN EBINER

City Manager
KENNETH J. DURAN

CITY OF San Dimas CALIFORNIA

Assistant City Manager of Community Development
LAWRENCE STEVENS

Director of Public Works
KRISHNA PATEL

Director of Parks and Recreation
HECTOR M. KISTEMANN

City Attorney
JEFF M. MALAWY

June 11, 2019

Phillip A Washington
Chief Executive Officer LA Metro
1 Gateway Plaza
Los Angeles, CA 90012

Dear Mr. Washington:

The City of San Dimas appreciates the Metro initiated Lone Hill to White Double Track Project. We would like to reiterate our support in advancing this project to final design because we see the potential positives to lessen train noise and improve crossing safety. If the project advances to final design, we look forward to continued participation in the review of this project to explore further noise analysis measures and mitigations as part of the final design for this project.

During final design we look forward to further discussions regarding the following concerns our Community has specifically:

- The final design phase of the project will involve further detailed noise analysis. We look forward to reviewing that analysis. We encourage the installation of sound mitigations beyond the minimum FRA requirements when those additional mitigations can provide a significant difference to an adjacent resident or neighborhood along the alignment in terms of quality of life and well-being.

- We also request further risk management review of the transfer of liability associated with the sponsorship of a Quiet Zone Crossing. The operator currently bears the liability associated with the existing crossings - the new Quiet Zone crossings will be much safer and present a lower liability risk. We desire to explore these issues further because we believe there is an opportunity for an effective approach to the transfer of liability issue.

We continue to support advancing the Lone Hill to White Double Track Project into final design. The quiet zone and additional noise mitigation improvements represent a means to address some issues of significant community concern. We look forward to continued participation in the final design process.

Sincerely,

Curt Morris
Mayor
City of San Dimas

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*Cal Poly Pomona*
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Wayne Ratkovich
*The Ratkovich Company*
Dwight Richards
*FAIRPLEX*
Sharlene Risdon-Jackson
*University of La Verne*
Michael Rodgers
*Lucas Horsfall Accountants + Advisors*
Dr. William Scroggins
*Mt. SAC*
Susan Stel
*LAEDC*
Anthony Tang
*Cathay Bank*

October 9, 2017

Mr. Jay Fuhrman
Transportation Planning Manager - Regional Rail
Los Angeles County Metro
One Gateway Plaza
Mail Stop 99-18-2
Los Angeles, CA 90012-2952

**RE: LONE HILL TO WHITE DOUBLE TRACK STUDY PROJECT**

Dear Mr. Fuhrman,

On behalf of the San Gabriel Valley Economic Partnership, I write in support of the Lone Hill to White Project which will provide track and crossing safety improvements along Metrolink's San Bernardino Line. Residents in the San Gabriel Valley will greatly benefit from this important project which improves service reliability while upgrading safety in the rail corridor.

The Lone Hill to White Project includes the addition of a 3.9-mile second track along the San Bernardino Line to reduce train idling, noise and will help prevent delays for passengers. We appreciate Metro's commitment to improving regional mobility by including millions in safety enhancements on tracks and at twelve at-grade crossings in the region. Paying 90 percent of the cost for Quiet Zones reaffirms Metro's commitment to plan and deliver an efficient and effective transportation system for Los Angeles County.

The Project will allow for eastbound and westbound trains to have their own track instead of sharing one, thereby reducing delays and providing an alternate route if a train is stopped. These improvements have reciprocal benefits to all cities along the San Bernardino Line by improving on-time performance and adding operational efficiencies that do not currently exist. The addition of a second track is part of a regional solution to easing congestion and improving air quality throughout the corridor.

We understand the importance of the Lone Hill to White Project for Metrolink to continue to provide dependable service for residents of the San Gabriel Valley. We look forward to future endeavors with Metro to provide corridor improvements along the San Bernardino Line.

Sincerely,

Jeff Allred
President & CEO

FAIRPLEX

October 3, 2017

Mr. Jay Fuhrman
Manager, Transportation Planning Regional Rail
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Mail Stop: 99-18-2
Los Angeles, CA 90012-2952

Dear Mr. Fuhrman:

Fairplex would like to express its support for the Metrolink Lone Hill to White Double Track Project, which will add a 3.9 mile second track, improving both safety and service for region's highest ridership line. Safety enhancements at the 12 existing at-grade crossings coupled with "Quiet Zone Ready" improvements will significantly reduce the impacts to our local community. The Project will also allow trains to run more efficiently, reducing delays and providing alternate routes for stopped or disabled trains.

Perhaps most encouraging, of the nearly 3 million guests which visit Fairplex annually, the inclusion of an expanded platform will allow greater access and will encourage many more of our guest to choose Metrolink as their transportation mode. Additionally, we are excited about the possibility of the platform becoming a full working station to support our expanded events and proposed future developments.

We'd like to express our appreciation to Metro and Metrolink for providing several community briefings and recognizing input from the resident community and stakeholders.

We look forward to the advancement of this Project.

Sincerely,

Miguel A. Santana
President & CEO

FAIRPLEX.COM
1101 W. McKinley Ave., Pomona, CA 91768 • P: 909.623.3111 • F: 909.865.3602

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100 NORTH BARRANCA STREET, SUITE 895
WEST COVINA, CA 91791
(626) 960-4457
FAX: (626) 960-1310

Assembly
California Legislature

BLANCA E. RUBIO
CHAIR, HUMAN SERVICES COMMITTEE
ASSEMBLYMEMBER, FORTY-EIGHTH DISTRICT

September 22, 2017

Mr. Jay Fuhrman
LA Metro
Transportation Planning Manager
Regional Rail

SUBJECT: LONE HILL TO WHITE DOUBLE TRACK PROJECT

Dear Mr. Fuhrman,

On behalf of the residents in the 48th Assembly District, I'd like to express my support for additional track and safety improvements along Metrolink's San Bernardino Line. Residents in the communities of Covina and Baldwin Park would benefit greatly from projects like the Lone Hill to White Double Track Study. These improvements and safety enhancements are critical for the district.

The Lone Hill to White Project includes the addition of a 3.9 mile second track along the San Bernardino Line to reduce train idling, noise and will help prevent delays for passengers. I appreciate Metro's commitment to improving regional mobility and supporting the community by including millions in safety enhancements on tracks and at 12 at-grade crossings. Covering 90 percent of the cost for Quiet Zones reaffirms Metro's commitment to envision, plan and deliver an efficient and effective transportation system for Los Angeles County.

I appreciate the opportunity to discuss improvements along the corridor. The project would allow for eastbound and westbound trains to have their own track instead of sharing one, reducing delays and providing an alternate route if a train is stopped. These improvements have reciprocal benefits to all cities along the San Bernardino Line by improving on-time performance and adding operational efficiencies that do not currently exist. The addition of a second track is part of a regional solution to easing congestion and improving air quality throughout the corridor.

Local residents need a safe, convenient and preferred public transportation system. We understand the importance of the Lone Hill to White project for Metrolink to continue to provide dependable service for our local communities; and look forward to further discussions with Metro regarding corridor improvements along the San Bernardino Line.

Sincerely,

Blanca E. Rubio

BLANCA E. RUBIO
Assemblymember
48th Assembly District

**André Quintero**
*Mayor*

# CITY OF EL MONTE
## CITY COUNCIL'S OFFICE

September 18, 2017

Mr. Jay Fuhrman
LA Metro
Transportation Planning Manager
Regional Rail

**SUBJECT: LONE HILL TO WHITE DOUBLE TRACK PROJECT**

Dear Mr. Fuhrman,

On behalf of the city of El Monte I'd like to express my support for additional track and safety improvements along Metrolink's San Bernardino Line. Residents in the communities of El Monte would benefit greatly from projects like the Lone Hill to White Double Track Study. These improvements and safety enhancements are critical for the region.

The Lone Hill to White Project includes the addition of a 3.9 mile second track along the San Bernardino Line to reduce train idling, noise and will help prevent delays for passengers. I appreciate Metro's commitment to improving regional mobility and supporting the community by including millions in safety enhancements on tracks and at 12 at-grade crossings. Covering 90 percent of the cost for Quiet Zones reaffirms Metro's commitment to envision, plan and deliver an efficient and effective transportation system for Los Angeles County.

I appreciate the opportunity to discuss improvements along the corridor. The project would allow for eastbound and westbound trains to have their own track instead of sharing one, reducing delays and providing an alternate route if a train is stopped. These improvements have reciprocal benefits to all cities along the San Bernardino Line by improving on-time performance and adding operational efficiencies that do not currently exist. The addition of a second track is part of a regional solution to easing congestion and improving air quality throughout the corridor.

Local residents need a safe, convenient and preferred public transportation system. We understand the importance of the Lone Hill to White project for Metrolink to continue to provide dependable service for our local communities; and look forward to further discussions with Metro regarding corridor improvements along the San Bernardino Line.

Sincerely,

André Quintero

Andre Quintero, Mayor
City of El Monte

11333 VALLEY BOULEVARD, EL MONTE, CALIFORNIA 91731-3293 / (626) 580-2001 / FAX (626) 453-3612
EMAIL: aquintero@elmonteca.gov WEBSITE: www.elmonteca.gov

**Samuel Gutierrez,** Interim Director of Public Works

August 31, 2017

Mr. Jay Fuhrman
LA Metro
Transportation Planning Manager
Regional Rail

**SUBJECT: LONE HILL TO WHITE DOUBLE TRACK PROJECT**

Dear Mr. Fuhrman:

While the Lone Hill to White Double Track project is just outside the City limits of Baldwin Park, The City of Baldwin Park is in full support of this necessary safety improvement project. We believe that without the Double Track Project critical safety and noise reduction improvements will not be made.

The opportunity to add a 3.9-mile, second track from Lone Hill Avenue in San Dimas to White Avenue in La Verne will improve Metrolink service for riders and adds safety features on tracks and at the existing 12 at-grade crossings. The double track allows for eastbound and westbound trains to have their own track instead of sharing one, reducing delays and providing an alternate route if a train is stopped.

This 3.9 mile second track from Lone Hill Avenue in San Dimas to White Avenue in La Verne through the cities of San Dimas, La Verne and by extension the City of Pomona will allow train traffic to more safely, efficiently and quietly.

The "Quiet Zone Ready" improvements that will be created and funded by Metro along the corridor will allow the cities of San Dimas and La Verne to apply for a Quiet Zone from the Federal Railroad Administration (FRA) which will significantly reduce horn noise along the corridor.

The creation of the Double Track Project, which allows for the ability to move disabled trains off the train tracks more quickly and the creation of a Quiet Zone will significantly reduce the impacts we currently experience in the City of Baldwin Park.

While there are important questions still to be answered regarding the project, we appreciate the fact that there have been several community briefings and recognize the interest in the project.

We'd like to express our appreciation to Metro and Metrolink for considering this project and hope for support from the cities of City of La Verne and San Dimas for the Lone Hill to White Double Track Study.

With your support, I look forward to advancing this project.

Sincerely,

Sam Gutierrez
Interim Public Works Director

## PROCUREMENT SUMMARY

## LONE HILL TO WHITE DOUBLE TRACK PROJECT FINAL DESIGN PS&E/AE73891000

| | | |
|---|---|---|
| **1.** | **Contract Number**: AE73891000 | |
| **2.** | **Recommended Vendor**: Moffatt & Nichol | |
| **3.** | **Type of Procurement (check one):** ☐ **IFB** ☐ **RFP** ☒ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order** | |
| **4.** | **Procurement Dates**: | |
| | **A. Issued**: January 20, 2021 | |
| | **B. Advertised/Publicized**: January 20, 2021 | |
| | **C. Pre-Proposal Conference**: February 2, 2021 | |
| | **D. Proposals Due**: February 22, 2021 | |
| | **E. Pre-Qualification Completed**: June 16, 2021 | |
| | **F. Conflict of Interest Form Submitted to Ethics**: February 22, 2021 | |
| | **G. Protest Period End Date**: July 20, 2021 | |
| **5.** | **Solicitations Picked up/Downloaded**: 145 | **Proposals Received**: 7 |
| **6.** | **Contract Administrator**: Lily Lopez | **Telephone Number**: (213) 922-4639 |
| **7.** | **Project Manager**: Jay Fuhrman | **Telephone Number**: (213) 418-3179 |

## A. Procurement Background

This Board Action is to approve Contract No. AE73891000 for the Lone Hill to White Double Track Project Final Design Plans, Specifications and Estimates (PS&E) project to provide engineering services in support of the Lone Hill to White (LHW) Double Track Final Design project. Board approval of contract award is subject to resolution of all properly submitted protest(s).

The Request for Proposals (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. The RFP was issued with an SBE goal of 21% and a 3% DVBE goal.

Two (2) amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on January 29, 2021, revised LOI-04 Communication with LACMTA to change Contract Administrator.
- Amendment No. 2, issued on February 9, 2021, provided revisions related to the Submittal Requirements and General Condition (GC-24).

A virtual pre-proposal conference was held on February 2, 2021, attended by 101 participants. A total of 39 questions were asked and responses were released prior to the proposal due date.

A total of 145 firms downloaded the RFP and were included in the planholders list. A total of seven proposals were received on February 22, 2021 from the following firms:

- David Evans and Associates, Inc.
- Dewberry Engineers, Inc.
- Gannett Fleming, Inc.
- Jacobs Engineering Group, Inc. (Jacobs)
- Moffatt & Nichol
- RailPros
- Zephyr UAS, Inc.

## B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Project Management department and 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% |
| • Project Management Plan | 25% |
| • Project Understanding | 40% |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar Architectural and Engineering (A&E) procurements. Several factors were considered when developing these weights, giving the greatest importance to project understanding. The PET evaluated the proposals according to the pre-established evaluation criteria.

This is an A&E, qualifications-based procurement; therefore, price cannot be used as an evaluation factor pursuant to state and federal law.

During the period of February 22, 2021 to March 16, 2021, the PET members independently evaluated and scored the technical proposals. Three of the seven proposals received were determined to be within the competitive range and are listed below in alphabetical order.

- Gannett Fleming, Inc.
- Jacobs
- Moffatt & Nichol

Four firms were determined to be outside the competitive range and were not included for further consideration as proposals were not clear in addressing the requirements.

On March 16, 2021, the three mentioned firms were invited for oral presentations, which provided each firm the opportunity to present each team's qualifications and respond to PET's questions.

Following oral presentations, the PET finalized technical scores based on both written proposals and the responses from the oral presentations. On March 16, 2021, the PET agreed that the final ranking of proposals scored Moffatt & Nichol's proposal as the highest technically qualified. The PET concluded that Moffatt & Nichol's proposal presented the highest level of skills and demonstrated the best understanding of the project.

**Qualifications Summary of Recommended Firm:**

The Moffatt and Nichol team demonstrated relevant skill and experience on similar projects, including three double track projects. One of the three projects, Lilac to Rancho, is an almost identical project in the same rail corridor, with similar characteristics. The Moffatt and Nichol team also demonstrated experience with many additional Class 1 commuter, inter-city, and freight corridor projects in the Metrolink commuter rail territory and Southern California region. The Moffatt and Nichol team demonstrated previous experience in all the key double track final design disciplines, such as geotechnical, utilities, signal and communication, track, bridge and structures, station design, permitting and third-party coordination, etc.

The key personnel assigned to the project are qualified and have several years of relevant railroad experience. The key personnel are also experienced with inter-agency coordination, Metrolink, inter-city, freight, Gold Line, CPUC, FRA, etc.

The Moffatt and Nichol team demonstrated a detailed project understanding by laying out, task by task, how they will implement the scope of services. In particular, the discussion of survey and mapping, drainage, grade crossings, station design, signal and communications and interagency coordination is very detailed and shows a clear understanding of the project.

A summary of the PET scores is provided below:

| 1 | Firm | Average Score | Factor Weight | Weighted Average Score | Rank |
|---|---|---|---|---|---|
| 2 | **Moffatt & Nichol** | | | | |
| 3 | Skill and Experience of the Team | 80.00 | **35.00%** | 28.00 | |
| 4 | Project Management Plan | 74.32 | **25.00%** | 18.58 | |
| 5 | Project Understanding | 81.40 | **40.00%** | 32.56 | |
| 6 | **Total** | | **100.00%** | **79.14** | **1** |
| 7 | **Jacobs** | | | | |
| 8 | Skill and Experience of the Team | 76.11 | **35.00%** | 26.64 | |
| 9 | Project Management Plan | 72.00 | **25.00%** | 18.00 | |
| 10 | Project Understanding | 81.88 | **40.00%** | 32.75 | |
| 11 | **Total** | | **100.00%** | **77.39** | **2** |
| 12 | **Gannett Fleming, Inc** | | | | |
| 13 | Skill and Experience of the Team | 63.34 | **35.00%** | 22.17 | |
| 14 | Project Management Plan | 71.32 | **25.00%** | 17.83 | |
| 15 | Project Understanding | 77.60 | **40.00%** | 31.04 | |
| 16 | **Total** | | **100.00%** | **71.04** | **3** |

## C. Cost Analysis

The recommended price of $6,498,899 has been determined to be fair and reasonable based upon the independent cost estimate (ICE), the Project Manager's technical analysis, a cost analysis, fact finding, and negotiations. Staff successfully negotiated a savings of $1,447,999.

| | Proposer Name | Proposal Amount | Metro ICE | Negotiated Amount |
|---|---|---|---|---|
| 1. | Moffatt & Nichol | $7,946,898 | $5,348,000 | $6,498,899 |

The variance between the final negotiated price and Metro's ICE is due to the level of effort being underestimated for the following tasks: Task 1 – Project Management, Task 4- Utilities, Task 9 – Grade Crossings, Task 10 – Structures and Task 12 – Railroad Signal/Communications and Positive Train Control (PTC).

## D. Background on Recommended Contractor

The recommended firm, Moffatt & Nichol is located in Long Beach and was founded in 1957. Moffatt & Nichol is an infrastructure advisor, specializing in the planning and design of facilities in the goods/freight movement industry. The areas of practice include ports and harbors, waterfronts and marinas, transportation, rail and goods movement.

Of the 5 subcontractors who are members of the proposed team, 3 are Metro certified SBEs and one is DVBE certified.

## DEOD SUMMARY

## LONE HILL TO WHITE DOUBLE TRACK FINAL DESIGN, PLANS SPECIFICATIONS & ESTIMATES / AE73891000

### A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 21% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. Moffatt & Nichol exceeded the goal by making a 27.19% SBE and 3.18% DVBE commitment.

| Small Business Goal | 21% SBE 3% DVBE | Small Business Commitment | 27.19% SBE 3.18% DVBE |
|---|---|---|---|

| | SBE Subcontractors | % Committed |
|---|---|---|
| 1. | Wagner Engineering & Survey, Inc. | 4.13% |
| 2. | Rail Surveyors and Engineers, Inc. | 6.13% |
| 3. | Pacific Railway Enterprises, Inc. | 16.93% |
| | **Total SBE Commitment** | **27.19%** |

| | DVBE Subcontractors | % Committed |
|---|---|---|
| 1. | MA Engineering | 3.18% |
| | **Total DVBE Commitment** | **3.18%** |

### B. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

### 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

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

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

**File #:** 2021-0471, **File Type:** Resolution **Agenda Number:** 12.

**PLANNING AND PROGRAMMING COMMITTEE**
**JULY 14, 2021**

**SUBJECT: VMT MITIGATION PROGRAM GRANT AWARD RESOLUTION**

**ACTION: APPROVE RECOMMENDATIONS**

## RECOMMENDATION

CONSIDER:

A. AUTHORIZING the Chief Executive Officer (CEO) or her designee to execute Resolution in Attachment A and all Grant Agreements and any amendments thereto to claim funds awarded through the Fiscal Year (FY) 2021-22 California Department of Transportation (Caltrans) Sustainable Transportation Planning Grant Program; and

B. PROGRAMMING $90,692 in Proposition C (25%) Highway funds to meet the Sustainable Transportation Planning Grant Program local match requirements.

## ISSUE

In February 2021, Metro staff applied to the Fiscal Year (FY) 2021-22 Caltrans Sustainable Transportation Planning Grant, Sustainable Communities Competitive (Technical) category for the development of a Vehicle Miles Traveled (VMT) Mitigation Program. Metro was notified in June 2021 of a conditional award of grant funds totaling $700,000, the maximum under the Sustainable Communities Competitive Program. In order to satisfy the conditions of the grant award, a Restricted Grant Agreement must be executed with Caltrans by July 31, 2021 which must include an adopted Board resolution. Failure to satisfy these conditions will result in the forfeiture of grant funds. Therefore, staff is seeking Board approval of the resolution contained in Attachment A.

## BACKGROUND

The Caltrans Sustainable Transportation Planning Grant Program is a competitive, statewide, call-for-applications program created to provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability. The grant funding is intended to support and implement Regional Transportation Plan (RTP) Sustainable Communities Strategies (SCS) and to ultimately achieve the State's greenhouse gas (GHG) reduction target of 40 and 80 percent below 1990 levels by 2030 and 2050, respectively. Eligible planning projects must have a transportation nexus, are expected to directly benefit the multi-modal transportation system, and will improve public

health, equity, environmental justice, the environment, and provide other important community benefits.

This FY 2021-22 round, the Sustainable Transportation Planning Grant Program included two categories:

- **Sustainable Communities Grants** to encourage local and regional planning that furthers state goals, including, but not limited to, the goals and best practices cited in the Regional Transportation Plan Guidelines adopted by the California Transportation Commission.

- **Strategic Partnerships Grants** to identify and address statewide, interregional, or regional transportation deficiencies on the State highway system in partnership with Caltrans. A sub-category funds transit-focused planning projects that address multimodal transportation deficiencies.

Caltrans announced the release of the FY 2021-22 Sustainable Transportation Planning Grant Program Application Guide/call-for-applications in December 2020 with an application deadline of February 2021. Awards were announced in June 2021 and included in Attachment B. A statewide total of 169 grant applications were received with requests totaling approximately $55 million for Sustainable Communities Competitive and Strategic Partnerships Grants. Of these applications, 59 were selected for grant awards, totaling approximately $21.5 million. Metro was awarded the full grant funding amount requested ($700,000) for the Metro VMT Mitigation Program.

## DISCUSSION

Purpose

Using financial assistance provided by the Caltrans Sustainable Communities Grant Program, Metro's VMT Mitigation Program will develop a framework to mitigate VMT impacts resulting from highway projects on the State Highway System (SHS) in Los Angeles County, in compliance with Caltrans' California Environmental Quality Act (CEQA) transportation impact metric determination. Metro's VMT Mitigation Program would allow Metro to support the region's Senate Bill (SB) 32 and SB 375 goals by reducing the impacts of VMT and correlated GHG emissions, while simultaneously providing greater mobility options for the County's residents.

SB 743 represents a significant transformation in CEQA review of transportation projects, including those on the SHS. Consistent with SB 743, Caltrans has chosen to adopt VMT as the CEQA transportation metric for projects on the SHS, complimenting and bolstering state goals of reducing GHG emissions. In support of this change, Caltrans has released extensive guidance on the preferred approach for analyzing VMT attributable to proposed projects, including induced travel, and guidance in making CEQA significance determinations for transportation impacts on the SHS.

Need

The framework for assessing anticipated long term mitigation and monitoring strategies for VMT are not yet established. As a regional transportation agency engaged in funding, planning, designing, and constructing highway improvement projects in collaboration with Caltrans and local agencies, Metro is well situated to study, develop recommendations, and deploy and expand its existing programs as

VMT mitigation strategies for Metro VMT-inducing projects on the SHS. Additionally, Metro is positioned to partner with other municipal agencies to support and continue their ongoing VMT mitigation efforts. Metro will ensure that VMT-inducing projects on the SHS align with State policy, local transportation plans, and GHG reduction strategies, with the ultimate objective of establishing a framework for defensible, CEQA-based environmental review and mitigation.

Approach

Using the Caltrans Sustainable Communities Grant Program funding, Metro, along with a comprehensive list of regional and statewide stakeholders, will analyze and demonstrate the validity of various VMT quantification tools and mitigation options, including expanding its Transportation Demand Management (TDM) program. The effectiveness of VMT mitigation tied to site-specific, on- or off-system SHS projects would also be evaluated, including incorporation of Complete Streets elements, improving routes connecting to public transportation, Park & Ride lots, implementation of Intelligent Transportation Systems (ITS) elements to smooth traffic flow and increase system efficiency, modifying roadways to allow more efficient bus operation, including bus lanes and signal priority/preemption where necessary, and coordinating improvements on the SHS with arterial roadways.

Metro would also evaluate, expand, and/or contribute to ongoing Countywide or Statewide programmatic VMT mitigation efforts. Metro would explore implementing a VMT credit or banking and exchange system, operated by Metro and supported by its municipal agencies/partners. Under a banking system, Metro and other Countywide partners could purchase mitigation credits to reduce project-specific VMT impacts. The revenues from the credit purchases could be utilized by the bank to facilitate the development of VMT-reducing land use and transportation projects, investing in infrastructure improvements such as pedestrian facilities, or aid in the development of regional transportation options, such as light rail, prioritizing investments in historically disadvantaged communities, leveraging Metro's Equity Platform-identified Equity Focused Communities (EFCs). An exchange system might be similarly structured: in exchange for implementing a project that induces VMT, Metro could invest in a project identified by a local or regional transportation partner that reduces VMT.

Outcomes

The development of a VMT Mitigation Program would allow Metro to continue to fund and deliver important, voter-mandated highway improvement projects, while simultaneously delivering significant strategic investments to further the goals identified in Metro's Vision 2028 Strategic Plan, Long Range Transportation Plan (LRTP), Goods Movement Strategic Plan, Complete Streets Policy, and its ordinances and expenditure plans. The VMT Mitigation Program would also further California's Transportation Plan 2040, Interregional Transportation Strategic Plan, and Freight Mobility Plan, supporting a vibrant economy, goods movement efficiency, and enhanced mobility for people and goods, positioning Metro for future State grant funding. These projects will simultaneously result in investments in ongoing VMT reducing projects, including Complete Streets projects as well as new or improved transit lines, reducing VMT in areas with higher-than-average existing VMT, and supporting communities that are already in lower-than-average VMT areas, with disadvantaged and EFCs receiving a greater proportion of total investments.

## DETERMINATION OF SAFETY IMPACT

The proposed actions have no adverse impact on the safety of Metro's patrons or employees.

## FINANCIAL IMPACT

Adoption of the resolution and authorization of the CEO to execute the required documents to claim Caltrans Sustainable Transportation Planning Grant Program funds would positively impact the agency's budget by making $700,000 available to Metro.

Funding for the project will be grant matched with $90,692 in Prop C (25%) Highway funds for a total project budget of $790,692. For FY22, planned expenditures of $200,000 has been budgeted under Highway Planning Project 405522, Highway Program Cost Center 4720, Professional Services Account 50316.

Impact to Budget
Claiming Caltrans Sustainable Transportation Planning Grant Program funds will have a positive impact on the FY22 budget, as these funds are scheduled to be disbursed to Metro for use in FY22, 23, and 24.

The source of funds for this project is Prop C (25%) Highway Funds and Caltrans Sustainable Transportation Planning Grant Program funds. These funds are not eligible for Bus and Rail operations or Capital expenditures.

## EQUITY PLATFORM

Metro's VMT Mitigation Program will develop a suite of VMT mitigation measures for Los Angeles County as a whole, focused on their effectiveness and reasonableness. The VMT Mitigation Program will utilize the Metro Equity Tool to help evaluate the potential benefits of these VMT mitigation measures and resulting investments to disadvantaged communities and EFCs by developing a series of criteria for evaluating, validating, and prioritizing potential VMT mitigation options. The Equity Tool will also evaluate if these criteria will ensure an equitable approach by ensuring that disadvantaged communities and EFCs receive their fair share of benefits and are protected from a disproportionate amount of impacts. This approach will guide the policy-related aspects of the VMT Mitigation Program, including prioritization of mitigation based on disadvantaged communities and/or EFC-based needs, with the viability of these priorities specifically analyzed and quantified.

This effort will be steered by Metro's 2020 LRTP which has committed proportionally greater benefits, measured in emissions/VMT reduction, ensuring that transportation investments provide benefits that serve disadvantaged communities and EFCs, consistent with Assembly Bill (AB) 1550. The LRTP has identified preliminary investment priorities for disadvantaged communities and EFCs, which will then be analyzed for VMT mitigation potential and prioritized in whichever investments are pursued. Since the Program would cover all of the County, VMT mitigation investments would be focused consistent with these LRTP priorities. Within disadvantaged communities and EFCs, staff will work with local stakeholders to ensure an inclusive and accessible engagement process. Having a VMT mitigation framework in place will facilitate informed discussions, at the site-specific level and at the broader programmatic level.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

The VMT Mitigation Program outcomes will support implementation of the following Strategic Plan Goals:

*1. Provide high-quality mobility options that enable people to spend less time traveling*

The VMT Mitigation Program would allow Metro to continue to fund important, voter-mandated highway improvement projects, delivering significant investments to further the goals identified in Metro's Vision 2028 Strategic Plan, LRTP, and Goods Movement Strategic Plan, supporting a vibrant economy, goods movement efficiency, and enhanced mobility for people and goods. These projects will simultaneously result in investments in ongoing VMT and GHG reducing projects, including active transportation and safety-focused projects, consistent with Metro's Complete Streets policy.

*Goal 3: Enhance communities and lives through mobility and access to opportunity.*

The VMT Mitigation Program would result in the development of a mitigation strategy that could be implemented programmatically, not tied to project-specific geographical areas, which would permit Metro and its partner agencies to flexibly align mitigation with housing, transportation needs, and congruent land use types. Metro is well positioned to integrate VMT mitigation with housing, land use, and transportation because of Metro's transit and active transportation expansion efforts, the agency's Transit-Oriented Communities Implementation Plan, and the Transit Oriented-Development on Metro-owned properties that develop sites that improve access to transit and other transportation alternatives.

*4. Transform LA County through regional collaboration and national leadership.*

The VMT Mitigation Program ad-hoc policy working group, which will rely on critical regional collaboration, will be formed to guide the process throughout its development and implementation. This ad-hoc policy working group will aim to include Metro Highways, Environmental Sustainability, Planning, Congestion Reduction, and Equity & Race staff, Caltrans Headquarters and District 7 staff, including Sustainability, Environmental, and Corridor Management, Southern California Association of Governments (SCAG), Los Angeles Department of Transportation (LADOT), California Air Resources Board (CARB), and South Coast Air Quality Management District (SCAQMD) staff, among others. The strategies resulting from the VMT Mitigation Program will expand the knowledge base overall and set the stage for Metro and its public agency partners to provide further innovation in the field.

## ALTERNATIVES CONSIDERED

The Board may choose not to approve the resolution in Attachment A. Staff does not recommend this alternative because it would risk loss of Metro's FY 2021-22 Sustainable Transportation Planning Grant Program fund award amount of $700,000.

## NEXT STEPS

Following Board approval of the resolution, Metro staff will coordinate with the Caltrans District Grant Manager to meet the conditions of grant acceptance and execute a Restricted Grant Agreement and any amendments thereto. Following receipt of a fully executed contract and a formal Notice to Proceed from Caltrans, Metro staff will begin work on the VMT Mitigation Program.

## ATTACHMENTS

Attachment A - Resolution to Execute Caltrans Sustainable Transportation Planning Grant Program Agreements and Amendments
Attachment B - Grant Award List

Prepared by: Julio Perucho, Principal Transportation Planner, (213) 922-4387
Ernesto Chaves, Deputy Executive Officer, (213) 418-3142
Steven Gota, Executive Officer, (213) 922-3043
Abdollah Ansari, Sr. Executive Officer, (213) 922-4781

Reviewed by: Bryan Pennington, Interim Chief Program Management Officer, (213) 922-7449

Stephanie N. Wiggins
Chief Executive Officer

**ATTACHMENT A**

**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY BOARD RESOLUTION AUTHORIZING THE CHIEF EXECUTIVE OFFICER TO EXECUTE AGREEMENTS WITH THE CALIFORNIA DEPARTMENT OF TRANSPORTATION FOR THE METRO VEHICLE MILES TRAVELED (VMT) MITIGATION PROGRAM**

**WHEREAS,** the Sustainable Transportation Planning Grant Program was created by the California Department of Transportation (Caltrans) to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability; and

**WHEREAS,** Metro is eligible to receive Federal and/or State funding through the Sustainable Transportation Planning Grant Program; and

**WHEREAS,** Metro was awarded a $700,000 Sustainable Transportation Planning Grant in Fiscal Year (FY) 2021-2022 from Caltrans for the Metro Vehicle Miles Traveled (VMT) Mitigation Program; and

**WHEREAS,** a Restricted Grant Agreement is needed to be executed with Caltrans before such funds can be claimed through the Sustainable Transportation Planning Grant Program; and

**WHEREAS,** Metro wishes to delegate authorization to execute this agreement and any amendments thereto necessary to claim funds awarded through the FY 2021-22 Sustainable Transportation Planning Grant Program to the Chief Executive Officer or her designee.

**NOW, THREFORE, BE IT RESOLVED** by the Board of Directors of the Los Angeles County Metropolitan Transportation Authority that:

1. The Chief Executive Officer (CEO) or her designee is authorized to execute all Restricted Grant Agreements and any amendments thereto with Caltrans.

**CERTIFICATION**

The undersigned, duly qualified and serving as Board Clerk of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of a Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held July 22, 2021.

COLLETTE LANGSTON
Metro Board Clerk

_____

DATED:

# FY 2021-22 Sustainable Transportation Planning Grant Program
## Award List

| Dist. | Grant Category | Grantee | Sub-recipient(s) | Project Title | Project Location (City) | Project Location (County) | Project Description | Project Type | Disadvantaged Community Benefit | Award Amount | Fund Source* |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Sustainable Communities Competitive | County of Humboldt Department of Public Works | Redwood Community Action Agency | Humboldt Bay Trail Planning Study: Eureka to College of the Redwoods | Greater Eureka Area | Humboldt | The project will develop a plan to increase mobility options between the communities south of Eureka and reduce the potential for conflicts between bicyclists, pedestrians, and vehicles within the Highway 101 corridor between Eureka and College of the Redwoods. The project will plan an approximately three-mile southerly extension of the Humboldt Bay Trail combined with complete streets improvements on existing roads to connect affordable housing, micro-mobility options, disadvantaged communities, schools, and recreation areas. Recent legislation mandating conversion of the out-of-service railroad corridor to a trail will enable a cost-effective design for a Class I bike path (multi-use trail) within the study area. The project will leverage partnerships with public agencies, PG&E, College of the Redwoods, community residents, local school districts, and other stakeholders to improve safety, mobility, and transportation equity for residents and students and advance state priorities for the California Coastal Trail and Great Redwood Trail. | Active Transportation | X | $285,000 | RMRA |
| 1 | Sustainable Communities Competitive | Lake County/City Area Planning Council | NA | Lake County Transit Development Plan Update | Countywide | Lake | The project involves an update to the County's 2015 Transit Development Plan (TDP) for use by Lake Transit Authority (LTA) and other local service providers. First adopted in 2008, the TDP has helped guide the development of transit services providing improved mobility for area residents and visitors. The region's large populations of aging, disabled and economically disadvantaged residents relative to other regions of the State emphasizes the importance of the TDP, and past LTA audits have recommended frequent updates to address the most current ridership needs in a timely manner. Such needs include those for less traditional options that provide flexibility and/or on-demand services, particularly for transit dependent users unable to access existing LTA facilities due to physical or scheduling related barriers. A new update will include an examination of feasible alternatives. Keeping the TDP current will also further transit planning goals of the Lake RTP and the California CTP. | Transit | X | $103,580 | FTA 5304 |
| 1 | Sustainable Communities Competitive | Mendocino Council of Governments | NA | Feasibility Study - Mobility Solutions for Rural Communities of Inland Mendocino County | Countywide | Mendocino | This study will research mobility solutions/transit alternatives existent in the marketplace that have been implemented in similar locations, for applicability in our region. The study will look at developing innovative solutions (including pilot projects) to meet mobility needs of these remote communities. Various public engagement tools will be utilized for community outreach. Communities to be studied are Covelo, Laytonville, Brooktrails, Hopland, and Potter Valley. Major deliverables include community engagement, recommendations, and final report. Parties involved include MCOG, Mendocino Transit Authority, consultant, Caltrans, and community members. Connections to regional plans include the Regional Transportation Plan and Coordinated Public Transit Human Services Transportation Plan. | Transit | X | $177,060 | SHA |

FY 2021-22 Sustainable Transportation Planning Grant Program
Award List

| Dist. | Grant Category | Grantee | Sub-recipient(s) | Project Title | Project Location (City) | Project Location (County) | Project Description | Project Type | Disadvantaged Community Benefit | Award Amount | Fund Source* |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Sustainable Communities Competitive | Tolowa Dee-ni' Nation | NA | Tolowa Dee-ni' Nation Connected Communities Plan | Countywide | Del Norte | The Federally recognized Tribe of the Tolowa Dee-ni' Nation will develop a Connected Communities Plan (CCP) for the United States (US)101 corridor through coastal Smith River in northern Del Norte County. The Connected Communities Plan will provide a vision for a balanced, accessible multi-modal transportation network through the heart of the Tolowa Dee-ni' Nation. This project is intended to develop a multi-use separated path paralleling US 101 to connect active transportation users to various Tribal destinations. Safety measures including traffic calming and street lighting will be incorporated. Community members will have various opportunities to be involved in the project to ensure that the proposed improvements reflect their highest priorities. The study will include advanced conceptual designs that will allow the Tribe to seek funding to bring the proposed improvements to fruition, as well as an educational campaign aimed to shed light on the benefits of walking and biking. | Active Transportation | X | $130,405 | SHA |
| 2 | Sustainable Communities Competitive | City of Dunsmuir | Local Government Commission | Dunsmuir Active Transportation Plan | Dunsmuir | Siskiyou | The City will conduct an intensive participatory planning effort to prepare a community-driven active transportation plan that will guide expansion of facilities for walking, bicycling, and local transit in the next decades. The Plan will evaluate the key issues in order to develop a prioritized list of projects, a toolbox of solutions and conceptual designs/preliminary cost estimates for pedestrian, bicycle, and transit improvements. The project will invite various stakeholders to participate in a formal advisory group throughout the development of the Plan document. The Plan will be developed through a charrette process that will engage community members through workshops, walk audits, small table discussions, and other interactive events to identify challenges to walking and bicycling. The Plan will build on the Siskiyou County Local Transportation Commission 2016 Regional Transportation Plan (RTP) and state goals by reducing vehicle miles traveled and GHG emissions and improving safety for all modes of travel. | Active Transportation | X | $171,953 | SHA |

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| 2 | Sustainable Communities Competitive | City of Tehama | NA | City of Tehama Community Transportation Plan | City of Tehama | Tehama | The City of Tehama will prepare a citywide Community Transportation Plan. The Plan will provide a framework for a balanced multimodal transportation network addressing Tehama's transportation challenges and ultimately improving connections between where people live, work, and play. The overall goal of the Plan will be to improve circulation in the City with an emphasis on the safety and convenience of potential bicyclists and pedestrians in the City of Tehama and will provide vital connections for Tehama residents to access daily destinations they need and want to travel to. The Plan has the potential to improve opportunities to walk, bike, and take public transportation in Tehama and improve social well-being and the physical health of community members. Previous planning efforts that have identified the need for bicycle and pedestrian facilities and connections in the City of Tehama are the Tehama Regional Transportation Plan (2018) and the Tehama Active Transportation Plan (2018). | Multimodal | X | $88,087 | SHA |
| 2 | Sustainable Communities Competitive | Pit River Tribe | NA | Pit River Tribe Long Range Transportation Plan Update | | Lassen<br>Modoc<br>Shasta<br>Siskiyou | The Pit River Tribe will prepare an update to the Tribal Long Range Transportation Plan (LRTP). The goal of the LRTP is to identify the needs of the Tribal community and evaluate the accessibility, safety, social equity, and future growth and development of the transportation system within the community. An updated LRTP will address the multimodal transportation needs that will support the Tribe's environmental and socioeconomic objectives and establish a continuous planning process. The project will engage the local community through public meetings, surveys, and workshops to ensure public involvement and input into the LRTP. The project will also include coordination with the Caltrans, the Bureau of Indian Affairs (BIA), and local county agencies and will align with regional planning efforts. | Multimodal | X | $129,327 | SHA |

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| 2 | Sustainable Communities Competitive | Plumas County Transportation Commission (PCTC) | Lake Almanor Area Chamber of Commerce; Almanor Recreation and Park District | State Route 36 Chester Complete Streets and Context Sensitive Streetscape Plan | Chester | Plumas | The PCTC, in partnership with local recreation and utility Districts, and the Chamber of Commerce, will develop a Complete Streets (CS) and Context Sensitive Streetscape (CSS) Plan for the 2-mile length of State Route 36/Main Street corridor, in time for implementation with 2024's Chester CAPM project. An extensive community engagement process will identify design strategies to transform Main Street into a pedestrian/ bicycle-friendly corridor. Deliverables include a CS/CSS plan for roadway, bikeway, sidewalk, and intersection modifications to support safety, operations, access and mobility for all modes and users of all ages and abilities. The planning effort fully supports State and regional goals of reducing vehicle miles traveled and greenhouse gas emissions, maximizing mobility and accessibility, enhancing economic vitality, while preserving a sustainable regional transportation system, and protecting community health and the environment. The plan will integrate the locally developed 2009 Chester Main Street Design Plan with recommendations from the County's 2018 ATP. | Complete Streets | X | $526,000 | RMRA |
| 2 | Strategic Partnerships Transit | Shasta Regional Transportation Agency | NA | North State Intercity Bus to Rail Plan | Redding | Shasta | The North State Intercity Bus to Rail Plan will develop the next generation of intercity travel options between Redding, the second-largest city in the 16 counties of Rural Northern California, and the major urban centers of Greater Sacramento and the Bay Area. While the new Salmon Runner bus service will address the immediate need for Interstate-5 intercity passenger transportation, the 2018 California State Rail Plan calls for additional long-term goals of providing integrated express bus service every two hours from Sacramento to Redding and studying daytime passenger rail. This project will take the next step to develop that vision by evaluating enhanced bus connections to nearby rail hubs as well as future direct passenger rail service. The study will include an assessment of rail infrastructure and possible expansions. Finally, the project will incorporate a road map for establishing a new governance structure to plan and operate improved intercity transportation service. | Transit | | $291,819 | FTA 5304 |

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| 2 | Strategic Partnerships | Shasta Regional Transportation Agency (SRTA) | NA | State Route 273 Northern Section Multimodal Corridor Plan | Redding | Shasta | In close collaboration with the city of Redding, Caltrans District 2, and Redding Rancheria, SRTA will develop the State Route (SR) 273 Northern Section Multimodal Corridor Plan (SR 273 NSMC Plan). The effort will take a fresh look at one of the region's most complex, challenging, and significant corridors to prepare a plan that will result in the following key deliverables: A prioritized list of a projects that address safety, accessibility, connectivity, mobility, and freight related needs; Fewer transportation-related obstacles to economic development and increased opportunities for future public-private partnerships to address these obstacles; Active community engagement with disadvantaged census tracts resulting in a prioritized list of policies, programs, and projects that would most effectively address community-identified needs and inequities; An opportunity to incorporate findings from the Resilient Shasta Extreme Climate Event Mobility and Adaption Plan currently underway. | Corridor | | $500,000 | FHWA SPR Part I |
| 3 | Strategic Partnerships Transit | Butte County Association of Governments (BCAG) | NA | North Valley Passenger Rail Strategic Plan | Sacramento Marysville Oroville Chico | Butte Sacramento Sutter Yuba | BCAG, in partnership with Caltrans, San Joaquin Regional Rail Commission (SJRRC), San Joaquin Joint Powers Authority (SJJPA), and Union Pacific Railroad (UP), will prepare the North Valley Passenger Rail Strategic Plan to extend "Valley Rail" passenger rail service northward from Natomas to Butte County. The plan will examine both UP lines extending through the Cities of Oroville and Chico, resulting in deliverables that include rail model output data from UP, schedule and preferred station locations, operating and capital improvement costs, fare structure/pricing plan, ridership/revenue forecasts, and financing plan. | Transit | | $500,000 | FTA 5304 |
| 3 | Sustainable Communities Competitive | City of Colfax | Local Government Commission | Downtown Connectivity and Main Street Improvement Plan | Colfax | Placer | The City, with its sub-applicant (Local Government Commission), will conduct an extensive and highly participatory, multifaceted community engagement process to identify strategies to improve safety and promote active modes of transportation. The resulting Downtown Connectivity and Main Street Improvement Plan will include short-and long-term multimodal improvements for pedestrians, bicyclists and access to transit, revitalization strategies for incremental investments and infill within the downtown core, and strategies for how neighborhoods can connect with the downtown and maintain a compact community form. The plan fully supports state and regional SCS/RTP goals of reducing vehicle miles traveled and GHG emissions, maximizing mobility and accessibility, preserving and ensuring a sustainable regional transportation system, and protecting the environment and health. | Multimodal | X | $211,030 | SHA |

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| 3 | Sustainable Communities Competitive | City of Rancho Cordova | NA | Citywide Roundabout Feasibility Study and Implementation Plan | Rancho Cordova | Sacramento | This project evaluates the feasibility of implementing roundabouts in disadvantaged/legacy communities and in areas where new development is proposed. The study will create a 'Roundabout Priority Implementation Plan' that works for our community and integrates with the City's Complete Street Plans. This study will also create 'Roundabout Evaluation Guidelines' so that unanticipated future roundabout locations can be quickly evaluated. The study will also consider replacing existing signal-controlled intersections to better align with long term SACOG Regional MTP/SCS 2020 goals. | Multimodal, Safety | X | $154,928 | RMRA |
| 3 | Sustainable Communities Competitive | City of West Sacramento | NA | West Sacramento Equitable Sidewalks Program: Putting Pedestrians First | West Sacramento | Yolo | The City seeks to create an inventory of existing sidewalk assets. This data collection, analysis and policy development is critical to establishing an equitable Sidewalk Program. The project proposes to complete the following: citywide sidewalk inventory & assessment, define individual projects, develop/apply project prioritization framework, complete 30% Design/conceptual drawings for top ranking projects, and sidewalk implementation/investment strategy. | Active Transportation | X | $258,419 | RMRA |
| 3 | Sustainable Communities Competitive | City of Woodland | NA | Active Transportation Plan | Woodland | Yolo | The Woodland Active Transportation Plan will serve as the master plan to guide the development of active transportation infrastructure for implementation coordinated with city priority projects. Woodland will work with the school district, Yolobus, local businesses, and the Woodland Bike Campaign to develop policy direction and design guidance for identifying and prioritizing active modes needs. Major project deliverables include a Citywide Level of Traffic Stress Analysis, a community equity map, a phasing plan and the final implementation plan. | Active Transportation | X | $161,125 | SHA |
| 3 | Sustainable Communities Competitive | El Dorado County Transportation Commission (EDCTC) | NA | EDCTC - Greater Placerville Wildfire Evacuation, Community Safety, and Resiliency Plan | Placerville | El Dorado | To address the impacts of climate change, the project will develop a wildfire evacuation plan for the Greater Placerville area in El Dorado County. The project will produce an Existing Conditions Report to characterize wildfire risk in the project area, including detailing the existing vulnerabilities in the transportation, communication, and water networks. The final plan will identify the infrastructure improvements needed to effect timely evacuation and make infrastructure networks more resilient and provide redundancy to avoid catastrophic failure. Parties involved include the public and local, state, and federal agencies responsible to respond to a wildfire and evacuation. Relevant planning efforts include: El Dorado County RTP 2040; Sacramento Region Transportation Climate Adaptation Plan; Resource Conservation District Fire Adapted 50 Plan. | Climate Change, Safety | X | $250,000 | SHA |

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| 3 | Strategic Partnerships | Sacramento Area Council of Governments (SACOG) | Southern California Association of Governments (SCAG); San Diego Association of Governments (SANDAG) | Leveraging Road Pricing and Shared Use Mobility Incentives to Achieve Policy Goals | Multiple | Multiple | SACOG, SCAG, and SANDAG, in partnership with Caltrans, seek to develop a common research design framework for pilot projects to test the effects of integrating mobility payment systems (e.g. congestion and corridor fees) with demand management approaches (e.g. incentives for not driving alone) to achieve policy outcomes: advancing equity in underserved communities; reducing vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions; managing roadway congestion; and providing sustainable revenues from fees for system maintenance and operation. This project seeks to design pilot testing that would put MPOs in a position to implement valuable policy-driven facility pricing systems and incentives that magnify desirable environmental and equity outcomes supporting EO-19-19 and the Caltrans Equity Statement while minimizing negative impacts, especially on underserved communities. | Multimodal, Road Pricing | X | $500,000 | FHWA SPR Part I |
| 3 | Sustainable Communities Competitive | Yuba Sutter Transit Authority | NA | Comprehensive Operational Analysis | Multiple | Sutter Yuba | Yuba-Sutter Transit will prepare a Comprehensive Operational Analysis (COA) to improve the services provided and make transit a more viable option for Yuba and Sutter County residents. The COA will provide the needed guidance to study alternative service models, reallocate resources, and better integrate with other regional services to better meet the mobility needs of the region especially for low-income and disadvantaged communities. Additionally, the COA's recommendations will provide the tools to enhance the efficiency, convenience and quality of the local and regional transit service while reducing greenhouse gas emissions. The analysis will include coordination with other state and regional planning efforts including the California Statewide Transit Strategic Plan, California Integrated Travel Project, the Sacramento Region Blueprint, and 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy. | Transit | X | $199,192 | SHA |
| 4 | Sustainable Communities Competitive | City of Oakland Department of Transportation | NA | Chinatown Complete Streets Project | City of Oakland | Alameda | Chinatown is a bustling neighborhood that is a centerpiece of Oakland's cultural identity. The Plan will work with the community to identify a set of key corridors, conduct outreach to reach consensus on multimodal upgrades to those streets, and complete the conceptual designs necessary to advance capital projects. This plan will engage local non-profits, residents, and businesses in Chinatown to craft a set of approved projects that meet the State's GHG reduction goals, are coordinated with planned development and regional projects, and reflect community priorities. | Complete Streets | X | $500,000 | RMRA |

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| 4 | Sustainable Communities Competitive | City of San Jose | California Walks | Walk Safe San Jose | City of San Jose | Santa Clara | Walk Safe San José focuses on the four council districts with a combined resident population just under 400,000 (as of the 2010 census) identified in the City's 2020 Vision Zero Action Plan with the most traffic fatalities and severe traffic injuries. Within this inner core of neighborhoods around downtown, the City proposes to work with a consultant on eight focus areas where bike and pedestrian injury data demonstrate that people walking and biking demand. Existing street design does not support safe pedestrian access; arterials are fast and wide, and fully signalized crosswalks are spaced far apart. This plan would address pedestrian safety deficiencies in San José's highest need areas. | Multimodal, Safety | X | $398,400 | SHA |
| 4 | Sustainable Communities Competitive | City of San Jose | NA | King Road Complete Streets Plan | City of San Jose | Santa Clara | The King Road Complete Street Project aims to make King Road, one of San Jose's highest bus ridership corridors, a safer and more inviting place to walk, bike and take transit. The project will also focus on improving transit access and reliability for historically under resourced East San Jose neighborhoods and improve connections to key regional transportation hubs. With stakeholder and community input, the project will culminate in a phased approach complete street plan for King Road outlining quick build, near and long-term improvements for the corridor. Project supports goals of San Jose's Better Bike Plan, Vision Zero Plan, Valley Transportation Authorities Pedestrian Access to Transit Plan as one of San Jose's top corridors in need of safety and transit reliability improvements, and aligns with Caltrans District 4 Pedestrian Plan. | Complete Streets | X | $399,270 | RMRA |
| 4 | Sustainable Communities Competitive | City of San Mateo | NA | San Mateo Complete Streets Plan | City of San Mateo | San Mateo | The San Mateo Complete Streets Plan will provide an actionable plan to transform the existing vehicle-centric circulation network to one that is designed for safety and access for all modes. The project will evaluate existing local and regional plans and facilities using a rigorous data analysis and community engagement process to identify gaps and deficiencies. This assessment will lead to development of priority focus areas centered on safety and equity, and multimodal infrastructure projects prioritized based on the goals that will be developed to guide the Plan. This comprehensive project list will be supplemented by a Complete Streets design guideline manual, supporting programs, funding options, and concept designs for the highest priority projects. The final product of the project is anticipated to be a plan ready for implementation that is reflective of the community's vision. | Complete Streets | X | $490,882 | RMRA |

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| 4 | Sustainable Communities Competitive | City of San Pablo | NA | Sustainable Transit Oriented Development Master Plan | City of San Pablo | Contra Costa | The City of San Pablo Sustainable Transit Oriented Development (TOD) Master Plan will support regional housing and local/statewide greenhouse-gas reduction goals by creating a strategy and guiding policies for future TOD in San Pablo. A citywide TOD priority area will be created based on analysis of citywide affordable and multi-unit housing, housing opportunity zones identified by the sixth cycle Regional Housing Needs Assessment-mandated Housing Element update, and existing and proposed bus routes, and bicycle facilities. The plan will create and implement a community engagement plan—with a range of bilingual outreach components—in order to develop the priority area and a community TOD vision, including concept designs for areas near transit. Recommended policies and strategies for TOD implementation will focus on reducing parking demand, ensuring transportation resilience in the face of climate risks (e.g., annual flooding), incorporating statewide legislative changes, and leveraging funding opportunities and regional partnerships. | Transit-Oriented Development | X | $265,590 | SHA |
| 4 | Sustainable Communities Competitive | County of San Mateo | NA | North Fair Oaks Bicycle and Pedestrian Railroad Crossing and Community Connections Study | Unincorporated | San Mateo | This Study focuses on overcoming barriers to active transportation in the disadvantaged community of North Fair Oaks by: (1) Assessing the viability of alternative locations and designs for a new bicycle and pedestrian grade-separated rail crossing of the Caltrain Corridor, and (2) Identifying specific bicycle and pedestrian enhancements linking the crossing site to key destinations within the neighborhoods on both sides bifurcated by the tracks. An interdisciplinary group of key stakeholders from public agencies, local community-based organizations, businesses and residents will collaborate to achieve key deliverables including: the community engagement plan, existing conditions/community needs analysis, alternatives development, evaluation criteria to identify preferred alternative, and draft and final studies. This Study will build upon high-level recommendations from the adopted 2011 North Fair Oaks Community Plan and the 2021 Unincorporated San Mateo County Active Transportation Plan for a new rail crossing, bicycle boulevards and pedestrian improvements in the Study area. | Active Transportation | X | $356,163 | SHA |

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| 4 | Strategic Partnerships | Metropolitan Transportation Commission | NA | Next-Generation Bay Area Freeways Study | Regionwide | Nine County Bay Area Region | Toward modernizing the Bay Area's congested freeways into a next-generation multimodal network with improved mobility, environmental and equity outcomes, this study will explore "pathways" that pair freeway pricing mechanisms (such as all-lane tolling) with complementary strategies (such as means-based discounts, express buses, last-mile shuttles and bicycle programs). Consistent with the pricing strategy in Plan Bay Area 2050 and the California Transportation Plan, the study will build on past and ongoing pricing studies, produce materials to demonstrate benefits of pricing solutions, recommendations for optimal pathways and operational deployment of pricing, and recommendations for further analysis and implementation in prioritized sub-regions. A cross-functional team of MTC staff will lead the study, partnering with Caltrans, County Transportation Agencies, select transit agencies, outreach consultant(s) and community-based organizations. | Multimodal, Road Pricing | X | $500,000 | FHWA SPR Part I |
| 4 | Strategic Partnerships Transit | Metropolitan Transportation Commission | NA | Network Management - Planning for Implementation | Regionwide | Nine County Bay Area Region | A robust transit system and strong transit ridership are essential to realize California's emission reduction targets. With 27 transit operators serving the region, inconsistent fares, wayfinding, and schedules make using transit challenging, especially for transit dependent riders. A regional Network Management approach is proposed to better coordinate transit and the customer experience for the benefit of riders. In collaboration with Blue Ribbon Transit Recovery Task Force (BRTF) stakeholders, MTC proposes to further develop the Network Management recommendations contained in the BRTF's Transformation Action Plan. This proposed plan will confirm the Network Management roles, refine the Network Management structure, and provide implementation recommendations, including cost ranges. The BRTF (comprised of local elected officials, representatives from the state Senate and Assembly, the California State Transportation Agency, transit operators, business and labor groups, and transit and social justice advocates) is anticipated to adopt a Transit Transformation Action Plan in Summer 2021. | Transit | | $500,000 | FTA 5304 |

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| 4 | Sustainable Communities Competitive | San Francisco Municipal Transportation Agency | PODER; Tenderloin Community Benefit District; San Francisco Bicycle Coalition; Bayview Hunters Point Community Advocates; SoMa Filipinas | Active Communities Plan | City of San Francisco | San Francisco | The San Francisco Active Communities Plan (Plan) is a 2.5 - year citywide equity-driven planning process to create the City's first comprehensive bike plan in 12 years. The scope of work was co-developed with our sub-applicant community partners to highlight San Francisco's most disadvantaged neighborhoods within a citywide effort. The Plan will formalize the use of new tools like Quick-Build projects, personal mobility devices, and COVID-response Slow Streets. In addition to broad citywide engagement, the Plan will co-build outreach with our sub-applicant partners to explore cultural, policy-based, and programmatic barriers to bicycling, including funding, access, safety, policing, gentrification, anti-blackness, racism, representation, and cultural barriers. The Plan will result in bike network infrastructure investment, programmatic/policy reforms, and revised design/policy guidelines to capture the full range of mobility devices that can be expected to legally use bike facilities. | Active Transportation | X | $600,000 | RMRA |
| 4 | Sustainable Communities Competitive | Santa Clara Valley Transportation Authority (VTA) | NA | VTA Transit-Oriented Development Access Study | Countywide | Santa Clara | VTA will prepare a Transit-Oriented Development (TOD) Access Study that identifies multimodal access needs and improvements at six high-priority sites for TOD in San Jose and Gilroy: Capitol Station, Branham Station, Berryessa BART, future BART stations at 28th Street and Downtown San José, and Gilroy Transit Center. These TOD sites will undergo major development and intensification with the coming of BART service to San José, Caltrain service enhancements, and future high-speed rail in Gilroy. Four TOD sites have been identified for affordable housing projects, which could generate approximately 550 affordable housing units. VTA will lead the Project with Cities of San José and Gilroy, County of Santa Clara, BART, Caltrain, Caltrans and Community-Based Organizations as key stakeholders. We will conduct robust outreach that empowers each community to identify multimodal access opportunities. The Project will result in a prioritized list of improvements that increases accessibility and connectivity to the TOD sites. | Transit-Oriented Development | X | $583,130 | RMRA |

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| 4 | Sustainable Communities Competitive | Santa Clara Valley Transportation Authority | NA | Climate Action and Adaptation Plan | Countywide | Santa Clara | The Project will prepare a Climate Action and Adaptation Plan (CAAP) that identifies specific actions VTA could take to minimize contributions to climate change, as well as to adapt and build resilience to long-term climate impacts. The CAAP will consist of three major deliverables. First, it will identify risks to transportation assets due to sea level rise, wildfire, extreme heat, and other climate change impacts, and ways to protect those assets for the public good. Second, it will identify actions to reduce VTA's contribution to climate change to meet State greenhouse gas (GHG) reduction goals. Lastly, it will identify actions VTA could take as Santa Clara County's Congestion Management Agency (CMA), in collaboration with others, to reduce countywide emissions from transportation. The Project will engage agencies and community stakeholders, particularly those who depend on transit and disproportionately bear the burden of impacts. | Climate Change | X | $434,682 | RMRA |
| 5 | Sustainable Communities Competitive Technical | Association of Monterey Bay Area Governments (AMBAG) | San Luis Obispo Council of Governments (SLOCOG); Butte County Association of Governments (BCAG); Tahoe Regional Planning Agency (TRPA); Shasta Regional Transportation Agency (SRTA) | Integrated Land Use Model and Development Monitoring Framework Tool | Multiple MPO Regions | Butte<br>El Dorado<br>Monterey<br>Placer<br>San Benito<br>San Luis Obispo<br>Santa Cruz<br>Shasta | Develop an Integrated Land Use Model and Development Monitoring Framework Tool for the 5 Metropolitan Planning Organizations (MPOs): AMBAG, BCAG, SLOCOG, SRTA, and TRPA. The project area covers 34 Cities and 8 Counties. These jurisdictions will be involved throughout this project for model inputs and identifying their needs. The proposed tool would provide new and crucial functionality for RTP/SCS scenario analysis integrated with each MPO's regional travel demand model (RTDM). The proposed tool is essential for "Small 5" MPO to meet scenario analysis and producing various reports as outlined in CARB's revised SCS Draft Guidelines. Without this grant funding, the five MPOs face significant challenges due to limited resources, both technical staff and funding the land use model development in addition to RTDM. If awarded, with consulting assistance, the project will deliver five fully functional integrated land use models and development monitoring framework tool for each MPO. | Technical, Modeling | | $550,000 | FTA 5304 |
| 5 | Sustainable Communities Competitive Technical | County of Santa Cruz | City of Watsonville; Santa Cruz County Regional Transportation Commission | Santa Cruz Regional Vehicle Miles Traveled Mitigation Program | Santa Cruz-multiple | Santa Cruz | This project will develop and adopt a vehicle miles traveled (VMT) mitigation program to help fund projects that connect people to work, school, and essential services by building active transportation and transit improvements on and off the state highway system that decrease VMT and greenhouse gas emissions, improve safety, combat climate change and improve the quality of lifeline infrastructure provided to disadvantaged communities within the Santa Cruz region. As a joint effort between lead agencies, this project will create a regionally adopted VMT mitigation program that will help fund a backlog of projects that prioritize bicycle and pedestrian users by addressing safe, equitable access, and design for users of all ages and abilities. | Technical, SB 743 | | $396,614 | RMRA |

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| 5 | Sustainable Communities Competitive | Santa Barbara County Association of Governments | Association of Monterey Bay Area Governments | Central Coast Zero Emission Vehicle Strategy | California Central Coast | Six County Central Coast Region | This project will identify gaps and opportunities to implement Zero Emission Vehicle (ZEV) infrastructure on the Central Coast, including on or near the State Highway System, major freight corridors, and transit hubs. Major deliverables will include: a map-based planning assessment, an equity assessment, an alternative fuel roadmap to implementation, a ZEV funding strategy, marketing, education and outreach and a concept development analysis for ZEV-truck stations and e-Highways. Associated parties involved will be regional agencies, public transit agencies, local municipalities, ZEV equipment manufacturers, community coalitions, workforce development interests, affordable housing authorities, commercial property management companies, businesses, individual electric vehicle service providers and e-mobility companies, public utility providers, and labor unions. This strategy will directly advance the goals outlined in each Central Coast RTP/SCS as well as the goals of the State's Climate Action Plan for Transportation Infrastructure. | Technical, Zero Emissions | | $200,000 | FTA 5304 |
| 5 | Sustainable Communities Competitive | Santa Cruz Metropolitan Transit District | NA | Watsonville - Santa Cruz Intercity Transit Speed and Reliability Study | Santa Cruz | Santa Cruz | This study will evaluate traffic and travel conditions along the primary transit corridors connecting Watsonville and Santa Cruz to identify opportunities for pedestrian, bus stop and transit priority improvements aimed at improving the convenience, access and reliability of METRO's core service. Key deliverables include: collection and analysis of travel time and on-time performance data; findings from on-site and on-board observations; extensive public outreach to riders, residents, and business owners along the Corridor; a set of near-term and long-term recommendations for operational and infrastructure improvements; and a final report consolidating findings and recommendations. The study will be conducted in collaboration with Caltrans, Santa Cruz County, the cities of Watsonville, Santa Cruz and Capitola, transit/pedestrian advocacy groups, Transportation Advisory Committees and local community input. The study will leverage findings and priorities of regional plans and projects, including the Watsonville-Santa Cruz Multimodal Corridor Program. | Transit | X | $289,425 | RMRA |

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| 5 | Sustainable Communities Competitive | Transportation Agency for Monterey County | Ecology Action; Monterey County Health Department | Salinas Valley Safe Routes to Schools Plan | Gonzales Greenfield King City Soledad | Monterey | The Transportation Agency for Monterey County has committed to developing Safe Routes to School Plans for Monterey County's students and families through the passage of Measure X. Drawing on multi-agency partnerships the Agency has established with the Monterey County Health Department and non-profit Ecology Action, the Salinas Valley Safe Routes to School Plan will gather data, conduct walking audits and surveys and utilize community input to identify a set of safe routes to school, complete streets, travel demand management and active transportation improvements for twenty-two K-12 public schools in the cities of Gonzales, King City, Soledad and Greenfield. The Plan will create a Safe Routes to School Steering Committee to pilot a participatory budgeting process and empower community members to prioritize quick-build projects for implementation following plan adoption. The Plan will build on the Regional Transportation Plan and Active Transportation Plan to support mobility, social equity, safety and greenhouse gas reductions supportive of the region's Sustainable Communities Strategy. | Active Transportation, Safety | X | $664,127 | RMRA |
| 6 | Sustainable Communities Competitive | City of Corcoran | Local Government Commission | City of Corcoran Active Transportation Plan | Corcoran | Kings | The City of Corcoran will organize a highly participatory planning effort to prepare a comprehensive, community-driven Active Transportation Plan that strengthens connections and improves safety, mobility and access for walking and bicycling. The Plan will identify priority areas for pedestrian/bicycle improvements, will recommend specific projects, and will establish priorities and cost estimates for future implementation projects. Special emphasis will be placed on connections to schools and to the development of a walking and bicycling trail that can go through and around the City. The plan fully supports state and regional SCS/RTP goals of reducing vehicle miles traveled and GHG emissions, maximizing mobility and accessibility, preserving and ensuring a sustainable regional transportation system, and protecting the environment and health. | Active Transportation | X | $224,892 | RMRA |
| 6 | Sustainable Communities Competitive | City of Kerman | NA | Kerman Safe Routes to School (SRTS) and American with Disabilities Act (ADA) Transition Plan | Kerman | Fresno | The City of Kerman seeks funding to prepare a Safe Routes to School and ADA Transition Plan to identify projects to improve accessibility and active transportation infrastructure. The planning process will include a thorough collection and analysis of existing conditions related to SRTS, ADA, and signage. Interactive community engagement will drive the development of the plan. The final plan will include a Project Implementation Matrix with priority projects and cost estimates. This project is necessary to prepare for anticipated growth such as a new subdivision and expansion of the local school district. Additionally census data shows approximately 11% of our population is identified as having a disability. Planning for accessibility and multi-modal transportation is critical and well aligned with local, regional, State goals, and sustainable communities strategic planning. | Active Transportation, Safety | X | $198,307 | SHA |

FY 2021-22 Sustainable Transportation Planning Grant Program
Award List

| Dist. | Grant Category | Grantee | Sub-recipient(s) | Project Title | Project Location (City) | Project Location (County) | Project Description | Project Type | Disadvantaged Community Benefit | Award Amount | Fund Source* |
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| 6 | Sustainable Communities Competitive | City of Reedley | Local Government Commission | Active Transportation and Parkway Master Plan | City of Reedley | Fresno | The City will conduct an intensive participatory planning effort to prepare a community- driven active transportation plan that can guide expansion of facilities for walking and bicycling in the next decades. The Plan will not only identify key routes connecting to multiple destinations within the City but will also expand the Parkway into a 15+/- mile multi-use trail system circling the City. The Plan will build on the Fresno County AT Plan and help advance state and regional SCS/RTP goals by reducing vehicle miles traveled and GHG emissions and improving safety for all modes of travel. | Active Transportation | X | $265,537 | SHA |
| 6 | Strategic Partnerships | Fresno Council of Governments (on behalf of the San Joaquin Valley MPOs) | NA | California Inland Port Feasibility Study Phase Three | Multiple cities | Central Valley and beyond | The study will analyze the feasibility of developing a new, inter-modal rail spine to connect seaports to key markets via the Central Valley. This California "Inland Port" system would cut greenhouse gases, significantly improve air quality, reduce road congestion, boost traffic safety, and advance California's extraordinarily large intra-state freight movement system. Prior study phases demonstrated underlying project viability and quantified reductions in greenhouse gas emissions and criteria pollutants, the third phase currently being proposed is aimed at bringing the project toward fruition in close coordination with key stakeholders. Phase Three includes planning for selection of one or more intermodal sites, developing performance and financial models, and exploring public-private delivery options. | Freight | | $388,000 | FHWA SPR Part I |
| 6 | Sustainable Communities Competitive Technical | Fresno Council of Governments | San Joaquin Valley MPOs | San Joaquin Valley Household Travel Survey | Multiple cities | 8 Counties of San Joaquin Valley | The San Joaquin Valley Household Travel Survey will collect data for the eight counties in the San Joaquin Valley, including household demographic information, travel patterns, and trip-making characteristics. The data will be used in estimation, calibration, and validation of the travel demand models owned by the eight Valley MPOs. The Valley MPOs will sponsor the survey, with involvement from Caltrans District 6 and 10 staff, as Caltrans uses the Valley MPO's models in the design and planning of state facilities. The data and a final report with detailed travel characteristics summarized for each county will be developed at the conclusion of the project and provided to each Valley MPO. | Technical, Data | X | $692,149 | RMRA |
| 6 | Sustainable Communities Competitive | Fresno County Rural Transit Agency (FCRTA) | NA | Fresno County Distributed Energy Resource/Microgrid Feasibility Analysis | Multiple | Fresno | This Study will evaluate the physical/financial feasibility of developing a microgrid system (a self-sufficient energy system powered by a renewable energy source, e.g. solar). The study will identify five sites in Fresno County for installation of microgrids, which could also serve as community mobility hubs, with public Electric Vehicle (EV) charging stations and electric carshare/bikeshare. The deliverable is a feasibility study including structural/infrastructure site assessment, site energy/technology assessment, financial analysis, and EV/Zero Emissions Vehicle fleet readiness plan. The study will be coordinated with FCRTA's testing of EV rideshare, Electric Grid Analysis Study, and the Fresno Council of Governments' EV Readiness Plan. | Technical, Transit, Zero Emissions | X | $399,500 | RMRA |

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| 7 | Sustainable Communities Competitive | City of Covina | NA | Covina Active Streets and Multimodal Connectivity Plan | Covina | Los Angeles | This plan will seek to further regional and local sustainability through an improved active transportation network, transit connections, and transit-oriented development (TOD) supportive planning. Major deliverables include: Research and analysis of existing Market, Mobility, Infrastructure, Equity, and Urban Design conditions; Stakeholder engagement including Community Outreach Meetings and Workshops; and, Draft and Final Active Streets and Multimodal Connectivity Plan. Project partners will include Foothill Transit, Emanate Health Inter-Community Hospital, and the Covina Chamber of Commerce who can provide valuable data and outreach support during project development and implementation. The CASCMP will alleviate the above safety and environmental trends by establishing priority transportation needs, identify feasible options to best implement Complete Street first-last mile connections to transit, and facilitate further TOD's through opportunity site analysis. The project will directly work to further the goals of the SCAG 2020-2045 RTP/SCS "Connect SoCal", State Planning Priorities, and Covina's Town Center Specific Plan area, all of which aim to reduce GHG emissions, concentrate development near transit centers, and create a safer active transportation network. | Multimodal | X | $319,151 | RMRA |
| 7 | Sustainable Communities Competitive | City of Culver City | NA | Culver City Complete Streets Design Guidelines | Culver City | Los Angeles | Culver City Public Works (PW) Department, with community input and consultant assistance will prepare the City's Complete Streets Design Guidelines (Guidelines). The Guidelines will include a comprehensive set of community-driven citywide standards, guidelines and options for all infrastructure within the public right-of-way. The Guidelines will implement the City's adopted Complete Streets Policy and will be informed by the Bicycle and Pedestrian Action Plan, Local Roads Safety Plan and the concurrent General Plan update. The Guidelines align with SCAG's 2020 RTP (Connect SoCal) and will identify complete streets elements and multimodal design improvements to enhance safety and accommodate all users. | Complete Streets | X | $500,000 | RMRA |
| 7 | Sustainable Communities Competitive | City of Los Angeles Bureau of Street Services (StreetsLA) | NA | Building a Climate-Resilient Active Transportation Network in Vulnerable Communities | Los Angeles | Los Angeles | StreetsLA is will develop a single infrastructure plan that identifies high priority projects which integrate active transportation and climate resiliency in the most vulnerable communities. This effort will culminate in grant-ready and competitive projects with flexibility to curate projects to better suit the priorities of its grant sources, thereby resulting in a true multi-benefit street transformation. A chosen model corridor will exhibit multi-benefit features that can be emulated throughout the City. Working with community and technical stakeholders, the proposal will integrate multiple agencies' plans and data to inform its RSPA criteria to identify its most urgent projects. The proposal aligns with the California Transportation Plan, SCAG's RTP and SCS, and the Mayor's Green New Deal. | Active Transportation | X | $412,992 | RMRA |

FY 2021-22 Sustainable Transportation Planning Grant Program
Award List

| Dist. | Grant Category | Grantee | Sub-recipient(s) | Project Title | Project Location (City) | Project Location (County) | Project Description | Project Type | Disadvantaged Community Benefit | Award Amount | Fund Source* |
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| 7 | Sustainable Communities Competitive | City of Pico Rivera | Local Government Commission; Public Health Advocates | Historic Whittier Boulevard Multimodal Revitalization Plan | Pico Rivera | Los Angeles | The project will utilize a community-based planning effort to: Establish a collaborative vision and cross-sector constituency committed to transformation of Whittier Boulevard into a high quality multi-modal corridor utilizing Smart Mobility Framework and Compete Streets principles; and, Develop community-driven design concepts and implementation steps that improve conditions for walking, bicycling, transit and transit supportive development to serve the needs of all modes and users. The City will partner with the nonprofits Public Health Advocates and the Local Government Commission to conduct an extensive public participatory process to identify strategies that improve safety and promote active modes of transportation, support first and last mile connections to transit, and promote infill and revitalization. The plan fully supports state and regional SCS/RTP goals of reducing vehicle miles traveled and GHG emissions, maximizing mobility and accessibility, preserving and ensuring a sustainable regional transportation system, protecting the environment, and supporting healthy and equitable communities. | Multimodal | X | $332,000 | RMRA |
| 7 | Sustainable Communities Competitive Technical | Los Angeles County Metropolitan Transportation Authority | NA | Metro Vehicle Miles Traveled Mitigation Program | Countywide | Los Angeles | The goal of this project is to establish the framework for a Vehicle Miles Traveled (VMT) analysis and mitigation program for highway projects on the State Highway System (SHS) in Los Angeles County. The project will build on Caltrans policy documents and assess and refine existing VMT analysis tools in order to analyze, identify, and quantify VMT attributable to proposed highway projects on the SHS. This will clarify and expand the Caltrans project-type screening list, defining which projects are subject to expanded VMT analysis, reducing uncertainty and project delivery costs. The project will develop a CEQA-defensible, project-specific VMT mitigation framework and tool. The tool will inform the selection of eligible Metro-specific and Countywide programs that demonstrate quantifiable VMT reductions, resulting in a VMT Mitigation Program for use by Los Angeles County jurisdictions and agencies while also positioning Metro highway projects on the SHS to be fully compliant with SB 743. | Technical, SB 743 | | $700,000 | RMRA |

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| 8 | Sustainable Communities Competitive | City of Banning | NA | Downtown Revitalization and Complete Streets Plan | Banning | Riverside | The City of Banning (population 31,000) will develop a cohesive Downtown Revitalization and Complete Streets Plan giving a blueprint for economic development in the commercial core of our severely disadvantaged community, and a comprehensive framework for safer travel for all users (vehicles, pedestrians, bicyclists, transit, ride-share, electric vehicles). The Plan will provide a road map for critical development within the downtown commercial district and will include community input from a variety of stakeholders. An agreed-upon vision and policy statements will be developed, as well as identification of the stakeholder team, a summary of the public input process, descriptions and characteristics of the City's street landscape and land use, a description of the existing travel environment and barriers, proposed improvements to increase active transportation, and a phased implementation plan. The Plan will reflect planning efforts of regional Active and California's planning priorities. | Complete Streets | X | $297,461 | RMRA |
| 8 | Sustainable Communities Competitive Technical | Riverside County Transportation Commission | NA | Riverside County Zero-Emission Bus Rollout and Implementation Plans | Riverside | Riverside | The Riverside County Transportation Commission (RCTC) will prepare a joint Zero-Emission Bus Rollout Plan and Implementation Plan (ZEB Plans) for five of its seven transit operators (cities of Banning, Beaumont, Riverside, Corona, and Palo Verde Valley Transit). The ZEB Plans will define each transit agency's responsibilities in replacing their fossil-fueled fleets, constructing and installing charging facilities, and modifying maintenance facilities to accommodate storage, charging, and maintenance of vehicles. Additionally, the ZEB Plans will lay out the coordination efforts taken by RCTC, transit operators, utilities, and the Public Utilities Commission to ensure the plan is compatible with current infrastructure serving the area. The project is consistent with the California Air Resource Board (CARB) Innovative Clean Transit Rule, which mandates the purchase of zero-emission buses by transit agencies, and with SCAG's Accelerated Electrification strategy, adopted in the 2020-2045 RTP/SCS, a holistic and coordinated regional approach to decarbonizing transportation. | Technical, Transit, Zero Emissions | X | $271,380 | SHA |

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| 8 | Sustainable Communities Competitive Technical | San Bernardino County Transportation Authority | NA | San Bernardino Transportation Analysis Model Update "Plus" (SBTAM+) | Countywide | San Bernardino | San Bernardino County Transportation Authority (SBCTA) proposes to hire an experienced consultant to update the San Bernardino Transportation Analysis Model (SBTAM) and extend the model's functionality. The SBTAM Update "Plus" Project (SBTAM+) will be a multi-modal, comprehensive endeavor focused not only on 1) updating the transportation model to be consistent with the Southern California Association of Government's (SCAG) recently adopted Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) but also on extending the model's functionality to include: 2) an improved interface with the Federal Transit Administration's Simplified Trips-on-Project Software; 3) an update and refinement of the Vehicle Miles Traveled (VMT) Screening Tool; 4) an on-line dynamic VMT/Land Use Analysis Tool; 5) sample scenarios demonstrating how land use changes can reduce VMT; 6) development of a framework for estimation of induced travel; and 7) streaming access to SBTAM+ results. | Technical, Modeling | | $443,535 | RMRA |
| 9 | Sustainable Communities Competitive | Eastern Sierra Transit Authority | CalStart | Eastern Sierra Transit Authority Electrification Feasibility Study | Countywide | Inyo | In partnership with CALSTART, the Eastern Sierra Transit Authority (ESTA) will conduct an Electrification Feasibility Study and develop 20 deliverables, including a summary of existing conditions, infrastructure needs, cost estimates, and a final plan. ESTA serves many disadvantaged communities which will benefit from a well-designed transit system with the dependable clean fuel vehicles resulting from this project. | Technical, Transit, Zero Emissions | X | $166,640 | SHA |
| 10 | Sustainable Communities Competitive | Calaveras Council of Governments | NA | Calaveras County Evacuation and Access Needs Assessment and Preparedness Plan | Countywide | Calaveras County | The goal of this project is to build resiliency in our transportation system from the impacts of catastrophic events, which are exacerbated by Climate Change, and to facilitate adequate and sustained access to and from high-risk communities in Calaveras County during and after these events. The project will evaluate the potential for hazard risks such as wildfires and extreme weather events and identify the populations/communities and infrastructure most vulnerable and at the highest risk. Disadvantaged communities and populations who may struggle with self-evacuation will be prioritized. This project will engage residents, including vulnerable and disadvantaged populations, and multiple agencies and stakeholders in the planning process to identify needs, community priorities, and implementation strategy. | Climate Change, Safety | X | $194,766 | SHA |

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| 10 | Sustainable Communities Competitive | City of Waterford | NA | Yosemite Boulevard (SR 132) Corridor Study | Waterford | Stanislaus | Yosemite Blvd. (SR 132) is an important 2.7 mi-long east-west corridor through the City of Waterford providing a primary route for employment, recreation and a major freight corridor for construction materials in Stanislaus County. Most of this two-lane highway lacks pedestrian and bike facilities requiring sharing of the road or shoulders with traffic and large numbers of trucks. The City desires to study the SR 132 corridor to develop an Official Plan Line to identify the future build-out improvements necessary for a multi-model transportation corridor including transit, bike, pedestrian, truck and vehicle traffic. Strategic design concepts will be developed to meet the needs of each of the users in a complete street format. Major deliverables will be an engaged community that participated in a Final Study and Summary Projects Report. Participants will be the entire community, stakeholders, and Advisory Committee. The City has recently drafted a Local Roadway Safety Plan. | Corridor | X | $221,325 | SHA |
| 10 | Sustainable Communities Competitive | Mariposa County Local Transportation Commission | NA | Phase IV Mariposa Creek Parkway Special Plan | Mariposa | Mariposa County | The Mariposa Creek Parkway Phase IV Special Plan pairs engagement with diverse local stakeholders, including housing and public health agencies, environmental stewardship non-profits, and the wider community, with rigorous site, market, and ecological analyses to articulate a vision for a sustainable neighborhood along the Mariposa Creek Parkway. The planned neighborhood will address Mariposa County's housing imbalance, gain new access encroachments to State Route 49N, and establish an internal network of complete streets that support multi-modal transportation behavior and reduce greenhouse gas emissions. Deliverables include neighborhood site and land use plans, an economic development and investment strategy, and a phasing and action plan to guide implementation. | General Plan Related | X | $460,000 | RMRA |

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| 11 | Sustainable Communities Competitive | City of La Mesa | NA | La Mesa Boulevard Complete Streets Plan, Segment 2 | La Mesa | San Diego | The City of La Mesa will conduct this effort as a long-term road map for the integration of mixed-use redevelopment, active and alternative modes of transportation along an established transit corridor within an older, built-out community. The Plan will feature intensive community and stakeholder engagement including residents, alternative transportation proponents, small businesses, housing advocates and the local transit agency. The process will be designed to provide equitable outreach across all platforms under COVID conditions through web-based surveys, social media and conventional phone/direct mail contacts. Lastly, the Plan will facilitate meeting the goals of the City's Climate Action Plan, Bicycle Facilities and Alternative Transportation Plan, Urban Trails Mobility Action Plan and Housing Element by reducing Vehicle Miles Traveled (VMTs), promoting active and alternative modes of transportation, locating additional affordable housing along established transit corridors feeding employment centers and essential services. | Complete Streets | X | $352,000 | RMRA |
| 11 | Sustainable Communities Competitive | Pala Band of Mission Indians | NA | Pala Long Range Transportation Plan and Roads Update | Pala | San Diego | This project will take the outdated 1996 plan and create a current, usable document that will also be officially approved by the tribe and the Bureau of Indian Affairs (BIA). This plan will be comprehensive; it will incorporate existing planning documents while prioritizing fundable, specific projects. Preliminary designs will be provided to strengthen future grant applications. Also, this project will update the BIA's roads inventory – less than 50% of Pala's roads are in the inventory currently. Pala has been working with neighboring tribes, SCTCA, SANDAG, Caltrans, and the County of San Diego in its Inter-Tribal Transportation Working Group since 2006. This plan intends on supporting federal, regional and state transportation goals and requirements. | Multimodal | X | $341,301 | SHA |

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| 11 | Strategic Partnerships Transit | San Diego Association of Governments | NA | Clairemont Complete Corridors | | San Diego | Clairemont Complete Corridors will re-imagine two auto-oriented, four-lane roads into multimodal corridors that prioritize moving people over cars. Morena Boulevard and Clairemont Drive are major arterials in the City of San Diego (City), adjacent to Interstate 5 and the forthcoming Mid-Coast Trolley, that connect the Clairemont community to Mission Bay and other local resources. The project will develop 30% 'Complete Corridor' conceptual designs for portions of both roads within walking/biking distance of the future Clairemont Drive and Tecolote Road Trolley Stations. Conceptual designs could include potential street improvements, technology applications, vehicle electrification, and supporting mobility hub amenities that increase sustainable mobility options to enhance equity, safety, and accessibility. SANDAG will seek input from Caltrans, the City, Metropolitan Transit System, and community groups. The project directly aligns with current transit investments, SANDAG's 2021 Regional Plan, the City's Clairemont Community Plan, and Caltrans' feasibility assessments on the Clairemont Drive Interstate 5 overpass. | Corridor | | $375,000 | FTA 5304 |
| 11 | Sustainable Communities Competitive | San Diego Association of Governments | Imperial County Transportation Commission | San Diego and Imperial Counties Sustainable Freight Implementation Strategy | | San Diego/Imperial | California has established ambitious climate, air quality, and public health goals and has recently prioritized transitioning the freight sector to sustainable technologies through the California Freight Mobility Plan 2020, California Sustainable Freight Action Plan (CSFAP), California ZEV Action Plan, Executive Order N-79-20, and other actions. To ensure San Diego and Imperial Counties contribute to meeting these goals, SANDAG and ICTC will develop a 30-year Sustainable Freight Strategy (Strategy) to systematically implement multimodal projects and policies that transition the region to a more sustainable, efficient, equitable, and economically competitive freight transportation system. The Strategy will be vetted through extensive outreach efforts with public and private freight stakeholders and will encompass projects and policies identified in our agencies' Regional Transportation Plans (RTPs) as well as emerging technologies that have evolved since the adoption of the CSFAP. Additionally, the Strategy will include an implementation plan focusing on actionable strategies for pursuing funding opportunities. | Freight | X | $500,000 | RMRA |

# FY 2021-22 Sustainable Transportation Planning Grant Program
## Award List

| Dist. | Grant Category | Grantee | Sub-recipient(s) | Project Title | Project Location (City) | Project Location (County) | Project Description | Project Type | Disadvantaged Community Benefit | Award Amount | Fund Source* |
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| 11 | Strategic Partnerships Transit | San Diego Association of Governments | City of San Diego | Next Generation Rapid Routes Advanced Planning | | San Diego | SANDAG's 2021 Regional Plan proposes a network of approximately 30 additional Rapid routes to get people where they want to go, fast. In partnership with local jurisdictions and the region's two transit agencies, SANDAG will analyze potential route alignments, station locations, and transit priority measures on three Next Generation Rapid routes (serving the cities of San Diego, Escondido, Chula Vista, and National City) to ready them for design and implementation. This advanced planning will allow SANDAG to line up quality, shovel-ready projects to compete for state and federal funding and help achieve local, state, and national climate action goals. The project will be guided by active participation by project partners and the public to ensure these routes meet the unique needs of the communities they serve, including low-income and disadvantaged populations. | Transit | X | $500,000 | FTA 5304 |
| 12 | Sustainable Communities Competitive | Anaheim Transportation Network (ATN) | NA | Anaheim Connects Multimodal Transit/Transportation Plan | Anaheim | Orange | ATN will hire a consultant to develop the Anaheim Connects Multimodal Transit Plan, identifying transformative transit and first/last mile solutions (potentially including microtransit, transit lanes/streetcar/BRT, bike/carshare, active transportation improvements, and parking technology synergy) that create seamless connectivity for 25 million employees, residents, and visitors traveling between housing, jobs, and entertainment destinations annually. | Multimodal | X | $700,000 | RMRA |
| 12 | Sustainable Communities Competitive | City of Westminster | NA | Westminster Safe Routes to School Plan | Westminster | Orange | Westminster will develop a citywide Safe Routes to School (SRTS) Plan that includes conceptual infrastructure design and programmatic recommendations at 21 schools for safer, more convenient walking and bicycling options for Westminster's school children, families, and residents. The SRTS Plan is needed due to Westminster's high traffic volumes and speeds, health inequities, as well as limited infrastructure for safer, more accessible walking and biking. | Active Transportation, Safety | X | $469,000 | RMRA |

***Fund Source**

RMRA - (State) Road Maintenance and Rehabilitation Account

SHA - State Highway Account

FHWA SPR Part 1 - Federal Highway Administration, State Planning and Research Part I

FTA 5304 - Federal Transit Administration, Section 5304

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

**File #:** 2021-0404, **File Type:** Contract **Agenda Number:** 16.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE**
**JULY 15, 2021**

**SUBJECT: GLASS REPLACEMENT AND INSTALLATION SERVICES**

**ACTION: APPROVE CONTRACT MODIFICATION**

## RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 2 to Contract No. OP1405120003367 with Los Angeles Glass Company, Inc. for Glass Replacement and Installation services in the amount of $900,000, increasing the contract four-year base term authority from $995,911 to $1,895,911.

## ISSUE

The existing glass replacement and installation services contract term of a four-year base expires on August 31, 2023. Due to the increased rate of vandalism for damaged glass system-wide, there is insufficient authority remaining within the existing contract, therefore, approving Modification No. 2 to increase contract authority is required to ensure service continuity while providing timely response and safe environment to our patrons.

## BACKGROUND

On August 14, 2019, Metro executed a four-year base, firm fixed unit rate Contract No. OP1405120003367 with Los Angeles Glass Company, Inc., to provide glass replacement and installation services for Metro's bus and rail facilities system-wide.

Under the existing contract, the contractor is required to provide as-needed board-up for broken glass panels, glass replacement and installation services system-wide.

## DISCUSSION

There are various types of glass panels used throughout the Metro system for map cases, security guard shacks, fire hose and fire extinguisher cabinets, and elevators within the elevator cab, hoistway and doors. Standard glass panels are used for map cases, while special tempered laminated glass panels are used for the elevator hoistway, cabs and doors. Bullet-proof glass panels are also used for Metro's security guard shacks system-wide. Glass panels are subject to damage

due to vandalism, breakage, accidents, and natural disasters requiring timely board-up and replacement.

Since contract inception on September 1, 2019 to-date, the contractor responded to 413 incidents for broken glass panels requiring board-up and replacement services. This represents 16% escalation from a prior similar period, due to the increased rate of vandalism for damaged glass. Furthermore, the increased vandalism activities targeted elevator and security guard shack panels that are special, tempered laminated and bullet proof glass panels requiring additional manpower, longer installation time and significantly higher material cost compared to map case damaged glass panel replacement services. Therefore, there is insufficient authority remaining within the existing contract and an increase in contract authority is required to ensure service continuity and safe operations.

Providing timely response for as-needed glass replacement and installation services is critical to Metro's operations to address emergencies, avoid service interruption and accessibility to Metro stations, especially for individuals with disabilities, and provide safe and reliable environment to our patrons.

## DETERMINATION OF SAFETY IMPACT

The approval of this item will ensure continuity of maintenance services with timely response to as-needed board-up for broken glass panels and glass replacement services, in an effort to provide safe, on-time and reliable services system-wide.

## FINANCIAL IMPACT

For FY22, funding of $480,000 is allocated under cost center 8370 - Facilities Contracted Maintenance Services, account 50308, Service Contract Maintenance, under various projects.

Since this is a multi-year contract, the cost center manager and Sr. Executive Officer, Maintenance and Engineering will be accountable for budgeting the cost in future years.

Impact to Budget

The current source of funds for this action include Fares, proposition A/C, Measure M, and StateTransportation Assistance. These funding sources maximize allowable project funding use given approved funding provisions and guidelines.

## Equity Platform

Metro ensures the glass replacement and installation services program facilitates meaningful communication with Limited English Proficiency (LEP) customers under Title VI of the Civil Rights Act of 1964 through nine (9) different language translation services. Metro also ensures translated signage is posted for those reporting broken glass on the Metro system. Staff will continue to consult with the Office of Equity and Race to monitor any opportunities for improved customer access to

glass replacement services.

This contract is part of the Small Business Enterprise (SBE) Prime (Set-Aside) Program. Los Angeles Glass Company, Inc., is a Metro certified SBE contractor and made 100% SBE commitment as the Prime.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

This board action supports Strategic Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization. Performing timely as-needed broken glass panel board-up and replacement services will ensure providing safe environment to our patrons, accessibility and service reliability, and enhancing customers' overall experience.

## ALTERNATIVES CONSIDERED

Staff considered providing this service with in-house staff; however, this would require the hiring and training of additional personnel, purchase of additional equipment, vehicles, and supplies to support the expanded responsibility. Staff's assessment indicates this is not a cost-effective option for Metro.

## NEXT STEPS

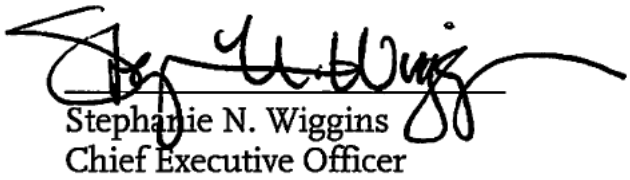
Upon approval by the Board, staff will execute Modification No. 2 to Contract No. OP1405120003367 with Los Angeles Glass Company, Inc., to continue providing broken glass panel board-up, glass replacement and installation services system-wide.

## ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary

Prepared by: Errol Taylor, Sr. Executive Officer, Maintenance & Engineering, (Chief Engineer) (213) 922-3227
Lena Babayan, Deputy Executive Officer, Facilities Contracted Maintenance Services, (213) 922-6765
Ruben Cardenas, Sr. Manager, Facilities Contracted Maintenance Services, (213) 922-5932

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 418-3108
Debra Avila, Chief, Vendor/Contract Management Officer, (213) 418-3051



Stephanie N. Wiggins
Chief Executive Officer

## PROCUREMENT SUMMARY

## GLASS REPLACEMENT AND INSTALLATION SERVICES/OP1405120003367

| | | | | |
|---|---|---|---|---|
| **1.** | **Contract Number**: OP1405120003367 | | | |
| **2.** | **Contractor**: Los Angeles Glass Company, Inc. | | | |
| **3.** | **Mod. Work Description**: Increase contract authority | | | |
| **4.** | **Contract Work Description**: Provide glass replacement and installation services for Metro's bus, rail and other Metro facilities system-wide | | | |
| **5.** | **The following data is current as of**: 6/2/21 | | | |
| **6.** | **Contract Completion Status** | | **Financial Status** | |
| | **Contract Awarded:** | 8/14/19 | **Contract Award Amount:** | $895,911 |
| | **Notice to Proceed (NTP):** | N/A | **Total of Modification Approved:** | $100,000 |
| | **Original Complete Date:** | 8/31/23 | **Pending Modification (including this action):** | $900,000 |
| | **Current Est. Complete Date:** | 8/31/23 | **Current Contract Value (with this action):** | $1,895,911 |
| **7.** | **Contract Administrator**: Rommel Hilario | | **Telephone Number**: (213) 922-4654 | |
| **8.** | **Project Manager**: Maral Minasian | | **Telephone Number**: (213) 922-6762 | |

### A. Procurement Background

This Board Action is to approve Modification No. 2 to Contract No. OP1405120003367 with Los Angeles Glass Company, Inc. to provide glazier services, including but not limited to, installation and repair of various types of glass panels at Metro bus, rail and other Metro facilities system-wide.

This contract modification will be processed in accordance with Metro's Acquisition Policy and the contract type is firm fixed unit rate.

In August 2019, Metro awarded a four-year contract to Los Angeles Glass Company, Inc. to provide glass replacement and installation services.

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

### B. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based on cost analysis. Rates that were established as part of the competitive contract award in August 2019 shall remain unchanged, are subject to prevailing wage rates set by

the State of California, and are lower than current market rates for similar services. Therefore, the recommended increase in contract authority is in the best interest of Metro.

| Proposed Amount | Metro ICE | Modification Amount |
|---|---|---|
| $900,000 | $900,000 | $900,000 |

## CONTRACT MODIFICATION/CHANGE ORDER LOG

## GLASS REPLACEMENT AND INSTALLATION SERVICES/OP1405120003367

| Mod. No. | Description | Date | Amount |
|---|---|---|---|
| 1. | Increase contract authority to provide as-needed board-up for broken glass panels, glass replacement and installation services system-wide | 5/31/21 | $100,000 |
| **2** | **Increase contract authority to provide as-needed board-up for broken glass panels, glass replacement and installation services system-wide** | **PENDING** | **$900,000** |
| | **Modification Total:** | | **$1,000,000** |
| | **Original Contract:** | **8/14/19** | **$895,911** |
| | **Total Contract Value:** | | **$1,895,911** |

## DEOD SUMMARY

## GLASS REPLACMENT AND INSTALLATION SERVCES/OP1405120003367

### A. Small Business Participation

Los Angeles Glass Company, Inc., a Small Business Prime, made a 100% Small Business Enterprise (SBE) commitment. The project is 72% complete and the current SBE participation is 100%.

| Small Business Commitment | SBE 100% | Small Business Participation | SBE 100% |
|---|---|---|---|

| | SBE Prime | % Committed | Current Participation[1] |
|---|---|---|---|
| 1. | Los Angeles Glass Company | 100% | 100% |
| | **Total** | **100%** | **100%** |

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

### B. Living Wage and Service Contract Worker Retention Policy Applicability

A review of the current service contract indicates that the Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) was not applicable at the time of award. Therefore, the LW/SCWRP is not applicable to this modification.

### 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. Project Labor Agreement/Construction Careers Policy

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

**File #:** 2021-0376, **File Type:** Contract **Agenda Number:** 17.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE**
**JULY 15, 2021**

**SUBJECT: NEXTRIP BUS AND RAIL ARRIVAL INFORMATION SYSTEM UPGRADE**

**ACTION: APPROVE CONTRACT AWARD**

## RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to award a firm fixed price Contract No. PS70644-2000 to Swiftly Inc. for the Nextrip Bus and Rail Arrival Information System, in the total amount of $350,510.41 for the one-year base term, and $325,000 for the one-year option, for a combined amount of $675,510.41 subject to the resolution of protest(s), if any.

## ISSUE

The ability to provide more consistent and reliable transit information will improve the customer experience and is both a priority for our transit riders as well as an agency goal, as outlined in the 2020 Customer Experience Plan adopted by the Board. The recommended contract will help increase the accuracy of the bus and rail arrival information that is displayed to the public.

## BACKGROUND

The need to provide transit riders with accurate, timely and consistent bus and rail arrival information is the intended goal of this contract award. Metro's current arrival information will be enhanced by enhanced logic that considers the operational impacts of service disruptions to the customer.

Providing accurate arrival information is a challenge to all transit agencies. When service is running as scheduled, predicted arrival information is straight forward and accurate. However, service disruptions are each uniquely different and schedule recovery must be addressed on a case-by-case basis, making accurate arrival predictions much more difficult. Metro staff have developed and have begun implementing a program for improving predictive arrival accuracy to provide a better customer experience. This multi-pronged approach focuses on improved vehicle location information, improved operational responsiveness and practices; and faster information sharing and coordination. Additionally, providing improved real-time arrival information to transit riders, especially during late night operation, will provide an enhanced sense of safety and security to our customers.

The public has come to rely on and expect a high level of technology-driven rider assistance from mobility services such as transportation networking companies, or TNCs (e.g. Uber and Lyft), where they can track their rides on their smart devices. The same expectations are being imposed on transit

providers with equal vigor. Metro's challenge is to integrate solutions that can both immediately improve the customer experience and continue to evolve as technology advances.

Predicting arrival information is a straight-forward endeavor when service is operating as planned. However, service disruptions impact schedules on a regular basis, and because each situation is unique, the strategies for recovery are difficult to address in a prediction algorithm. These service disruptions may be related to detours, fleet maintenance issues, law enforcement disturbances, service cancellations and/or a multitude of ad-hoc real-world events. In addition, recovery strategies are different for bus and rail and each mode must be managed appropriately. The ability to predict arrival information during service disruptions, which is when transit riders need more reliable information, is the goal of the recommended Nextrip Upgrade contract. The recommended contract award will provide a more robust calculation of predicted arrivals for bus and rail transit riders. The algorithm will incorporate Metro-specific operational procedures that will better account for detours, service adjustments, maintenance impacts and related ad-hoc bus and rail service impacts that affect predictions and the customer information that is affected in the downstream process.

## DISCUSSION

The recommended contract award will provide a more robust calculation of predicted arrivals for bus and rail transit riders. The algorithm will incorporate Metro-specific operational procedures that will better account for detours, service adjustments, maintenance impacts and related ad-hoc bus and rail service impacts that affect predictions and the customer information that is affected in the downstream process.

The recommended contractor will integrate service alert information as well as interface with Metro's front facing customer application (Transit App) to maintain a consistent user experience, but with more refined information. A common data source will be used for electronic signage (transit hubs, rail platforms, kiosks and select bus stops), mobile/smartphone applications, text and web applications and support Metro operations with reports, mapping, monitoring and playback tools that will assist the customer service team as well as fleet supervisors and the Southern California 511

system. The contract includes an optional year of maintenance once the Nextrip upgrade is implemented.

## DETERMINATION OF SAFETY IMPACT

There are no safety issues or impacts associated with this procurement.

## FINANCIAL IMPACT

Funding for the action is included in the FY22 budget, allocated to multiple projects using the Federally approved Overhead Cost Allocation Plan.

Since this is an on-going multi-year project, the Project Manager and the Chief Information and Technology Office will be responsible for budgeting this effort in future Fiscal Years.

Impact to Budget

The funding for this action will be from Federal, State, and local funds including fares. Using these funding sources maximizes fund programming requirements given approved funding guidelines and provisions.

## Equity Platform

A total of three proposals were received by the proposal due date and the highest ranking firm has made a 5.1% SBE commitment and a 3% DVBE commitment. Further details on equity impacts to the procurement process are in Attachment B: DEOD Summary.

This contract will advance improvements to real-time information to the public by refining the software algorithm that identify real-time operational updates. The refined algorithm will impact collection and analysis of data, but will not impact distribution of information or communication to the public. The information will continue to be distributed through Metro's existing platforms, including TransitApp, Metro's website, Google, and all digital e-signs at transit centers and select bus shelters throughout LA County including those with push-to-talk (PTT) functionality.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

Improved Customer Information supports Metro Vision 2028 Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system.

..Alternatives_Considered

## ALTERNATIVES CONSIDERED

The Board may choose not to approve the contract award. This option is not recommended as improving the customer experience is an agency and Board priority as well as well as an improvement sought by a high percentage of transit riders across LA County.

## NEXT STEPS

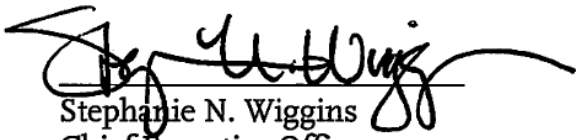
Upon approval by the Board, staff will execute Contract No. PS70644-2000 with Swiftly, Inc. and establish a plan and schedule for the implementation of the Nextrip Bus and Rail Arrival Information System Upgrade.

## ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Al Martinez, Deputy Executive Officer, ITS (213) 922-2956

Reviewed by: Bryan Sastokas, Chief Information Technology Officer, (213) 922-5510
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051
James Gallagher, Chief Operations Officer, (213) 418-3108



Stephanie N. Wiggins
Chief Executive Officer

**ATTACHMENT A**

## PROCUREMENT SUMMARY

## NEXTRIP BUS AND RAIL ARRIVAL INFORMATION SYSTEM UPGRADE/PS70644-2000

| | | |
|---|---|---|
| **1.** | **Contract Number**: **PS70644-2000** | |
| **2.** | **Recommended Vendor**: Swiftly, Inc. | |
| **3.** | **Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E**<br>☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order** | |
| **4.** | **Procurement Dates**: | |
| | **A. Issued**: January 22, 2021 | |
| | **B. Advertised/Publicized**: January 22, 2021 | |
| | **C. Pre-Proposal Conference**: January 28, 2021 | |
| | **D. Proposals Due**: February 22, 2021 | |
| | **E. Pre-Qualification Completed**: June 11, 2021 | |
| | **F. Conflict of Interest Form Submitted to Ethics**: May 25, 2021 | |
| | **G. Protest Period End Date**: July 19, 2021 | |
| **5.** | **Solicitations Picked up/Downloaded**:<br>75 | **Bids/Proposals Received**:<br>3 |
| **6.** | **Contract Administrator**:<br>Ana Rodriguez | **Telephone Number**:<br>(213) 922-1076 |
| **7.** | **Project Manager**:<br>Al Martinez | **Telephone Number**:<br>(213) 922-2956 |

## A. Procurement Background

This Board Action is to approve Contract No.PS70644-2000 issued to procure hosting and system programming, maintenance, and data integration services for a real-time arrival prediction information system for Metro's bus and rail fleet that will upgrade, improve, and streamline the agency's current process.. Board approval of contract awards are subject to resolution of any properly submitted protest.

The Request for Proposals (RFP) was issued on January 22, 2021 in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price. The RFP was issued with an SBE goal of 5% and a DVBE goal of 3%.

There were no amendments issued during the solicitation phase of this RFP.

A virtual pre-proposal conference was held on January 28, 2021 and was attended by 31 participants representing 16 firms. There were 37 questions submitted and responses were released prior to the proposal due date.

A total of 75 firms downloaded the RFP and were included on the plan holders list. A total of three proposals were received on February 22, 2021 from the following firms listed in alphabetical order:

- Cambridge Systematics, Inc.
- Eastbanc Technologies
- Swiftly, Inc.

## B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Information and Technology Services Department, Operations Department, and Communications 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:

- Minimum Requirements and Qualifications — Pass/Fail
- Software Solution — 30 percent
- Work Plan/Project Approach — 20 percent
- Experience and Qualifications of Proposed Contractor and Personnel — 20 percent
- Price — 30 percent

The minimum requirements and qualifications and evaluation criteria are appropriate and consistent with criteria developed for other, similar technology procurements. Several factors were considered when developing these weights, giving the greatest importance to the software solution and price.

The PET began their independent evaluation of technical proposals on February 23, 2021. All proposers were determined to have met the minimum requirements and qualifications and were invited to give demonstrations of their software solution between March 16, 2021 and March 23, 2021. Proposers were asked to demonstrate the functionality, features, and capabilities of their system as well as to demonstrate the accuracy of the predictions generated by the system.

The PET finalized their scores on March 31, 2021. The final scoring determined Swiftly, Inc. (Swiftly) as the highest ranked firm.

During April and May of 2021, Metro engaged Swiftly in further technical discussions on items such as work tasks, implementation schedule, expected expansions of Metro services, milestones, and payment schedule. Additionally, Swiftly had submitted a list of exceptions to the contract terms and conditions that needed to be discussed and resolved with Swiftly's legal counsel and County Counsel.

**Qualifications Summary of Firms within the Competitive Range:**

**SWIFTLY, INC.**

Swiftly, Inc. was founded in 2014 and has proposed their proprietary cloud-based prediction platform for this project. The Swiftly Platform consists of three product lines, Transitime, which is used for real-time passenger information, Insights, which is used for big data analytics, and Metronome, which provides real-time operations management. Swiftly proposed several modules from each of these product lines and demonstrated that

their proposed solution meets Metro's requirements and can improve upon Metro's existing arrival predictions. Swiftly presented a thorough work plan and a detailed resource allocation plan that provided a clear description of how the project would be implemented. Additionally, the proposed team includes three subcontractors, IBI Group, Intueor Consulting, Inc. (SBE), and VIRTEK Company (DVBE) to provide additional support to Swiftly with regards to improving rail arrival predictions, performing data integrations, and overall project management.

**CAMBRIDGE SYSTEMATICS, INC.**

Cambridge Systematics, Inc. was founded in 1972 in Massachusetts and provides various professional services, including technology services, related to the transportation industry. Cambridge Systematics proposed the open-source prediction engine, The TransitClock, which they have implemented at Washington Metropolitan Area Transit Authority (WMATA), Minneapolis/St. Paul's Metro Transit, and at the Dallas Area Rapid Transit (DART).

**EASTBANC TECHNOLOGIES, INC.**

Eastbanc Technologies is headquartered in Washington D.C. and focuses on full life cycle software development services. Eastbanc proposed the real-time asset tracking TERRAiQ cloud platform as their proposed solution which they have implemented at Houston Metro, the District of Columbia's Department of Transportation (DDOT), and Montgomery County, Maryland's Department of Transportation (MCDOT).

A summary of the PET scores is provided below:

| 1 | Firm | Average Score | Factor Weight | Weighted Average Score | Rank |
|---|---|---|---|---|---|
| 2 | **Swiftly, Inc.** | | | | |
| 3 | Software Solution | 93.89 | 30.00% | 28.17 | |
| 4 | Work Plan/Project Approach | 89.58 | 20.00% | 17.92 | |
| 5 | Experience and Qualifications of Proposed Contractor and Personnel | 90.83 | 20.00% | 18.17 | |
| 6 | Price | 100.00 | 30.00% | 30.00 | |
| 7 | **Total** | | **100.00%** | **94.26** | **1** |
| 8 | **Cambridge Systematics, Inc.** | | | | |
| 9 | Software Solution | 78.61 | 30.00% | 23.58 | |
| 10 | Work Plan/Project Approach | 77.71 | 20.00% | 15.54 | |
| 11 | Experience and Qualifications of Proposed Contractor and Personnel | 89.17 | 20.00% | 17.83 | |
| 12 | Price | 34.46 | 30.00% | 10.34 | |
| 13 | **Total** | | **100.00%** | **67.29** | **2** |
| 14 | **Eastbanc Technologies** | | | | |
| 15 | Software Solution | 73.89 | 30.00% | 22.17 | |
| 16 | Work Plan/Project Approach | 77.00 | 20.00% | 15.40 | |
| 17 | Experience and Qualifications of Proposed Contractor and Personnel | 81.04 | 20.00% | 16.21 | |
| 18 | Price | 31.98 | 30.00% | 9.59 | |
| 19 | **Total** | | **100.00%** | **63.37** | **3** |

## C. Price Analysis

The recommended price has been determined to be fair and reasonable based upon adequate price competition, an independent cost estimate (ICE), price analysis, technical evaluation, and clarifications.

Swiftly's pricing is based on their products annual licensing costs, inclusive of the cloud-based software modules, hosting requirements, labor for configuration and development, plus the subcontractor services. This pricing model differs from the model that Metro utilized to develop its ICE which was based on direct labor hours for the implementation and separate licensing fees for the software. Metro confirmed with Swiftly that their price includes all services required by Metro's Scope of Services.

| | Proposer Name | Proposal Amount | Metro ICE | Negotiated amount |
|---|---|---|---|---|
| 1. | Swiftly, Inc. | $675,510.41 | $1,100,000 | $675,510.41 |
| 2. | Cambridge Systematics, Inc. | $1,960,253.62 | | |
| 3. | Eastbanc Technologies | $2,112,038.00 | | |

## D. Background on Recommended Contractor

The recommended firm, Swiftly, Inc., located in San Francisco, California, has been in business for the last seven years and specializes in data analytics and accurate real-time passenger information systems for the public transit industry. Swiftly currently is working with over 90 transit agencies such as the Southeastern Pennsylvania Transportation Authority (SEPTA), Massachusetts Bay Transportation Authority (MBTA) in Boston, Maryland Department of Transportation, Maryland Transit Administration (MDOT MTA) in Baltimore, Miami-Dade Transit (MDT), Santa Clara Valley Transportation Authority (VTA) in San Jose, California, and VIA Metropolitan Transit in San Antonio, Texas.

## DEOD SUMMARY

## NEXTRIP BUS AND RAIL ARRIVAL INFORMATION SYSTEM UPGRADE PS70644-2000

### A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 5% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. Swiftly, Inc. exceeded the goal by making a 5.1% SBE and 3% DVBE commitment.

| Small Business Goal | 5% SBE 3% DVBE | Small Business Commitment | 5.1% SBE 3% DVBE |
|---|---|---|---|

| | SBE Subcontractors | % Committed |
|---|---|---|
| 1. | Intueor Consulting Group | 5.1% |
| | **Total SBE Commitment** | **5.1%** |

| | DVBE Subcontractors | % Committed |
|---|---|---|
| 1. | Virtek Company | 3% |
| | **Total DVBE Commitment** | **3%** |

### 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. Project Labor Agreement/Construction Careers Policy is applicable only to construction contracts that have a construction contract value in excess of $2.5 million.

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

**File #:** 2021-0443, **File Type:** Informational Report **Agenda Number:** 22.

**OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE**
**JULY 15, 2021**

**SUBJECT: PUBLIC SAFETY ADVISORY COMMITTEE (PSAC) QUARTERLY UPDATE**

**ACTION: APPROVE RECOMMENDATIONS**

## RECOMMENDATION

CONSIDER:

A. RECEIVING AND FILING Public Safety Advisory Committee (PSAC) quarterly update; and

B. APPROVING recommended compensation for members of the public serving on the PSAC (Attachment B).

## ISSUE

This report reflects a quarterly update of progress in convening an advisory committee that will provide recommendations on how Metro can reimagine public safety on its system.

## BACKGROUND

In the June 2020 Regular Board Meeting, the Board of Directors approved motions 37 and 37.1 for Metro staff to form an advisory committee and, in partnership, develop a community-based approach to public safety on the transit system. Staff is to report back on a quarterly basis.

## DISCUSSION

System Security and Law Enforcement (SSLE) established an Internal Steering Committee comprising of the Office of the CEO that is inclusive of the Executive Officer for Customer Experience and Executive Officer for Equity and Race, Communications, Office of Civil Rights & Inclusion, and the Office of Inspector General that would work in designing and launching Metro's first Public Safety Advisory Committee (PSAC). The following sections outline Metro's update in convening such a committee.

### MAY PSAC MEETINGS

On Wednesday, May 5, 2021, we had our third virtual PSAC meeting with over seventy (70) attendees. Agenda items included a group check-in, agreed-on ground rules for current and future PSAC meetings, and established a voting decision-making model for PSAC recommendations. Membership agreed and approved using a hybrid model that incorporates both consensus and a majority rule decision-making model. Moreover, Metro staff will take PSAC recommendations into

account and will exercise a final executive decision model.

On Wednesday, May 19, 2021, we had our fourth virtual PSAC meeting with over sixty (60) attendees. The agenda included a discussion on the PSAC Charter & Bylaws, a Transit Ambassador Program Scoping introductory discussion, followed by a brief presentation of Short-Term Continuation of Programs. This included an introductory conversation on the next infrastructure protection services contract on which PSAC will provide feedback. The facilitators shared a high-level work plan, and the five (5) priorities converted into ad-hoc subcommittees. After receiving PSAC member feedback, the following ad-hoc subcommittees were recommended: Policing Contracts, Transit Ambassador Program and Training, Public Safety Survey, Infrastructure Protection Services, and Community Engagement.

**JUNE PSAC MEETINGS**

On Wednesday, June 2, 2021, we had our fifth virtual PSAC meeting with over sixty-five (65) attendees. Sign language and Spanish translation services were offered and will be standing resources for future PSAC meetings. In addition, PSAC facilitators have been incorporating closed captioning during meetings. There was a follow-up discussion of the Charter & Bylaws. After extensive dialogue between membership and Metro staff, the membership approved the Charter and Bylaws with the following amendment: “Amendments to this Charter & Bylaws may be made by a two -thirds majority vote of the PSAC Membership in consultation with the Metro Administrative Staff (MAS). Any proposed Charter & By-laws amendment must be properly noticed on the agenda of a regularly scheduled PSAC meeting and scheduled for a membership vote at the next regularly scheduled PSAC meeting.” The following agenda item was a presentation on Metro’s Public Safety Model Overview to educate members of Metro’s current safety resources. Due to time constraints, the Infrastructure Protection Services Overview and Ad-Hoc Subcommittee assignment items were moved to the next general PSAC meeting.

On June 14, 2021, we had our first PSAC Infrastructure Protection Services (IPS) Ad-hoc Subcommittee meeting. The key topics discussed included the proposed timeline for the next contract and an overview of the current contract scope of work. During the timeline overview, the sub-committee members expressed that the timeline may be too aggressive and would need more time to present thoughtful recommendations for the next IPS contract. Staff is planning to schedule at least three more ad-hoc meetings with the goal of finalizing recommendations by July 21st. If PSAC needs additional time, we will relay this information to the Board of Directors.

On Wednesday, June 16, 2021, LA Metro had its sixth virtual Public Safety Advisory Committee (PSAC) with over 70 attendees. Routinely, the facilitation team starts the meetings with roll call, meeting reminders, and approval of the last PSAC meeting(s) minutes. PSAC meeting minutes for 5/19/21 & 6/02/21 were approved with no membership modifications. It is worth mentioning that PSAC staff continues to provide sign language interpreters and Spanish-translated material for public viewing. Next, the facilitation team averted membership check-in upon membership request and used the time for public comment. Moreover, Metro staff will now have the opportunity to respond to public comment(s), membership comments, under the Brown Act regulations and if time permits. The facilitating team then introduced the next item of the agenda, a committee member’s proposal to restructure the ad-hoc committees. Membership had the opportunity to discuss briefly, and due to anticipated interest from membership, the proposal was tabled for the next meeting due to the time-

limit. The next agenda item was the Law Enforcement Overview PowerPoint, presented by Judy Gerhardt, Metro's Chief System Security & Law Enforcement. Judy covered a high-level overview on the existing law enforcement contract with Metro; provided a timeline for a new law enforcement solicitation, requested recommendations from PSAC membership, and indicated extensions for police contracts requires going to the Metro Board of Directors. The following item on the agenda was Metro's Public Safety Model Overview PowerPoint, which was going to be presented by Ron Dickerson, Metro's Deputy Executive Officer of System Security & Law Enforcement. Due to time constraints, the item was not presented, and the PowerPoint was shared with the members for reference. The final item on the agenda was the Ad-Hoc Subcommittee Reports from membership. Membership provided a short synopsis of their most recent meetings with both the Transit Ambassador & Training and the Infrastructure Protection Services Ad-hoc committees. The facilitators then closed the meeting with General Public comments and adjournment.

## EQUITY PLATFORM

SSLE staff is improving equitable outcomes for marginalized and vulnerable groups by convening a diverse group of community members with unique and lived experiences using the Metro system who will provide feedback on how Metro can reimagine public safety to ensure all riders feel safe. In addition, the staff is in the process of launching a public safety survey, a first of its kind, that will serve as another opportunity for the general public to share their perceptions and recommendations for public safety. The survey data will be provided to PSAC members to help shape their recommendations. Lastly, to improve the level of accessibility during the public meetings, we have begun to offer closed captioning, ASL, and Spanish translations. These will be standing resources at all public PSAC meetings.

## RECOMMENDED COMPENSATION

Compensating members of the public who serve on advisory committees for their time and expertise helps advance equitable outcomes, uplifts the lived experiences of our historically marginalized and most vulnerable users, and levels the playing field with other advisors (technical or otherwise). As noted in the April 2021 PSAC Quarterly update, staff is developing an Advisory Body Compensation Policy (ABCP), an administrative policy that determines if, when, and how members of the public serving on Metro sanctioned or created advisory bodies are compensated for their labor and the wealth of experience, expertise, and knowledge they bring through their participation.

As also noted in the April 2021 Quarterly report, given the roles and responsibilities of the PSAC, Metro has committed to applying the ABCP to the PSAC retroactively, as of April 7, 2021, which was the date of their first meeting, as a part of the first phase of implementation. To ensure no further delay in PSAC compensation while staff works to finalize the ABCP and determine its applicability to existing advisory bodies, staff recommends the Board approve compensation for the PSAC, at a rate of $200 per general meeting for voting members, $175 per general meeting for alternates, and $50 per meeting for all subcommittee participants, or the cash equivalents, as necessary. There will be total compensation maximums per fiscal year, based on an estimated participation in 24 general meetings and 14 subcommittee meetings per fiscal year, as described below.

| PSAC Compensation Fee Structure | | |
|---|---|---|
| | **Compensation Rate** | **Fee Maximum per Fiscal Year** |
| **Member** | $ 200 per meeting | $ 5,500 |
| **Alternate** | $ 175 per meeting | $ 4,900 |
| **Subcommittee Participation** | $ 50 per meeting* | |

*Regular and subcommittee compensation counts toward the maximum listed for each membership type.

SSLE, as the PSAC administrator, will be responsible for budgeting, funding, and ensuring compensation is provided. Staff will return to the board with an update on the final ABCP in September 2021, which will include analysis of existing advisory body compensation structures and application of the policy to all of Metro's advisory bodies.

## NEXT STEPS

We will continue to provide PSAC updates in the monthly Transit Safety and Security Performance report.

## ATTACHMENTS

Attachment A - PSAC Board Motions
Attachment B - Compensation Fee Structure

Prepared by: Imelda Hernandez, Manager, Transportation Planning, System Security and Law Enforcement, (213) 922-4848

Reviewed by: Judy Gerhardt, Chief System Security and Law Enforcement Officer, (213) 922-2711

Stephanie N. Wiggins
Chief Executive Officer

**File #:** 2020-0429, **File Type:** Motion / Motion Response **Agenda Number:** 37.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE**
**JUNE 18, 2020**

**Motion by:**

**DIRECTORS BONIN, GARCETTI, HAHN, DUPONT-WALKER, AND SOLIS**

A Community Safety Approach to System Security and Law Enforcement

On March 13, 2020, Breonna Taylor, a 26-year-old emergency room technician, was killed in her home by a Louisville police officer who was carrying out a search warrant in the middle of the night. On May 25, 2020, George Floyd was killed by a Minneapolis police officer during an arrest for allegedly using a counterfeit $20 bill. These deaths and many before them, including here in Los Angeles, have sparked demonstrations for racial justice and a national conversation about the appropriate role of police in our society and the particular threats faced by Black people during interactions with law enforcement.

Community leaders are demanding a shift in how agencies deliver public safety at every level of government. This includes reforming police practices as well as reallocating resources typically devoted to policing to other forms of community safety. In a transit environment, safety is typically provided through design, staff presence, aid station access, and law enforcement. Given recent events, it is prudent for Metro to reevaluate its safety strategies to ensure it is meeting the needs and expectations of our riders. Metro should work in partnership with community leaders to re-envision transit safety and community-based approaches to policing leading up to and as part of the 2022 renewal of the multiagency police contract.

**SUBJECT: A COMMUNITY SAFETY APPROACH TO SYSTEM SECURITY AND LAW ENFORCEMENT**

**RECOMMENDATION**

APPROVE Motion by Directors Bonin, Garcetti, Hahn, Dupont-Walker, and Solis that the Board direct the Chief Executive Officer to:

A. Establish a Transit Public Safety Advisory Committee. This committee should incorporate the existing Community Safety & Security Working Group and include additional perspectives that represent Metro's ridership and advocacy organizations, including but not limited to racial,

cultural, gender, income, geography, immigration status, and housing status.

B. In partnership with the Advisory Committee, Office of Civil Rights, Executive Officer for Equity & Race, and Executive Officer for Customer Experience, develop a community-based approach to public safety on the transit system, including but not limited to:

1. A transit ambassador program that provides staffed presence at Metro facilities and on Metro vehicles.
2. Alternatives to armed law enforcement response to nonviolent crimes and code of conduct violations.
3. Greater community stewardship of transit spaces, such as supporting street vending in transit plazas.
4. The Universal Blue Light program proposed in Metro's June 2018 ridership initiatives (BF 2018-0365).
5. Education about and expansion of fare discount programs.
6. Outreach and services for unhoused individuals.
7. A shift of resources from armed law enforcement to the above strategies.

C. Consult with the Advisory Committee when developing the new scope of services, budget, and other provisions of the multiagency police contract renewal.

D. Report back to the Operations, Safety, and Customer Experience Committee in 90 days, and quarterly thereafter until the 2022 contract renewal. In the final quarterly report of 2022, include an external, third-party evaluation of the effectiveness of the Advisory Committee and a recommendation on whether it should continue.

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

**File #:** 2020-0445, **File Type:** Motion / Motion Response **Agenda Number:** 37.1.

**REGULAR BOARD MEETING**
**JUNE 25, 2020**

**Amending Motion by:**

**DIRECTOR FASANA AND BUTTS**

Related to Item 37: A Community Safety Approach to System Security and Law Enforcement

**SUBJECT: A COMMUNITY SAFETY APPROACH TO SYSTEM SECURITY AND LAW ENFORCEMENT**

**RECOMMENDATION**

APPROVE Amending Motion by Directors Fasana and Butts that the Board direct the Chief Executive Officer to:

B. In partnership with the Advisory Committee, Office of Civil Rights, Executive Officer for Equity & Race, and Executive Officer for Customer Experience, develop a community-based approach to public safety on the transit system, including but not limited to:

8. **Fasana Amendment:** Add the Customer Code of Conduct to the committee's purview.

9. **Butts Amendment:** Task the committee with developing a mission and values statement for transit policing.

**File #:** 2020-0429, **File Type:** Motion / Motion Response **Agenda Number:** 37.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE**
**JUNE 18, 2020**

**Motion by:**

**DIRECTORS BONIN, GARCETTI, HAHN, DUPONT-WALKER, AND SOLIS**

A Community Safety Approach to System Security and Law Enforcement

On March 13, 2020, Breonna Taylor, a 26-year-old emergency room technician, was killed in her home by a Louisville police officer who was carrying out a search warrant in the middle of the night. On May 25, 2020, George Floyd was killed by a Minneapolis police officer during an arrest for allegedly using a counterfeit $20 bill. These deaths and many before them, including here in Los Angeles, have sparked demonstrations for racial justice and a national conversation about the appropriate role of police in our society and the particular threats faced by Black people during interactions with law enforcement.

Community leaders are demanding a shift in how agencies deliver public safety at every level of government. This includes reforming police practices as well as reallocating resources typically devoted to policing to other forms of community safety. In a transit environment, safety is typically provided through design, staff presence, aid station access, and law enforcement. Given recent events, it is prudent for Metro to reevaluate its safety strategies to ensure it is meeting the needs and expectations of our riders. Metro should work in partnership with community leaders to re-envision transit safety and community-based approaches to policing leading up to and as part of the 2022 renewal of the multiagency police contract.

**SUBJECT: A COMMUNITY SAFETY APPROACH TO SYSTEM SECURITY AND LAW ENFORCEMENT**

**RECOMMENDATION**

APPROVE Motion by Directors Bonin, Garcetti, Hahn, Dupont-Walker, and Solis that the Board direct the Chief Executive Officer to:

A. Establish a Transit Public Safety Advisory Committee. This committee should incorporate the existing Community Safety & Security Working Group and include additional perspectives that represent Metro's ridership and advocacy organizations, including but not limited to racial,

reimbursement, and other forms of compensation;

B. Report to the Board in June 2021 with a review of compensation for Metro's advisory committees and a policy for the reasonable compensation of their members; and

C. Include in each monthly Transit Public Safety report updates on the progress and activities of the Public Safety Advisory Committee

**File #:** 2021-0190, **File Type:** Motion / Motion Response **Agenda Number:** 26.2.

**REGULAR BOARD MEETING**
**MARCH 25, 2021**

**Motion by:**

**DIRECTORS BONIN, GARCETTI, MITCHELL, HAHN, DUPONT-WALKER, AND SOLIS**

Related to Item 26: Transit Law Enforcement Services

Investment in Alternatives to Policing

In June 2020, the Board voted to embark on a process to reimagine public safety on Metro in response to demonstrations for racial justice and a national conversation about the appropriate role of police in our society and the particular threats faced by Black people during interactions with law enforcement. The Board's mandate was for the agency to work in partnership with community leaders to re-envision transit safety and community-based approaches to policing leading up to and as part of the 2022 renewal of the multiagency police contract. Metro has now established a Public Safety Advisory Committee (PSAC) to formalize this partnership. PSAC will create a space where community leaders work in partnership with Metro staff, including bus and rail operators, on the future of public safety on the Metro system.

Last month, a proposal to increase Metro's law enforcement contract by $111 million sparked further attention to Metro's considerable spending on policing and the relative lack of investment in alternative public safety strategies. Last month's recommendation provided at least a year for PSAC to develop and finalize its recommendations. The current proposal would greatly accelerate the pace of work for the newly formed PSAC, with recommendations now due by the end of the year in order to begin implementation by January 2022.

Standing up a new model of public safety will take time, including identifying funding and beginning to staff up new initiatives. To jump-start this acceleration, the Board should proactively set aside resources now in support of PSAC's work. These early actions are consistent with and build on Metro's Customer Experience Plan and the *Understanding How Women Travel Study*. Acting now will allow Metro to build capacity for alternative approaches while ensuring a smoother transition in the future.

**SUBJECT: INVESTMENT IN ALTERNATIVES TO POLICING**

**RECOMMENDATION**

WE, THEREFORE, MOVE that the Board direct the Chief Executive Officer to:

A. Include in the FY22 budget at least $40 million for the following initiatives, consistent with the Equity Platform and the Customer Experience Plan:

1. Public Safety:

a. $20 million for a transit ambassador program that provides staffed presence at Metro facilities and on Metro vehicles and offers riders assistance and connections to resources, modeled after the S.F. BART program.

b. $1 million for elevator attendants at stations.

c. $1 million for a flexible dispatch system that enables response by homeless outreach workers, mental health specialists, and/or unarmed security ambassadors in appropriate situations.

d. $5 million for Call Point Security Project Blue light boxes recommended by Women and Girls Governing Council to improve security on the BRT and rail system.

e. Funds to initiate a study to develop recommendations to prevent intrusion onto Metro rail rights-of-way, including but not limited to subway platform-edge doors.

f. $3 million for pilot safety strategies on board buses to be recommended by PSAC.

2. Homelessness:

a. $2 million for short term shelter for homeless riders.

b. $5 million for enhanced homeless outreach teams and related mental health, addiction, nursing, and shelter services.

c. $250,000 for regular counts to monitor trends and gauge the success of Metro efforts to address homelessness.

d. $3 million for pilot homelessness strategies to be recommended by PSAC.

B. Establish a target to ensure the participation of LA County-based organizations and

enterprises in the above initiatives.

C. Consult with PSAC on the program design and implementation of all of the above initiatives.

Attachment B

| PSAC Compensation Fee Structure | | |
|---|---|---|
| | **Compensation Rate** | **Fee Maximum per Fiscal Year** |
| **Member** | $ 200 per meeting | $ 5,500 |
| **Alternate** | $ 175 per meeting | $ 4,900 |
| **Subcommittee Participation** | $ 50 per meeting* | |

*Regular and subcommittee compensation counts toward the maximum listed for each membership type.

# Public Safety Advisory Committee (PSAC) Quarterly Update

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE

2021-0443 | JULY 15, 2021

# May Meetings

- Held foundational discussions on the following: ground rules, decision making models, Charter and Bylaws, and work plan topics.
- Ad-hoc subcommittee proposals were presented to members based on priority and time-sensitive deadlines (i.e., policing contracts).

# June Meetings

- Membership approved their Charter and Bylaws.
- Metro staff began conducting informational presentations on Metro's existing Public Safety Model, Infrastructure Protection Services, and Law Enforcement Contracts.
- Ad-hoc committee meetings commenced with standing report outs during public PSAC meetings.
  - Recurring concern from members is the short turnaround time to provide staff with recommendations
- Translation services were made available and will be offered at all public PSAC meetings, regardless if they are requested, to improve inclusivity.

# July Meetings

- In our July bi-weekly and ad-hoc meetings, members will be having follow-up discussions and preparing their recommendations on the following:
  - Public Safety Survey – 7/5/21
  - Future Infrastructure Protection Services Contract – 7/21/21
  - Future Policing Contracts - 7/29/21

# Recommended Compensation

- Staff recommends the Board approve compensation for the PSAC, at a rate of $200 per meeting for voting members, $175 per meeting for alternates, and $50 per meeting for all subcommittee participants, or the cash equivalents, as necessary.
  - Total compensation caps estimate a maximum 24 general meetings and 14 subcommittee meetings per fiscal year, per member.
- Staff will return to the board with an update on the final Advisory Body Compensation Policy (ABCP) in September 2021.
  - The policy will be informed by an assessment of existing advisory body compensation structures and apply to all advisory bodies created or sanctioned by Metro.

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

**File #:** 2021-0267, **File Type:** Contract **Agenda Number:** 25.

**CONSTRUCTION COMMITTEE**
**JULY 15, 2021**

**SUBJECT: ENVIRONMENTAL SERVICES AND CONSTRUCTION SUPPORT**

**ACTION: APPROVE RECOMMENDATIONS**

## RECOMMENDATION

**AUTHORIZE:**

A. The Chief Executive Officer (CEO) to award and execute a three (3) year contract, Contract No. AE70151EN085, with Arcadis US, Inc. for Environmental Services and Construction Support on Task Orders, inclusive of the three years with a not-to-exceed amount of $37,825,000;

B. The CEO to award and execute individual Contract Work Orders and Task Orders within the total approved not-to-exceed funding limit of $37,825,000; and

C. Contract Modification Authority (CMA) in the amount of $3,782,500 (10% of the not-to-exceed contract amount) and authorize the CEO to award and execute individual task order changes and/or modifications within the CMA amount.

## ISSUE

Under federal, state, and local law and to avoid fines, civil or criminal liability, Metro is required to evaluate hazardous substances, contamination, and/or regulatory compliance for nearly every capital project and all transit projects undertaken by Metro. This contract is a critical component for environmental waste handling and construction services. It provides technical experts in the environmental field for handling waste for construction and decommissioning.

This contract is needed to ensure that Metro remains in compliance with environmental regulations for our tank program and our capital program as required by federal, state, and local jurisdictions.

…Background

## BACKGROUND

The nature of our operating business here at Metro requires us to continually evaluate, remove, and/or manage hazardous substances, contamination. We need to simultaneously act towards regulatory compliance under federal, state and local law. Metro must adhere to all environmental

laws to avoid fines, and civil or criminal liability.

The scope of work identified in an environmental services and construction support contract generally falls into two categories: support for Metro's capital program and Metro's underground storage tank program.

The passing of Measure M and continuation of Measure R projects in recent years has further increased the number of projects that have been developed. In addition, under a State Water Resources Control Board Consent Decree order, we have also accelerated the installation of above ground tanks to house our hazardous chemicals as we reduce the number of underground storage tanks still in use.

Metro staff does not have the internal resources to do all environmental waste handling and environmental compliance support work in house. To complement and supplement limited resources, Metro has contracted for such vendors with specialized environmental equipment and technical capabilities to include laboratory, field services, and evaluation and remediation tools. Metro, in effect, would incur more cost to do the work internally than by employing these types of consultants and specialized vendors.

## DISCUSSION

Contract No. AE70151EN085 will be used to assist Metro's facilities and capital projects with emergency response, hazardous substances abatement, and transport and disposal of encountered hazardous and non-hazardous classified soil and liquid wastes, which also includes management of asbestos and lead containing materials. The contract also includes environmental demolition services for Metro owned properties in addition to environmentally related construction services for fuel storage tank system installation, upgrades, repairs and removals to remain in regulatory compliance with local, state and federal regulatory requirements. Additional contract requirements include permit assistance; remediation system construction, implementation, and installation; and the homeless encampment clean-up program.

The scope of services in this contract also includes limited support for numerous major capital projects. The support provided by previous environmental services and construction support contracts has historically saved major capital projects money and avoided additional months of construction work due to our ability to rapidly respond to unforeseen environmental issues encountered during construction. *This limited capital project support is essential until a new contract for environmental services and construction support to specifically address capital projects is procured later this fiscal year.*

This contract is an Indefinite Delivery/Indefinite Quantity (IDIQ) contract. The total contract value is the aggregate total of all Task Orders and changes issued within the Board authorized funding amount. The consultant is not guaranteed any work. When the need for environmental waste handling and environmental-related construction services arises, only then will staff be able to issue Contract Work Orders from which Task Orders or changes are drawn. These Task Orders and changes will be funded from an existing project's budget with consideration of any information

available at the time of planning and applicable time constraints on performance of the work.

All the Task Orders will be fully negotiated based on agreed upon rates that will be negotiated at the onset of the work. Staff applies strict project controls in the execution of each of these Task Orders to closely monitor the Consultant's budget and Task Order schedules. No funds are obligated until a Contract Work Order/Task Order is awarded against a valid project.

The Diversity and Economic Opportunity Department (DEOD) will establish Disadvantaged Business Enterprise (DBE), Small Business Enterprise (SBE), and the Disabled Veteran Business Enterprise (DVBE) goals prior to the issuance of each Task Order for energy and climate services.

To accomplish the assigned tasks, the consultant will provide necessary staff, sub-consultants, equipment, software, supplies, and services. The consultant shall employ or subcontract as necessary with diverse environmental professionals such as professional engineers, registered geologists, qualified stormwater developers (QSD), Certified Industrial Hygienists (CIH), Certified Asbestos Consultants (CAC), Underground storage tank (UST) ICC Technicians, waste professionals, Occupational Safety and Health Administration (OSHA) Construction Certified staff, and 40 Hour Hazardous Waste Operations and Emergency Response (HAZWOPER) certified staff.

## DETERMINATION OF SAFETY IMPACT

This Board action will not have an adverse impact on safety standards for Metro. It will increase safety as sustainability and environmental compliance related projects and programs are implemented to increase the health and safety of our staff and enhance customer experience of our system.

## FINANCIAL IMPACT

Contract No. AE70151EN085 is an IDIQ contract. All task orders are individually negotiated, and the level of effort is fully defined prior to the authorization of any project specific funds. The Chief Program Management Officer, Chief Sustainability Officer, and Project Managers are responsible for providing appropriate budgets and following task order award process protocols during the execution of each task order. Execution of work under those Task Orders within those Contract Work Order (CWO) awards can continue beyond the contract end date.

Obligations and authorizations made within the total Contract authorized funding amount will be against specific project or operations budgets which make up the Board-approved Metro budget for this fiscal year. Specific funding for this contract will parallel the project approved by Board under separate actions. The Project Managers of each of the projects will be responsible for providing appropriate budgets.

Impact to Budget

The source of funds for this contract is included in the Environmental Compliance and Sustainability Department's budget under Project Numbers 300012 - Site Remediation, Cost Center 8420

Environmental Compliance and Services, 202213 Fuel Storage Tanks. These projects are in support of Metro Operations hence the funding sources are eligible for bus and rail operations. The project funds to be used to support capital project environmental services work are within the LOP or annual appropriation of the respective capital projects which this contract is supporting, and as shown in Attachment B. Funding sources for these capital projects are approved as part of the project LOP or through the annual budget adoption. No additional funding sources are required upon approval of this contract award.

## EQUITY PLATFORM

To address equity impacts, Staff worked with department Equity Liaisons to develop a summary response of equity considerations for this Board item. When homeless encampments are identified within Metro facilities and Rights-Of-Way (ROWs) and pose a safety concern to the homeless individuals or Metro Operations, notifications are sent to the Facilities Maintenance Help Desk who alert all appropriate teams such as the Homeless outreach groups contracted by Metro and this environmental waste handling services contractor. Metro staff and/or designee coordinate on a site visit with the sorting contractor and local law enforcement to assess initial site conditions, take photos and determine the course of action. During the site visit, the sorting contractor ensures there are sufficient “No Trespassing” signs posted and install additional signs as necessary, while local law enforcement remain to be on site. A 14-day notification prior to the clean-up date is posted in English and Spanish. Social Services Outreach teams separate from this contract begin outreach services immediately, conduct at least two site visits, and continue outreach all the way through the scheduled clean-up day. Clean up includes sorting of items into three categories: Hazardous Waste, General Waste / Trash, and Personal property, including personal prescription medicine(s). a Post Removal Personal Property Retrieval Notice is posted at the cleared site to direct individuals to check in with Metro system security personnel at Gateway, Plaza Level Security Desk between the hours of 10:00 a.m. and 4:00 p.m., Monday through Friday for personal property retrieval. All personal items collected are stored for 90 days and must be accessible within 24 hours of removal.

To ensure maximum opportunity for participation on this contract, this solicitation was advertised through periodicals of general circulation, posted on Metro’s Vendor Portal, and an e-mail notice to small business with applicable NAICS codes. Ample opportunity was provided for interested firms and small businesses to ask questions and receive answers. The Proposal Evaluation Team (PET) was diverse and was comprised of different department personnel with various backgrounds to conduct a robust evaluation of all proposers and subconsultants to determine the most qualified team. Proposers were encouraged to form teams that included a good number of DBE, SBE, and DVBE firms to meet or exceed the DBE or SBE/DVBE goals recommended by DEOD for each Task Order. The Arcadis US, Inc. team includes 17 DBE, SBE, and/or DVBE firms.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

This consultant contract supports Strategic Goal 2 by optimizing the delivery and performance of Metro’s transportation system by incorporating environmental compliance through environmental services activities to reduce impacts to the environment and increase system efficiency.

## ALTERNATIVES CONSIDERED

If Contract No. AE70151EN085 is not awarded, staff's ability to provide technical and environmental engineering support for environmental waste handling and environmental-related construction services for many of our capital and operating projects will be limited. Consequently, Metro would not be able to immediately address potential and existing environmental liabilities. We are also under a Consent Decree with the State Board to address underground storage tank or above ground storage tank and related equipment issues and upgrades on an accelerated schedule.

Postponement of award would further inhibit Metro's ability to remain in compliance with all applicable environmental laws and regulations and to avoid potential fines and civil and criminal liability. In the capital projects supported by this contract, Metro could experience increased liability for contractor claims for delay to schedule completion milestones or risk of fines due to violations from regulatory agencies.

As another alternative, Metro could perform all the environmental waste handling and environmental-related construction services in-house. However, to do so, Metro would need to hire additional staff with expertise in many different subjects, such as engineers, geologists, surveyors, asbestos/lead inspectors, laboratory scientists, UST design engineers, and waste profiling technicians. Metro would also need to purchase specialized equipment such as loaders, excavators, and drill rigs, which are not practical or cost-effective to acquire or maintain. Metro would incur more short-term capital costs and long-term maintenance costs to do the work internally than by employing consultants.
Staff may solicit and award individual contracts for each environmental task on an as-needed basis. Staff does not recommend this alternative. Individually procuring these CWO's and Task Orders have associated inconsistencies, and likely greater cumulative administrative and execution costs and inefficiencies. The CWOs and Task Orders would also have to be competitively procured, causing significant delays. This scenario would make it challenging to provide timely responses to sensitive and emergency requirements from within the agency and from regulatory agencies, such as the State Water Resources Control Board.

## NEXT STEPS

After Board approval, staff will execute the conformed contract and proceed with issuing Task Orders and Contract Work Orders.

## ATTACHMENTS

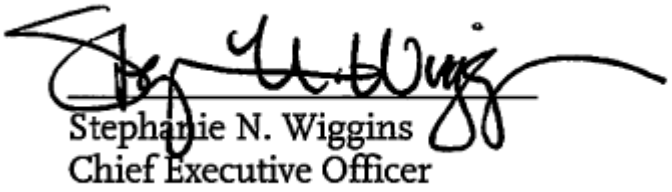
A. Procurement Summary
B. Types and Total Value Estimates of Projects - FY22 to FY24
C. DEOD Summary

Prepared by: Cris B. Liban, Chief Sustainability Officer, (213) 922-2471

Reviewed by Bryan Pennington, Chief Program Management Officer (Interim), (213) 922-7449

Debra Avila, Chief Vendor/Contract Management Officer,

(213) 418-3051



Stephanie N. Wiggins
Chief Executive Officer

## PROCUREMENT SUMMARY

## ENVIRONMENTAL SERVICES AND CONSTRUCTION SUPPORT CONTRACT NO. AE70151EN085

| | | |
|---|---|---|
| **1.** | **Contract Number**: AE70151ENO85 | |
| **2.** | **Recommended Vendor**: Arcadis US, Inc. | |
| **3.** | **Type of Procurement (check one):** ☐ **IFB** ☐ **RFP** ☒ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order** | |
| **4.** | **Procurement Dates** : | |
| | **A. Issued** July 27, 2020 | |
| | **B. Advertised/Publicized**: July 27, 2020 (Periodicals of General Circulation) | |
| | **C. Pre-Proposal Conference**: August 5, 2020 | |
| | **D. Proposals Due**: October 6,2020 | |
| | **E. Pre-Qualification Completed**: May 18, 2021 | |
| | **F. Conflict of Interest Form Submitted to Ethics**: March 10, 2021 | |
| | **G. Protest Period End Date:** June 21, 2021 | |
| **5.** | **Solicitations Picked up/Downloaded**: 70 | **Proposals Received**: 3 |
| **6.** | **Contract Administrator**: Daniel A Robb | **Telephone Number**: 213.922.7074 |
| **7.** | **Project Manager**: Heather Severin | **Telephone Number**: 213.418-3373 |

## A. Procurement Background

This Board Action is to approve the award of Contract No. AE70151EN085, Environmental Services and Construction Support to. Arcadis US, Inc to provide environmental services for a wide range of projects, in support of Metro's Environmental Compliance and Sustainability Department (ECSD). Efforts would include engineering services to design and manage Metro's solid waste, recycling, and hazardous waste compliance issues at identified Metro sites. Board approval of contract awards are subject to resolution of any properly submitted protest.

The recommended vendor will furnish all of the labor, materials, and other related items required to perform the services on a Contract Work Order basis for a project, under which specific Task Orders will be issued for specific Scopes of Services and Periods of Performance.

The Request for Proposals (RFP) was an Architectural and Engineering (A & E) services, qualifications based procurement process performed in accordance with LACMTA Procurement Policies and Procedures, and California Government Code § 4425-4529.5 for Architectural and Engineering services The contract type is a Cost Plus Fixed Fee (CPFF). The Contract is for a term of three (3) base years plus 2 one-year options.

A virtual pre-proposal conference was held on August 5, 2020 in accordance with the California Governor Executive Order N-33-20 related to Covid-19. Seventy (70) firms downloaded the RFP package.

Two (2) Amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on August 31, 2020, amended the Letter of Invitation to extend the Proposal Due Date. Deleted and Replaced LOI-01 and LOI 15 added LOI16 and added RR-09, RR-011, RR-12, RR-13.

- Amendment No 2, issued on September 28, 2020, Replaced SP 17 Payment and Reporting of Prevailing Wage

Three (3) proposals were received on October 6, 2020 from the following firms:

1. Arcadis US, Inc.
2. Atlas Technical Consultants
3. TRC Solutions, Inc

All three of the Proposals were responsive to the requirements of the RFP Documents, including Amendment No. 1 and Amendment No. 2.

## B. Evaluation of Proposals

The Proposal Evaluation Team (PET) was comprised of representatives from the following two departments: Engineering Department and the Environmental Compliance and Sustainability Department, they conducted a comprehensive evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria and associated weightings:

Experience and Capabilities of the Firms on the Team ……(20%)

Skill and Capability of Individuals on the Team…….……(25%)

Effectiveness of Management Plan……..(25%)

Project Understanding and Approach…..……..……..(30%)

Total…..……..…….(100%)

The evaluation criteria are appropriate and consistent with criteria developed for other, similar A & E procurements. Several factors were considered when developing the weightings, giving the greatest importance to Project Understanding and Approach.

This was an A & E qualifications based procurement; therefore, price could not be used as an evaluation factor pursuant to state and federal law.

During the month(s) of November 2, 2020 through December 11, 2020, the PET evaluated and scored the proposals. On December 9, 2020, Metro held virtual Oral Presentations with the three (3) proposing firms.

The proposing firms had the opportunity to present their key personnel as well as respond to the PET's questions. In general, each proposer's presentation addressed the requirements of the RFP, experience with all aspects of the required and anticipated tasks and stressed each proposer's commitment to the success of the contract. Each proposing team was asked questions relative to each firm's previous experience performing work of a similar nature to the Scope of Services (SOS) presented in the RFP.

Sealed cost proposals were received from the three proposers at the time of oral presentations.

**Qualifications Summary of Recommended Firm:**

The evaluation performed by the PET determined that Arcadis US, Inc. as the qualified firm and team to provide Environmental Engineering and Construction Support Services, as provided in the RFP Scope of Services.

Arcadis US, Inc. proposal. demonstrated, a deep understanding of the Scope of Services

Arcadis US, Inc. substantially meets the RFP minimum requirements and exceeds in some major areas including a strong depth of key personnel and subconsultants. The availability of management and staff will allow timely handling of multiple assignments while providing a high level of effective service.

Arcadis US, Inc. demonstrated a thorough understanding of the Scope of Services requirements and Metro objectives. The team's depth of staffing resources and technical capabilities will likely provide the essential support for the successful performance of the services.

The key personnel on Arcadis US, Inc. team exceed the requirements in the Scope of Services and possess strong and relevant technical backgrounds and qualifications to meet Metro's needs.

The Proposal Evaluation Team (PET) evaluated the proposal, and assessed major strengths, weaknesses, and associated risks of the Proposer to determine the qualifications of the firm. The final scoring was based on evaluation of the written proposal received from the Proposers. The results of the scoring are shown below:

| Firm | Average Score | Factor Weight | Weighted Average Score | Rank |
|---|---|---|---|---|
| **ARCADIS U.S., Inc.** | | | | |
| Experience and Capabilities of Firms on the Team | 91.55 | 20% | 18.31 | |
| Experience and Capabilities of Individuals on the Team | 90.64 | 25% | 22.66 | |
| Effectiveness of Management Plan | 89.52 | 25% | 22.38 | |
| Project Understanding and Approach | 88.90 | 30% | 26.67 | |
| **Total** | | **100%** | **90.02** | **1** |
| **TRC Solutions, Inc.** | | | | |
| Experience and Capabilities of Firms on the Team | 90.00 | 20% | **18.00** | |
| Experience and Capabilities of Individuals on the Team | 90.00 | 25% | **22.50** | |
| Effectiveness of Management Plan | 88.16 | 25% | **22.04** | |
| Project Understanding and Approach | 89.56 | 30% | **26.87** | |
| **Total** | | **100.00%** | **89.41** | **2** |
| **Atlas Technical Consultants** | | | | |

| | | | | |
|---|---|---|---|---|
| Experience and Capabilities of Firms on the Team | 85.15 | 20% | **17.03** | |
| Experience and Capabilities of Individuals on the Team | 87.92 | 25% | **21.98** | |
| Effectiveness of Management Plan | 87.20 | 25% | **21.80** | |
| Project Understanding and Approach | 86.67 | 30% | **26.00** | |
| **Total** | | **100.00%** | **86.81** | **3** |

Note: All Scores rounded to the second decimal.

## C. Cost Analysis

The recommended total estimated cost has been determined to be fair and reasonable based upon a cost analysis of labor rates, indirect rates and other direct costs completed in accordance with Metro's Procurement Policies and Procedures including fact-finding, clarifications, and cost analysis. Metro negotiated and established indirect cost rates and as appropriate provisional indirect (overhead) rates, plus a fixed fee factor to establish a fixed fee amount based on the total estimated cost for task orders, during the contract term to compensate the consultant.

Audits will be completed, where required, for those firms without a current applicable audit of their indirect cost rates, other factors, and exclusion of unallowable costs, in accordance with Federal Acquisition Regulation (FAR) Part 31. In order to prevent any unnecessary delay in contract award, provisional overhead rates have been established subject to retroactive contract adjustments upon completion of any necessary audits. 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. The negotiated costs were determined to be fair and reasonable

| **Proposer: Arcadis US, Inc.** | | | |
|---|---|---|---|
| **Contract Duration** | **Proposal Amount** | **Metro Estimate** | **Requested NTE Funding Amount** |
| Base Period – 3 Years | N/A(1) | $37,725,000.00(2) | $37,725,000.00 |
| Option Year 1 | N/A(1) | $14,900,000.00(3) | $14,900,000.00 |
| Option Year 2 | N/A(1) | $13,000,000.00(4) | $13,000,000.00 |

(1) A proposal amount was not applicable. This is a Cost Plus Fixed Fee (CPFF) Task Order Contract with no definable level of effort for the Scope of Services. Hourly labor rates, overhead and fee were negotiated and determined to be fair and reasonable.
(2) The amount $37,725,000.00. is the Estimate for the 3-year base period of the Contract.
(3) The amount $14,900,000.00. is the Estimate for Option Year 1.
(4) The amount $13,000,000.00. is the Estimate for Option Year 2..

The Environmental Engineering Services Independent Cost Estimate (ICE) was established based on the Scope of Services developed for the Contract. The probable costs are based on the anticipated level of effort estimated for each year that will be required to perform the Scope of Services by the Consultant and sub-consultants.

## D. Background on Recommended Consultant

The recommended firm, Arcadis U.S., Inc. and its subsidiaries (the Company) provide a full spectrum of consulting, design, engineering, project and construction management services related to infrastructure, environment, and water solutions in the public and private business sectors. The Company maintains offices throughout the United States and most of the Company's revenue is generated in the United States. The Company is owned by Arcadis North America, Inc, (ANA) a Colorado Corporation. ANA is owned by Arcadis USA B.V. (a wholly owned subsidiary of Arcadis NV). The Company is part of the Arcadis group of companies. Arcadis NV is a global environmental, water, infrastructure, and buildings firm based in the Netherlands, with its shares traded on the Euronext exchange."

# LA Metro

**3 Years Forecast for Environmental Waste Handling and Construction Services Contract**

**Date:7-4-2021 ARCADIS**

| Future Projects | FY22<br>Total Estimated Contract Value | FY23<br>Total Estimated Contract Value | FY24<br>Total Estimated Contract Value | Total<br>Total Estimated Contract Value |
|---|---|---|---|---|
| **Tank Projects** | | | | |
| D1 - New ASTs Install and UST Removal | | $3,000,000.00 | | $3,000,000.00 |
| D5 - New ASTs Install and UST Removal | $4,000,000.00 | | | $4,000,000.00 |
| D7 - New ASTs Install and UST Removal | | $4,000,000.00 | | $4,000,000.00 |
| D10 -New ASTs Install and UST Removal | | | $3,000,000.00 | $3,000,000.00 |
| D15 - New ASTs Install and UST Removal | | | $3,000,000.00 | $3,000,000.00 |
| D30 - New ASTs Install and UST Removal | $1,500,000.00 | | | $1,500,000.00 |
| D99 - New ASTs Install and UST Removal | | $1,500,000.00 | | $1,500,000.00 |
| D20- New AST install | $75,000.00 | | | $75,000.00 |
| D9- New AST's Install and UST Removal | | | $3,000,000.00 | $3,000,000.00 |
| D16- New AST's install | | | $350,000.00 | $350,000.00 |
| Waste Antifreeze& CNG tank replacements (AST) | $200,000.00 | $200,000.00 | $200,000.00 | $600,000.00 |
| Emergency Task Order | $600,000.00 | $600,000.00 | $600,000.00 | $1,800,000.00 |
| Design and Permitting | $500,000.00 | $500,000.00 | $500,000.00 | $1,500,000.00 |
| **Compliance** | | | | |
| Design/Repairs | $300,000.00 | $300,000.00 | $300,000.00 | $900,000.00 |
| Third Party Testing | $300,000.00 | $300,000.00 | $300,000.00 | $900,000.00 |
| Haz Waste Handling/Homeless Encampment Cleanup/Demo | $700,000.00 | $700,000.00 | $700,000.00 | $2,100,000.00 |
| Waste Water and Vault Water Pump Outs | $300,000.00 | $300,000.00 | $300,000.00 | $900,000.00 |
| **Capital Projects** | | | | |
| Active Transportation Rail to Rail Corridor | $250,000.00 | $250,000.00 | | $500,000.00 |
| Airport Metro Connector | $200,000.00 | $200,000.00 | | $400,000.00 |
| Division 20 - Portal Widening Turnback | $200,000.00 | $200,000.00 | | $400,000.00 |
| East Side Access Improvement Project | $50,000.00 | $50,000.00 | | $100,000.00 |
| Green Line Core Capacity | $50,000.00 | $50,000.00 | | $100,000.00 |
| Green Line Extension | $50,000.00 | $50,000.00 | | $100,000.00 |
| Highways | $100,000.00 | $100,000.00 | | $200,000.00 |
| Hitech Cleaners Remediation | $0.00 | $300,000.00 | | $300,000.00 |
| Interstate 5 | $150,000.00 | $500,000.00 | | $650,000.00 |
| Metro Center Street Project | $0.00 | $200,000.00 | | $200,000.00 |
| Metro Orange Line Improvements | $100,000.00 | $100,000.00 | | $200,000.00 |
| Metro Soundwall Program (Package 11) | $75,000.00 | $75,000.00 | | $150,000.00 |
| Patsaouras Plaza Busway | $50,000.00 | $0.00 | | $50,000.00 |
| Purple Line Extension-Section 1 / Location 64 | $100,000.00 | $100,000.00 | | $200,000.00 |
| Purple Line Extension-Section 2 | $350,000.00 | $350,000.00 | | $700,000.00 |
| Purple Line Extension-Section 3 | $400,000.00 | $400,000.00 | | $800,000.00 |
| Rosecrans / Marquardt Grade Separation | $0.00 | $250,000.00 | | $250,000.00 |
| Willowbrook-Rosa Parks Station Improvements | $200,000.00 | $200,000.00 | | $400,000.00 |
| **Overall ROM** | **$10,800,000.00** | **$14,775,000.00** | **$12,250,000.00** | **$37,825,000.00** |

**Notes:**

Project costs assumed to include any escalation

## DEOD SUMMARY

## ENVIRONMENTAL WASTE HANDLING AND ENVIRONMENTAL CONSTRUCTION SERVICES / AE70151EN085

### A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) will establish Disadvantaged Business Enterprise (DBE), Small Business Enterprise (SBE), and the Disabled Veteran Business Enterprise (DVBE) goal prior to the issuance of each Task Order for energy and climate services. Proposers were encouraged to form teams that include DBE, SBE, and DVBE firms to perform the anticipated scopes of work identified without schedules or specific dollar commitments prior to establishment of this contract.

Arcadis U.S. Inc. listed seventeen (17) small business subcontractors, of which, fourteen (14) firms are both SBE and DBE certified. One (1) firm is SBE certified only. One (1) firm is DVBE certified only and one (1) firm is both DVBE and DBE certified.

For each task order, a DBE or SBE/DVBE goal will be recommended based on scopes of work and estimated dollar value for a Task Order that is federal and/or state/local funding. Arcadis U.S. Inc. will be required to meet or exceed the DBE goal or demonstrate good faith efforts to do so. Arcadis U.S. Inc. will be required to meet or exceed the SBE/DVBE goal to be eligible for Task Order award.

**Prime: Arcadis U.S. Inc.**

| | Subcontractors | SBE | DVBE | DBE |
|---|---|---|---|---|
| 1. | Advanced Technology Laboratories (ATL) | X | | X |
| 2. | Alaniz Associates Corp. | X | | X |
| 3. | C2PM | X | | X |
| 4. | Chateau Vallon | | X | |
| 5. | Coleman Environmental Engineering, Inc. (Coleman) | | X | X |
| 6. | CTI Environmental, Inc. | X | | X |
| 7. | J & I Trucking | X | | X |
| 8. | AVA Environmental Inc. | X | | X |
| 9. | Global ASR | X | | X |
| 10. | Harbor Environmental Group, Inc. | X | | X |
| 11. | J & H Drilling Co. Inc. dba M R Drilling | X | | X |
| 12. | JC Palomar Construction, Inc. | X | | X |
| 13. | Martini Drilling Corporation | X | | X |
| 14. | OFRS | X | | |
| 15. | Performance Analytical Laboratory | X | | X |

| | | | | |
|---|---|---|---|---|
| 16. | SunWest Engineering Contractors, Inc. | X | | X |
| 17. | TriSpan Inc. | X | | X |

## B. Living Wage and Service Contract Worker Retention Policy Applicability

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

## C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

## D. Project Labor Agreement/Construction Careers Policy

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

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

**File #:** 2021-0408, **File Type:** Contract **Agenda Number:** 29.

**EXECUTIVE MANAGEMENT COMMITEE**
**JULY 15, 2021**

**SUBJECT: MARKETING RESEARCH & BRANDING SERVICES**

**ACTION: APPROVE CONTRACT AWARD**

## RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award Contract No. PS74537000 to Sensis, Inc. to provide marketing research and branding services for a three-year base term in an amount not-to-exceed $1,126,200, and $375,400 for each of the two, one-year option terms, for a combined not-to-exceed amount of $1,877,000, effective August 1, 2021, subject to resolution of protest(s), if any.

## BACKGROUND

Metro has been increasingly using consumer research (surveys and focus groups) to inform decision-making to achieve Vision 2028 objectives. Metro Marketing has been increasingly asked to lead important research projects, such as Line Naming, Station Naming, Microtransit Market and User Experience Evaluation, and Fareless Transit External Survey, among others. In addition, Metro Marketing has and will continue to conduct research to inform ridership growth marketing strategy, message development, digital user experience design, and more.

## ISSUE

Historically, Metro Marketing has procured market research through our media buying agency as part of the media planning process. However, as the number of research products have increased and the types of research have expanded beyond media related research, a dedicated research agency specializing in marketing research is needed to more skillfully and efficiently deliver high quality data. This contract will also allow our media planning agency to focus solely on media planning, protecting the contract authority for its primary purpose.

The marketing research and branding agency will be an extension of the Marketing department and help to perform research and inform communication messages and strategies to build support for Metro's agenda, to grow ridership, and to improve the customer experience, among other agency objectives.

## DISCUSSION

Through a small business set aside procurement, four firms submitted proposals. Metro staff evaluated the recommended certified small business marketing research and branding agency and determined they possess the necessary competencies to plan and execute marketing research and marketing consulting to support the Marketing department and broader Metro agency in achieving Vision 2028 objectives.

Considerations

Partnering with a marketing research and branding agency, with a wide variety of market research and marketing capabilities, will give Metro Marketing the flexibility to leverage the external resource as needed. The contract is structured such that Metro Marketing can do as much of the research in-house as resources allow or to rely on the partner agency for full-service work when internal resources are maxed out and/or the research needs are very complex.

## DETERMINATION OF SAFETY IMPACT

No impact to safety has been determined.

## FINANCIAL IMPACT

Metro Marketing, including projects funded by other departments, has spent approximately $245,000 per year on average from FY18-20 on marketing research. With the anticipated marketing research projects over the next five years, the agency's spend on marketing research is expected to increase.

Of the $1,877,000 contract amount, it is estimated that Metro Marketing will be responsible for approximately $1,300,000 over five years, or $260,000 per year. The remaining research expenditures on this contract will likely come from other departments' existing budgets.

Impact to Budget

By doing marketing research to guide messages and tactics, Metro's marketing budget can be spent more efficiently and effectively.

Funding for this market research and branding contract will parallel the projects direct charged by this contract and may include operating eligible sources such as fares and sales tax. Because this is a multi-year contract, departmental budgets will be allocated as needed by project managers in future years.

## EQUITY PLATFORM

This contract was evaluated in an equitable manner and includes services that will be performed in a way that yields positive impacts for Equity Focused Groups.

1. This was a small-business-certified set aside procurement. Sensis Inc. (Sensis) made an SBE commitment as the prime and is performing 30% of the work with its own workforce. Sensis listed one (1) subcontractor. Sensis made a 100% SBE commitment and is meeting the Small

Business Prime Set-Aside requirements established for this project. Additionally, vendors were rated on their ability to provide research services among respondent samples at representative and Census-proportionate ratios of demographics, including gender, age, ethnicity, income, and sub-region. In addition, potential vendors were rated on their ability to provide research services in the following languages: Chinese, Japanese, Korean, Vietnamese, Armenian, Russian, Spanish, and English. We anticipate that these requirements will guide the selected vendor to conduct research that is representative of the diverse Metro region.

- Of note, of the four vendors who submitted proposals, three were minority owned businesses, suggesting that minority businesses had at least equal, if not greater, awareness of this procurement, than non-minority-owned businesses. The awarded vendor is also a minority-owned business.

2. As a function of the recommended vendor's ability to conduct research among representative groups of Los Angeles residents and transit riders, voices of all groups will be heard. In fact, while the following was not a criterion on which vendors were rated, the recommended firm, Sensis, Inc., brands themselves as a "cross-cultural" marketing agency, with a focus on Latino/Hispanic audiences. With 59% of LA Metro riders identifying as Latino, Sensis's expertise in researching and marketing to Latinos will help ensure the voice of this large and important group is heard.
3. To summarize, this board report action is anticipated to benefit marginalized groups including those with limited English proficiency and people of color, particularly in the Latino/Hispanic community, through culturally sensitive and competent research activities that will inform Metro's own marketing and communication strategies in line with the region's diverse communities. There are no anticipated burdens or harms to marginalized groups, including unintended harms, anticipated with this board report item. No need for mitigation strategies is anticipated.

Further details on the procurement equity impacts are in Attachment B: DEOD Summary

## ALTERNATIVES CONSIDERED

Alternatives to Board approval include (1) procuring research through our media agency, (2) procuring research on a project-by-project basis, and (3) building out the internal market research team, however each of these solutions has unique drawbacks.

1. **Procuring research through our media agency:** Given the amount of research anticipated, research would consume 80% of the media agency contract authority. In addition, the variety of and depth of research expertise needed goes beyond the scope of services of our media agency whose research would be primarily focused on determining the best media to use to achieve campaign goals.
2. **Procuring research on a project-by-project basis:** While much of the market research we do is planned well in advance, many research projects come down the pipeline quickly, needing to be done in 1-2 months. A typical procurement process takes 6-8 months, so having a contractor research vendor in place will make us more flexible and able to do research as needs arise. In addition, some research projects require continuity of methodology over time and having the same partner for three-to-five years allows for that. Finally, having a consistent

partner will lead to efficiencies as we will know each other's processes and won't have to start from scratch with every project.

3. **Building out the internal market research team:** The Marketing department has one full-time permanent, and one temporary employee. While building out the team would increase capacity, there will always be a need to procure outside partners to go out into the field and get survey completes.

## NEXT STEPS

Upon Board approval, staff will execute Contract No. PS74537000 with Sensis, Inc.

## ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Robert Heavrin, Manager, Communications, (213) 418-3238

Reviewed by: Glen Becerra, Executive Officer, Marketing, (213) 418-3264
Yvette Rapose, Chief Communications Officer, (213) 418-3154
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051

Stephanie N. Wiggins
Chief Executive Officer

# PROCUREMENT SUMMARY

## MARKET RESEARCH AND BRANDING AGENCY / PS74537000

| | | |
|---|---|---|
| **1.** | **Contract Number:** PS74537000 | |
| **2.** | **Recommended Vendors**: Sensis, Inc. | |
| **3.** | **Type of Procurement (check one):** ☒ **RFP** ☐ **IFB** ☐ **IFB–A&E**<br>☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order** | |
| **4.** | **Procurement Dates**: | |
| | **A. Issued**: March 16, 2021 | |
| | **B. Advertised/Publicized** March 22, 2021 | |
| | **C. Pre-proposal Conference**: March 31, 2021 | |
| | **D. Proposals Due**: April 16, 2021 | |
| | **E. Pre-Qualification Completed**: TBD | |
| | **F. Conflict of Interest Form Submitted to Ethics**: June 1, 2021 | |
| | **G. Protest Period End Date**: July 17, 2021 | |
| **5.** | **Solicitations Picked up/Downloaded**: 63 | **Proposals Received**: 4 |
| **6.** | **Contract Administrator**: Antwaun Boykin | **Telephone Number**: (213) 922-1056 |
| **7.** | **Project Manager**: Robert Heavrin | **Telephone Number**: (213) 418-3238 |

## A. Procurement Background

This Board Action is to approve the award of Contract No. PS74537000 issued in support of market research and branding services for Metro Communications Marketing Department for a three-year base term, with two, one-year option terms. Board approval of contract awards are subject to resolution of any properly submitted protest.

Request for Proposals (RFP) No. PS74537 was issued in accordance with and complies with Metro's Acquisition Policy for a competitive negotiated procurement and the contract type is indefinite delivery, indefinite quantity. The RFP was issued as a Small Business Set Aside procurement and was open to SBE certified small businesses only.

A virtual pre-proposal conference was held on March 31, 2021.

There were no amendments issued during the solicitation phase of this RFP. A total of four proposals were received on the due date of April 16, 2021.

## B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro Communications Marketing 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:

- Degree of Skills, Experience, Capabilities for Quantitative Survey Operations: Brand Tracker and Ad-Hoc Surveys 30 percent

- Degree of Skills, Experience, Capabilities for Qualitative Market Research 20 percent
- Degree of Usefulness of Technology Platforms for DIY Survey Platform, Online Data Analysis Platform 10 percent
- Degree to Which Convey Skills & Experience for Full-Service Market Research, Brand and Marketing Consulting 10 percent
- Degree of Skills, Experience, Capabilities for Statistical Analysis 5 percent
- Degree of Usefulness of Technology Platforms for Market Research Online Community (I), and UX Testing 5 percent
- Cost 20 percent

The evaluation criteria are appropriate and consistent with criteria developed for other, similar service procurements. Several factors were considered when developing these weights, giving the greatest importance to degree of skills, experience, and capabilities for quantitative survey operations.

Of the four proposals received, three were determined to be within the competitive range and are listed below in alphabetical order:

1. Evitarus, Inc.
2. Noble Insight
3. Sensis, Inc.

One firm was determined to be outside the competitive range and was not included for further consideration.

On April 19, 2021, the technical proposals were distributed to the PET for their independent review and evaluation. On May 13, 2021, interviews were conducted with the firms within the competitive range. As a result of the evaluation process, the PET determined that the technical proposal received from Sensis, Inc. best addressed the RFP requirements and its personnel demonstrated they are qualified and experienced with all aspects of the required tasks. Based on a thorough evaluation of the proposals, the PET determined Sensis to be the highest ranked firm qualified to perform the services.

| 1 | Firm | Average Score | Factor Weight | Weighted Average Score | Rank |
|---|---|---|---|---|---|
| **2** | **Sensis, Inc.** | | | | |
| **3** | Quantitative Survey Operations | 94.33 | 30.00% | 28.3 | |
| **4** | Qualitative Market Research | 81.16 | 20.00% | 16.2 | |

| | | | | | |
|---|---|---|---|---|---|
| **5** | Usefulness of Technology Platforms | 100.00 | 10.00% | 10.0 | |
| **6** | Degree to Which Convey Skills and Experience | 89.00 | 10.00% | 8.9 | |
| **7** | Statistical Analysis | 87.33 | 5.00% | 4.3 | |
| **8** | Market Research Online Community (I), and UX Testing | 93.33 | 5.00% | 4.6 | |
| **9** | Cost | 95.50 | 20.00% | 19.1 | |
| **10** | **Total** | | **100.00%** | **91.4** | **1** |
| **11** | **Noble Insight** | | | | |
| **12** | Quantitative Survey Operations | 80.00 | 30.00% | 24.0 | |
| **13** | Qualitative Market Research | 76.66 | 20.00% | 15.3 | |
| **14** | Usefulness of Technology Platforms | 75.00 | 10.00% | 7.5 | |
| **15** | Degree to Which Convey Skills and Experience | 78.00 | 10.00% | 7.8 | |
| **16** | Statistical Analysis | 71.33 | 5.00% | 3.5 | |
| **17** | Market Research Online Community (I), and UX Testing | 86.66 | 5.00% | 4.3 | |
| **18** | Cost | 100.00 | 20.00% | 20.0 | |
| **19** | **Total** | | **100.00%** | **82.4** | **2** |
| **20** | **Evitarus, Inc.** | | | | |
| **21** | Quantitative Survey Operations | 70.00 | 30.00% | 21.0 | |
| **22** | Qualitative Market Research | 82.33 | 20.00% | 16.4 | |
| **23** | Usefulness of Technology Platforms | 81.66 | 10.00% | 8.1 | |
| **24** | Degree to Which Convey Skills and Experience | 70.00 | 10.00% | 7.0 | |
| **25** | Statistical Analysis | 78.66 | 5.00% | 3.9 | |

| | | | | | |
|---|---|---|---|---|---|
| **26** | Market Research Online Community (I), and UX Testing | 60.00 | 5.00% | 3.0 | |
| **27** | Cost | 46.50 | 20.00% | 9.3 | |
| **28** | **Total** | | **100.00%** | **68.7** | **3** |

## C. Price Analysis

The proposed professional rates have been determined to be fair and reasonable based upon adequate competition, historical rates and technical analysis.

## D. Background on Recommended Contractors

Sensis, Inc. is a Los Angeles based Metro certified SBE marketing agency with over 21 years of experience in advertising, digital communications, and multicultural marketing, across a variety of industries. Sensis has provided similar services for clients that include Metrolink, Foothill Transit and Auto Club Speedway.

## DEOD SUMMARY

## MARKET RESEARCH & BRANDING SERVICES / PS74537000

### 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 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.

Sensis, Inc., an SBE Prime, is performing 30% of the work with their own workforce and has listed an SBE subcontractor making a 100% SBE commitment.

**SMALL BUSINESS SET-ASIDE**

| | **SBE Prime Contractor** | **SBE % Committed** |
|---|---|---|
| 1. | Sensis, Inc. (Prime) | 30% |
| 2 | ThinkNow | 70% |
| | **Total SBE Commitment** | 100% |

### 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. Project Labor Agreement/Construction Careers Policy is applicable only to construction contracts that have a construction contract value in excess of $2.5 million.

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**File #:** 2021-0344, **File Type:** Policy **Agenda Number:** 30.

**EXECUTIVE MANAGEMENT COMMITTEE**
**JULY 15, 2021**

**SUBJECT: 2021 RECORDS RETENTION SCHEDULE**

**ACTION: APPROVE THE REVISED RECORDS RETENTION SCHEDULE**

## RECOMMENDATION

CONSIDER:

A. APPROVING the 2021 Records Retention Schedule in Attachment A; and

B. DELEGATING administrative authority to the CEO to eliminate obsolete records categories or to reduce retention periods as necessary due to changes in law or business requirements.

## ISSUE

California Public Utilities Code Section 130051.23 requires the Los Angeles County Metropolitan Transportation Authority (LACMTA) to maintain records used for operational, financial, and legal reasons, and requires the board authorize any destruction of significant records. Revisions to the Records Retention Schedule have been routinely brought before the Board of Directors in past years.

At its September 2002 meeting, the board delegated administrative authority to the CEO for approving additions of new records categories and for extending the retention periods of categories. Authority to remove obsolete categories or reduce retention time periods was retained by the Board at that time. Delegating this additional administrative authority will streamline processing and reduce the amount of routine, administrative procedures that the Board must review.

To ensure Metro meets its legal requirements and business requirements for records retention, Board approval of the revised Records Retention Schedule (“Retention Schedule”), is required.

## BACKGROUND

Since the Board last approved the Retention Schedule in November 2004, new legal requirements for retention emerged, and others were superseded. Beyond requirements, guidance from State and Federal authorities on best practices for retention has evolved; and the way Metro employees work has changed dramatically - Metro is creating new types of records, the period of time they need to be accessible has shifted, and some systems and formats referenced in the Retention Schedule are

obsolete.

In 2019, Metro's Research and Records Information Management (RRIM) Department procured a Records Retention Schedule Management Tool and configured the tool to work on Metro's network and manage Metro's Retention Schedule. This procurement included professional services of attorneys with expertise in records retention legal requirements to assist with modernizing the Retention Schedule. In 2020, these experts reviewed the schedule at length, mapped appropriate legal citations to retention categories, and recommended areas where categories with similar records and retention periods could be consolidated so the schedule is easier for employees to use.

The revised schedule attached is the product of over two years of research by Metro RRIM staff into State and Federal requirements and recommendations; hours reviewing Retention Schedules of other agencies, and interviewing their Records Managers; multiple reviews by records attorneys, including a final review before submitting for Board approval.

Summaries of changes and targeted trainings on the revised Retention Schedule are being prepared for Metro staff and departmental Records Coordinators. These will be finalized upon Board approval of the schedule.

## DISCUSSION

The revised Records Retention Schedule accounts for the following changes to law and practice since the version approved by the Board:

- Per National Archives and Records Administration (NARA) guidance, indefinite retention periods are only used in rare cases. Permanent, archival records are now identified and retained as such, and other records are given finite retention based on legal and/or business requirements.

- The State of California no longer permits agencies to have Email as a stand-alone category on Retention Schedules. Email will now be retained based on its content, not its format.

- The internal organization of Metro has changed. For example, the Office of Records for "ADM7100 - Security Records" has shifted from Operations to System Security & Law Enforcement.

- Categories with similar types of records and similar retention periods have been identified and consolidated.

- Records Metro no longer creates or manages have been identified and removed from the Schedule. They will remain stored until the end of their life cycle and then destroyed. See Attachment C for a list of obsolete categories which were removed.

## DETERMINATION OF SAFETY IMPACT

The Records Retention Schedule revisions do not impact the physical safety of Metro's staff or customers.

## FINANCIAL IMPACT

The financial impact of approving the revised Retention Schedule is a reduction in legal exposure for Metro.

Impact to Budget

There is no impact to budget if approved.

## EQUITY PLATFORM

The Retention Schedule is a tool which facilitates fair and just access to Metro's records. It standardizes information into categories, provides transparency into what records Metro creates, and defines the periods of time they are retained.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Retention Schedule supports Metro's fifth Strategic Plan Goal:

Goal #5 - Provide responsive, accountable, and trustworthy governance within the Metro organization.

## ALTERNATIVES CONSIDERED

The alternative is to not accept the Retention Schedule revisions. This is not recommended as it would cause Metro's records retention practices to fall out of compliance with legal requirements, and the agency would continue to incur unnecessary costs of maintaining obsolete records.

## NEXT STEPS

Guidance and training for departments on the changes to the Retention Schedule are being developed and will be implemented agency-wide upon Board approval of the schedule. Records Management will periodically bring the Retention Schedule to the CEO for review as new initiatives or legal changes require and will provide an annual summary of revisions.

## ATTACHMENTS

Attachment A - 2021 LACMTA Records Retention Schedule
Attachment B - Obsolete Categories Removed from the Schedule

Prepared by: Matthew Barrett, Director, Library Services & Records Management, (213) 922-7444
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Stephanie N. Wiggins
Chief Executive Officer

| RECORD SERIES | RECORD CATEGORY NAME & DESCRIPTION | RETENTION CODE | Old Retention Category Code | Years to Retain paper in Dept. Files (Physical) | Yrs.to Retain Original in Off-site Storage (Off-Site) | Yrs.to Retain System Storage (Electronic) | TOTAL RETENTION | OFFICE OF RECORDS | COMMENTS | Sensitive Records | Executive Area | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **ACC1000 Accounts Payable** | ACCTS PAYABLE VOUCHERS/INVOICES<br>Records related to payment of financial obligations. Includes vouchers, invoices, travel reimbursement, business expenses, and statements.<br>**INCLUDES GRANT-RELATED FORMERLY IN ACC1110** | **ACC1100** | **ACC1001, ACC1110** | UCP | NA | 6<br><br>(Grant-related: LOG+3) | **6**<br><br>**(Grant-related: LOG+3)** | ACCOUNTING | Destroy paper after 6 mo. & retain electronic file 6 yrs.<br>**(Grant-related: retain electronic file LOG+3)** | | FIN/CFO | **Citation: 49 C.F.R. § 18.42** |
| **ACC1000 Accounts Payable** | NON-SEGREGATED AND POTENTIALLY GRANT-RELATED PAYABLE RECORDS<br>Payable records not segregated as grant-related or not-grant related (1992-1998).<br>Records related to payment of financial obligation that have been electronically scanned.<br>**INCLUDES RECORDS FORMERLY IN ACC1130** | **ACC1120** | **ACC1130** | 2 | 28 | 30 | **30** | ACCOUNTING | For paper records, retain in department for 2 years and in offsite storage for 28 years; for electronic records, retain for 30 years. | | FIN/CFO | **Citation: 49 C.F.R. § 18.42**<br><br>**Disposition of paper records should begin in 2022.** |
| **ACC2000 Accounts Receivable** | ACCOUNTS RECEIVABLE RECORDS (GENERAL)<br>Accounts Receivable with records not fitting into any sub-category. | **ACC2100** | | 2 | 2 | | **4** | ACCOUNTING | | | FIN/CFO | **Citation: 49 C.F.R. § 18.42** |
| **ACC2000 Accounts Receivable** | CASH RECEIPT RECORDS<br>Records documenting the receipt of cash. | **ACC2200** | ACC1003 | 2 | 4 | | **6** | ACCOUNTING | | | FIN/CFO | **Citation: 49 C.F.R. § 18.42** |
| **ACC2000 Accounts Receivable** | PASS SELLERS RECORDS<br>Records pertaining to the sales of fare media. Includes correspondence with sellers. | **ACC2300** | ACC1005 | ACT | 6 MO | 4 | **ACT+4** | TAP OPERATIONS | EL. Destroy paper after 6 mo. & retain electronic file for 4 years | | COM | **Citation: 49 C.F.R. § 18.42** |
| **ACC2000 Accounts Receivable** | FARE COLLECTION RECORDS<br>Records of money received for transportation fare. Includes sales receipts, credit card receipts, bank deposit receipts, and cash receipts with complete back up documentation. | **ACC2400** | | 0.25 | 5.75 | | **6** | TREASURY/COMMUNICATIONS | | | COM | **Citation: 49 C.F.R. § 18.42** |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **ACC2000 Accounts Receivable** | TRANSIT ACCESS PASS<br>Application records for Reduce Fare TAP cards (Senior, Disabled, College/Vocational, and Student) and Annual Contract Agreements for A-TAP, B-TAP and I-TAP cards. Applications are scanned and electronically stored on-line at the Regional TAP Service Center. | **ACC2500** | | UCP | NA | 4 | **4** | CUSTOMER PRO. & SERVICE & METRO COMMUTE SERVICES | Destroy paper after 90 days & retain electronic file for 4 years or loss of eligibility | C | | |
| **ACC2000 Accounts Receivable** | TAP REDUCED FARE DISABLED AND SENIOR APPLICATIONS<br>Disabled and senior application records for Reduced Fare TAP cards. Applications are scanned into the department CRM database system. The application and support documents are then scanned into the Enterprise Content Management System and stored ten years.. | **ACC2510** | | UCP | NA | 10 | **10** | CUSTOMER PRO. & SERVICE & METRO COMMUTE SERVICES | Destroy paper after 90 days once images are captured in ECMS | C | | New Category was added after the expiration date for permanently disabled and senior TAP card holders was extended to 10 years. |
| **ACC3000 Ledgers** | ACCOUNTING JOURNALS/LEDGERS<br>Records used to transfer charges between accounts and for summarizing account information. | **ACC3100** | ACC1002 | 2 | 8 | | **10** | ACCOUNTING | | | FIN/CFO | **Citation: 49 C.F.R. § 18.42** |
| **ACC4000 Capital Accounting** | EQUIPMENT PURCHASE & SALES RECORDS<br>Records documenting the procurement and disposition of long term organizational assets and property other than real-estate, depreciation, and improvements, as well as financial obligations associated with capital expenditures, such as purchases of equipment, furnishings, material transfers, and improvement to buildings or fixtures. **INCLUDES GRANT-RELATED EQUIPMENT AND PURCHASE RECORDS FORMERLY IN ACC4110** | **ACC4100** | ACC2000, ACC4110 | Life of asset. | 3 | | **Life of Asset+3**<br><br>**(Grant-related: LOG+3)** | ACCOUNTING | Grant-related: retain 3 years after final payment | | FIN/CFO | **Citation: 49 C.F.R. § 18.42** |
| **ACC4000 Capital Accounting** | VEHICLE DMV REGISTRATION CERTIFICATE<br>Records documenting ownership of revenue and non-revenue vehicles. | **ACC4210** | | ACT | NA | | **ACT** | OFFICE OF BOARD SECRETARY | | | BD | |
| **ACC4000 Capital Accounting** | VEHICLE ACQUISITION RECORDS<br>Documenting the purchase, decommission and disposition of each revenue and non-revenue vehicle. | **ACC4220** | OPM5008 | LOV | 3 | | **LOV+3** | OPERATIONS VEHICLE TECHNOLOGY, NON-REVENUE VEHICLES | | | OPM | **Citation: 49 C.F.R. § 18.42** |

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| **ACC4000 Capital Accounting** | REAL-ESTATE ACQUISITION/APPRAISAL/SURPLUS FILES<br>Records pertaining to the MTA's acquisition, appraisal, and surplus of property for right of way facilities, etc. | **ACC4300** | LEG2000 | ESS+1 | 10 | | **ESS+11** | REAL ESTATE | Retain for 11 years after the sale or disposition of property | | ADM/COS | **Citation: 49 C.F.R. § 18.42, CA GC 60201(d)(12)** |
| **ACC4000 Capital Accounting** | RELOCATION FILES<br>Pertaining to businesses that have been relocated | **ACC4310** | | ACT+1 | 10 | | **ACT+11** | REAL ESTATE | Retain for 11 years after relocation | | ADM/COS | |
| **ACC4000 Capital Accounting** | LEASE FILES (INCLUDES PROPERTY MGMT)<br>Lease files and records pertaining to the MTA's management of property it purchased for potential future right of way or facilities locations.<br>**INCLUDES RECORDS FORMERLY IN ACC4325** | **ACC4320** | LEG2003<br>ACC4325 | ESS+10 | 9 | | **ESS+10** | REAL ESTATE | Retain for 10 years after the sale or disposition of property | | ADM/COS | **Citation: 49 C.F.R. Pt. 379, Appx. A** |
| **ACC4000 Capital Accounting** | DEEDS AND LONG TERM REAL ESTATE AGREEMENTS<br>Original deeds for MTA property, original long term easements, original long term ground leases, and related closing documents, deeds, easements, etc. | **ACC4330** | | PE | NA | | **PE** | REAL ESTATE | | | ADM/COS | **Citation: 49 C.F.R. Part 379, Appendix A(A)(3)(d), CA GC 34090(a), CA GC 6254** |
| **ACC4000 Capital Accounting** | UNION STATION ARCHIVAL RECORDS<br>Summary and detailed records reports, plans schedules, photographs, drawings, contracts, agreements, and older personnel files, from 1937 - 2011. | **ACC4360** | | ACT | IND | | **IND** | GENERAL SERVICES | PA | | PL | |
| **ADM1000 General Administration Records** | GENERAL ADMINISTRATION RECORDS<br>Copies of department correspondence, announcements, and other general administrative documents (Significant correspondence is to be captured electronically and retained according to the relevant category on this schedule); activity and event tracking logs, schedules, and departmental goal records; Forms used to request services and track their completion (includes ITS requests and Travel requests). Also includes Department procurement files which contain departmental copies of requisitions, purchase orders and invoices.<br>INCLUDES RECORDS FORMERLY IN ADM1100, ADM1200, ADM1310, ADM1320, ADM1330 | **ADM1001** | ADM1100<br>ADM1200<br>ADM1310<br>ADM1003<br>ADM1320<br>ADM1330 | 3 | NA | | **3** | MULTIPLE | Travel Requests may contain security sensitive of personal information. | SS | MUL | **Citation: CA GC 34090(d)** |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **ADM1000 General Administration Records** | WORKING PAPERS AND REFERENCE MATERIALS - Preliminary drafts and supporting materials used in developing a finalized significant document, as well as individual project team members' copies of materials related to a project that is documented in final form elsewhere. Any materials maintained for informational purposes only, and not containing official records pertaining to significant MTA activities. INCLUDES RECORDS FORMERLY IN ADM1500 and ADM6230 | **ADM1400** | ADM1004, ADM1500, REF1000, ADM6230, ADM1009 | ACT | NA | | **ACT** | MULTIPLE | EL | | MUL | **Citation: CA GC 34090**<br><br>Next RRS review - consider removing this category and dealing with non- records/working papers in the Records Management policy. |
| **ADM1000 General Administration Records** | PROJECT MANAGEMENT & ADMINISTRATIVE PROJECT FILES<br>Files documenting departmental administrative project activities. | **ADM1600** | ADM4000 | ACT+1 | 2 | | **ACT+3** | MULTIPLE | | | MUL | **Citation: CA GC 34090** |
| **ADM1000 General Administration Records** | RMC SCAN<br>Electronic and microfilmed copies of documents significant to LACMTA activities received in mail or from MTA staff. | **ADM1700** | ADM1003 | UCP+0.5 | NA | IND | **PA** | RECORDS MANAGEMENT | EL, PA - For Archival review every 30 years. | | ADM/CO | As of January 2021, this category is no longer used. Records scanned by RMC will be processed into the appropriate category upon capture |
| **ADM1000 General Administration Records** | PUBLISHED REPORTS (Significant)<br>All documents reporting on significant MTA activities (i.e, those with permanent historical or evidentiary value) not described in another category on this schedule. | **ADM1800** | ADM7000 | UCP | IND | IND | **PA** | MULTIPLE | EL, PA - For Archival review every 30 years. | | | As of January 2021, this category is no longer used. Records scanned by RMC will be processed into the appropriate category upon capture |
| **ADM1000 General Administration Records** | PD/EMC/MOS-1 Electronic Records<br>Imaged construction records related to Parsons Dillingham, Engineering Management Consultant and Minimum Operation Segment construction projects. | **ADM1810** | | UCP | LOS+10 | LOS+10 | **LOS+10** | RECORDS MANAGEMENT | EL, PA - For Archival review every 30 years. | | | |
| **ACC4000 Capital Accounting** | UNION STATION and UNION STATION GATEWAY ADMINISTRATIVE, DEVELOPMENT, & FINANCIAL RECORDS<br>Significant correspondence, project, and development records pertaining to the Union Station and Union Station Gateway building and property. Records also include: Purchase, Ownership, and Planning Activities.<br>**INCLUDES RECORDS FORMERLY IN ACC4370** | **ACC4350** | LEG1003 ACC4370 | ACT+3 | IND, UCP+2 | IND | **IND** | GENERAL SERVICES | PA, Gateway Building records - destroy paper 2-yrs after scanning | SS | ADM | **Citation: 49 C.F.R. Part 379, Appendix A(A)(3)(d), 49 C.F.R. Part 379, Appendix A(D)(1)(a), 49 C.F.R. Part 379, Appendix A(K)(1)(d), CA GC34090(a), CA GC6254** |

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| **ADM1000 General Administration Records** | LIBRARY ARCHIVAL DOCUMENTS AND DATA FILES<br>Records that possess, archival value, that pertain to the MTA's history, and are maintained in the MTA's Library. Includes digital records with enduring significance to MTA activities - Permanent, evidentiary, and/or historical value.<br>**INCLUDES RECORDS FORMERLY IN ADM6310** | **ADM1900** | ADM6310 | IND | NA | IND | **IND** | LIBRARY | EL | | ADM/ COS/MU L | **Citation: CA GC 34090** |
| **ADM2000 Equipment, Property Inventories, & Logs** | PROPERTY MANAGEMENT RECORDS<br>Records related to the tracking and maintenance of moveable agency property, including records related to vehicle equipment, tools, materials, and supplies owned, rented, or leased. Also includes security sensitive inventory and maintenance of moveable property that should not be disclosed for security reasons.<br>**INCLUDES RECORDS FORMERLY IN ADM2120, ADM2130, ADM2210** | **ADM2110** | ADM2000, ADM2120, ADM2130, ADM2210 | 3 | NA | | **3** | MULTIPLE | | SS | MUL | **Citation: CA GC 34090** |
| **ADM3000 Policies & Procedures** | LACMTA POLICIES<br>Authority-wide records documenting approved procedures for performing activities to ensure uniformity and compliance with agency and legal requirements. | **ADM3100** | ADM3000 | US | NA | US+10 | **US+10** | RECORDS MANAGEMENT | | | ADM/CO | **Citation: CA GC 34090, CA GC 40801** |
| **ADM3000 Policies & Procedures** | DEPARTMENTAL PROCEDURES<br>Records documenting approved procedures for performing activities pertaining to individual departments. | **ADM3200** | | US | UCP | US+5 | **US+15** | MULTIPLE | | | ADM/ COS | **Citation: CA GC 34090** |

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| **ADM6000 Computer Related Administrative Records** | TRANSITORY COMMUNICATIONS<br>Email, voicemail, text messages and chat messages should be retained as records based on their content, not their method of transmission. **If the content of any message closely matches the subject matter contained in another category on this schedule, it must be retained for the same period of time specified for that category. Employees are responsible for managing communication records the same way they would any other records – according to the retention category which governs them.** Transitory and personal emails which do not provide insight into Metro business, such as an email regarding lunch, should be deleted after no longer needed. Unless a communication is governed by another category and actively preserved by an employee under it, it is considered transient and will be dispositioned according to the ITS communication disposition schedule.<br>**CONTAINS RECORDS FORMERLY IN ADM6110 and ADM6410** | **ADM6100** | ADM6110, ADM1008, ADM6140 | NA | NA | NA | **NA** | MULTIPLE | EL | | MUL | **Citation: CA GC 6252(g)**<br><br>Next RRS review - consider removing this category and dealing with transitory communications in the Records Management policy.<br>Transitory e-mail consists of electronic messages that are created primarily for the communication of informal information as opposed to the perpetuation or formalization of knowledge.<br>Destroy transitory email when is has served its purpose. |
| **ADM6000 Computer Related Administrative Records** | INTERNET DOCUMENTS<br>Electronic documents maintained on the MTA's public internet web sites, such as webpages and web documents which are not described in another records category.<br>**If the content of the webpage, document or data is a record of another another category on this schedule, it must be retained for whichever retention period is longer.** | **ADM6120** | | ACT | NA | | **ACT** | MULTIPLE | EL | | MUL | **Citation: CA GC 34090** |
| **ADM6000 Computer Related Administrative Records** | CALL DETAIL RECORDS<br>Details of all calls to and from MTA phones. | **ADM6150** | | NA | NA | 1 | **1** | INFORMATION TECHNOLOGY SERVICES | | | | |

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| **ADM7000 Security** | SECURITY RECORDS<br>Records related to protecting employees, equipment, buildings and information. Includes security clearances, pass card lists, and password lists. | **ADM7100** | | 3 | NA | | **3** | SYS. SECURITY & LAW ENFORCEMENT/GEN. SERVS./ ITS | | SS | SSLE | |
| **ADM7000 Security** | SYSTEM SECURITY PLAN (SSP)<br>Records related to the System Security Plan (SSP) Metro is required to prepare and keep on file persuant to California Public Utilities Commission (CPUC) General Order (GO) 164. | **ADM7110** | | US | | US+6 | **US+6** | SYS. SECURITY & LAW ENFORCEMENT | | S | SSLE | **Citation: CPUC General Order 164, item 5.2 -** "This total scope must be completely covered by the internal safety and security audit conducted within a 3-year period, and every 3-year period thereafter." |
| **ADM8000 Administrative Audit** | INTERNAL and EXTERNAL AUDIT REPORTS<br>Formal documents detailing the findings and recommendations of an audit, and response to recommendations. This includes departmental audits.<br>**INCLUDES FINANCIAL AUDITS FORMERLY RETAINED IN FIN5100.** | **ADM8100** | ADM3001, FIN6001, FIN5100 | UCP | | ACT+15 | **ACT+15**<br>**(Grant-related: LOG+3)** | MANAGEMENT AUDIT SERVICES, ACCOUNTING | EL. Destroy paper after 6 months upon captured | | INT, FIN | **Citation: 49 C.F.R. Part 379, Appendix A(A)6) - 3 years** |
| **ADM8000 Administrative Audit** | INTERNAL AUDIT WORKING PAPERS<br>Imaged collection of documents accumulated during an audit that support the conclusions of the audit report. Includes responses to audit recommendations. | **ADM8110** | | 3 | US | | **US** | MANAGEMENT AUDIT SERVICES | | | INT | **Citation: 49 C.F.R. § 18.42; CA GC 34090; CA GC 40801** |
| **ADM8000 Administrative Audit** | OIG FINAL RECORDS - OPINIONS, INVESTIGATION and AUDIT REPORTS (INSPECTOR GENERAL)<br>- OIG final investigation reports including annual reports and confidential board communications.<br>- OIG final reports of audits, studies, spot checks, inspections, reviews and other projects of a similar nature. Includes reports received by the OIG but generated by consultant hired by the OIG.<br>- OIG final opinions, research, and records not otherwise part of an audit or investigative file. | **ADM8200** | ADM3002 | ACT+5, digital or paper form | | ACT+15 (including years in Dept.), digital or paper form | ACT +15 | OFFICE OF INSPECTOR GENERAL | | C, I, SS | OIG | **Citation: 49 C.F.R. Part 379, Appendix A(A)6)(b);**<br>**AB1960 130051.9.(d) - intranet1/dept/mtalibrary/About_the_LACMTA/Legislation_Full_Text/AB1960_1994.txt** |

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Special Records Categories

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# 2021 LACMTA Records Retention Schedule – DRAFT

**ATTACHMENT A**

| RECORD SERIES | RECORD CATEGORY NAME & DESCRIPTION | RETENTION CODE | Old Retention Category Code | Years to Retain paper in Dept. Files (Physical) | Yrs.to Retain Original in Off-site Storage (Off-Site) | Yrs.to Retain System Storage (Electronic) | TOTAL RETENTION | OFFICE OF RECORDS | COMMENTS | Sensitive Records | Executive Area | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **ADM8000 Administrative Audit** | OIG AUDIT and INVESTIGATION WORKING PAPERS<br>Does not include drafts, or consultant working papers which are not received by the OIG, or to which OIG does not have access. | **ADM8210** | | ACT+3 years digital or paper form | | ACT+5 years (including years in Dept.) digital or paper form | ACT+5 years digital or paper form | OFFICE OF INSPECTOR GENERAL | | C, SS | OIG | **Citation: 49 C.F.R. § 18.42; CA GC 34090; CA GC 40801** |
| **CON1000 Vendor Contractual Records** | CONTRACT ADMINISTRATOR'S FILE<br>File maintained by the contact administrator containing pre-award records including unsuccessful proposals to awarded contracts (only retain solicitation material of a cancelled procurement; Bids and proposals of a cancelled solicitation are to be shredded or sent back to the proposer) and post award records pertaining to an MTA vendor contract including official contractual correspondence; documents pertaining to insurance, subcontractors, and/or contract closeout.<br>**Executed solicitations, contracts, amendments and change orders are retained in CON1200.** | **CON1100** | CON2000 | LOC+1 | 29 | | **LOC+30** | PROCUREMENT | V, GR | SS, C, N, TS | | **Citation: 49 C.F.R. § 18.42; CA GC 26202.1, 60201** |
| **CON1000 Vendor Contractual Records** | CONTRACT WORK ORDERS<br>Orders dealing with budget, schedule, and scope to accomplish a task within a contractual scope of work. | **CON1130** | CON5000 | LOC+1 | 29 | | **LOC+30** | PROCUREMENT | GR | | PRO/ CFO | **Citation: 49 C.F.R. § 18.42** |
| **CON1000 Vendor Contractual Records** | WARRANTIES<br>Records documenting the contractor's written guarantee of a product's performance and responsibility or rectify defective work or equipment. **Does not include bus warranties, see OPM5300**. | **CON1140** | CON6000 | ACT | UCP | Life of Warranty +10 | **Life of Warranty +10** | MULTIPLE | EL. Destroy paper upon captured | | PRO/ CFO | |
| **CON1000 Vendor Contractual Records** | EXECUTED CONTRACTUAL DOCUMENTS CAPTURED ON ELECTRONIC MEDIA<br>Executed contracts along with their RFP/solicitation, proposals, amendments and change orders, imaged by RMC on permanent media. | **CON1200** | CON1000 | UCP | NA | LOC+10 | **LOC+10** | RECORDS MANAGEMENT | EL, V | | PRO/ CFO | **Citation: 49 C.F.R. Part 379, Appendix A(A)5); CCP 337** |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CON1000 Vendor Contractual Records | PURCHASE ORDERS<br>Imaged authorizations for purchase of goods or expenditure of funds issued by Procurement.<br>**INCLUDES GRANT-RELATED PURCHASE ORDERS FORMERLY IN CON1310** | **CON1300** | CON2002, CON1310 | LOC+1 | 9 | LOC+10 | LOC+10<br><br>**(Grant-related: LOG+3)** | PROCUREMENT | EL, GR<br><br>Grant-related: retain 3 years after final payment | | PRO/ CFO | |
| **CON1000 Vendor Contractual Records** | PACKING SLIPS<br>Purchase receipt for items procured by MTA from outside vendors. | **CON1320** | | 4 | NA | | **4** | PROCUREMENT | | | | **Citation: 49 C.F.R. § 18.42; CA GC 34090; CCP 337** |
| **CON1000 Vendor Contractual Records** | CONTRACTOR PRE-QUALIFICATION FILE<br>Imaged submittals and evaluations of documents qualifying a firm to bid on an MTA procurement. | **CON1400** | CON4000 | 2 | 3 | 5 | **5** | PROCUREMENT | EL | C, TS | INT/CFO | |
| **CON1000 Vendor Contractual Records** | LABOR COMPLIANCE AND CONTRACT COMPLIANCE FILES<br>Records related to the contractors' compliance with all terms of the contract including, fair wage and equal opportunity requirements. Contract Compliance files contain contract documents including Goal Evaluation Form, BIS/Proposal Evaluation Summary & Calculations, Conformed Documents, Board Report, Project Labor Agreement (PLA) and Construction Careers Policy (CCP) closed out project files, and other contract related correspondence.<br>**INCLUDES CONTRACT COMPLIANCE AND GRANT-RELATED LABOR COMPLIANCE FILES FORMERLY IN CON1510 AND CON1530** | **CON1500** | CON7000, CON1510, CON1530 | LOC+1 | 29 | | **LOC+30**<br><br>**(Grant-related: LOG+3)** | LABOR COMPLIANCE | GR<br><br>Grant-related: retain 3 years after final payment | | COS/EO | **Citation: 49 C.F.R. § 18.42**<br><br>Future RRS review - consider reducing retention to LOC+10. 30 years is well beyond the legal requirement, and other contacts are retained for 10 years (also well beyond the legal requirement) |
| **CON1000 Vendor Contractual Records** | ESTIMATING<br>Back-up and supporting materials of estimated cost of contract. | **CON1600** | | UC | 15 | UC+15 | **UC+15** | ESTIMATING | EL. Destroy paper files after 6 mo. & retain electronic files upon project completion plus 15 years | C, N | | |

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| **CON1000 Vendor Contractual Records** | CONTRACT ACCOUNTING FILES<br>Contract Accounting payment backup records. | **CON1700** | | 2 | 28 | | **30** | ACCOUNTING | GR | | | |
| **CON2000 Agreements** | AGREEMENTS<br>Memoranda of understanding and other agreements with other organizations, except 3rd party and vendor contracts. Includes Master Cooperative Agreements, and grant-related agreements.<br>**INCLUDES AGREEMENT RECORDS FORMERLY IN CON2200 AND CON2210** | **CON2100** | CON2200, CON2210 | LOC+1<br><br>(Grant related: LOG+1) | 3 | | **LOC+4**<br><br>**(Grant related: LOG+4)** | PROCUREMENT | Grant-related: retain 3 years after final payment<br><br>V | | PRO/ CFO | **Citation: 49 C.F.R. § 18.42; 49 C.F.R. Part 379, Appendix A(A)5); CCP 337** |
| **ENG1000 Design Engineering Documents** | DESIGN SUBJECT AND REVIEW DOCUMENTS<br>Records documenting the various formal reviews of engineering project designs.<br>**INCLUDES RECORDS FORMERLY IN ENG1200.** | **ENG1100** | ENG1200 | UC+3 | 12 | | **UC+15** | CONSTRUCTION, OPERATIONS | | SS | | |
| **ENG1000 Design Engineering Documents** | ENGINEERING DRAWINGS<br>Design drawings executed and maintained for MTA. May be updated throughout the project. Includes CADD drawings, Mylar drawings, As-Built drawings, drawings of items or equipment made in-house or purchased, and redone drawings to reflect actually completed projects.<br>**INCLUDES RECORDS FORMERLY IN ENG2110, ENG2120, ENG2130, ENG2140** | **ENG1300** | ENG1300<br>ENG2110<br>ENG2120<br>ENG2130<br>ENG2140 | ACT | LOS+10 | | **LOS+10** | CONSTRUCTION, OPERATIONS | Previous retention was Indefinite, it is now Life of System, plus 10 years. | SS | CON | |
| **ENG1000 Design Engineering Documents** | CANCELLED PROJECTS<br>Engineering records related to cancelled construction projects. | **ENG1400** | | ACT | 10 | | **ACT+10** | CONSTRUCTION, OPERATIONS | | SS | CON | |
| **ENG2000 Construction Implementation Engineering Docs** | CONSTRUCTION DIG ALERTS<br>Notifications of excavations in areas containing utility lines. | **ENG2001** | ENG1001 | 1 | 2 | | **3** | CONSTRUCTION, OPERATIONS | | | CON | **Citation: CA GC 34090** |

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| **ENG2000 Construction Implementation Engineering Docs** | CALCULATIONS<br>Engineering calculations for MTA systems and facilities. | **ENG2125** | | ACT | UCP | IND | **IND** | CONSTRUCTION, OPERATIONS | Destroy paper 6 months after captured | SS | | |
| **ENG2000 Construction Implementation Engineering Docs** | FIRE/SAFETY RECORDS<br>System safety records that include as-built drawings, specifications, and drawings per code at the time of construction. | **ENG2150** | | UC | 15 | | **UC+15** | SYSTEM SAFETY | | SS | CON | |
| **ENG2000 Construction Implementation Engineering Docs** | PHOTOS, PRECONSTRUCTION<br>Photos & videos taken by insurance consultant and maintained by Risk Management to protect against illegitimate claims of damage. | **ENG2210** | | UC | 15 | | **UC+15** | CONSTRUCTION, OPERATIONS | | | CON | Future RRS review: Consider combining ENG2210 AND ENG2220 |
| **ENG2000 Construction Implementation Engineering Docs** | PHOTOS, PROJECT PROGRESS<br>Photos taken during construction of construction site and work. | **ENG2220** | | UC | 15 | IND | **UC+15** | CONSTRUCTION, OPERATIONS | Destroy paper 6 months after captured. | SS | CON | Future RRS review: Consider combining ENG2210 AND ENG2220 |
| **ENG2000 Construction Implementation Engineering Docs** | PROJECT RECORD SPECIFICATIONS<br>Contract technical specifications that incorporate changes annotated onto as-built specifications. | **ENG2300** | | LOS+10 | NA | IND | **IND** | CONSTRUCTION, OPERATIONS | Destroy paper 6 months after captured.<br>PA - For Archival review every 30 years post-LOS. | SS | CON | |
| **ENG2000 Construction Implementation Engineering Docs** | OPERATION & MAINTENANCE DATA<br>Manuals and other material related to operating and maintaining the system constructed. | **ENG2400** | | LOS | NA | LOS+10 | **LOS+10** | CONSTRUCTION, OPERATIONS | Destroy paper 6 months after captured. | SS | CON | |
| **ENG2000 Construction Implementation Engineering Docs** | CONSTRUCTION SUBJECT FILES<br>Subject/correspondence/reports arranged by approved subject codes maintained by the Project Manager or Resident Engineer and constituting the official Project Record. | **ENG2500** | | UC | LOS+10 | LOS+10 | **LOS+10** | CONSTRUCTION, OPERATIONS | Destroy paper 6 months after captured. | SS | CON | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **ENG2000 Construction Implementation Engineering Docs** | SUBMITTALS<br>Work-products submitted by contractors to satisfy terms of contract. | **ENG2600** | | ACT+1 | UCP | LOC+10 | **LOC+10** | PROCUREMENT | Destroy paper 6 months after captured. | SS | CON | |
| **ENG2000 Construction Implementation Engineering Docs** | QUALITY MANAGEMENT FILES<br>Quality Management audits and surveillance files of the MTA's construction projects. | **ENG2700** | | ACT+3 | 12 | | **ACT+15** | QUALITY ASSURANCE | | SS | CON | |
| **ENV1000 Environmental Records** | ENVIRONMENTAL AND WORKPLACE INSPECTION/TESTING/EXPOSURE/MONITORING<br>Records related to the inspection, testing, monitoring, and analysis of the environment and workplace for possible hazards and hazardous substances.<br>**CONTAINS RECORDS FORMERLY IN HUM4430** | **ENV1100** | ENV1000, HUM4430 | ACT+1 | 29 | | **IND** | CORPORATE SAFETY | | | OPM | **Citation: 8 Cal. Code Regs. § 3204 - at least 30 years** |
| **ENV1000 Environmental Records** | ENVIRONMENTAL PROJECT FILES<br>Environmental report working files/deskfiles and related documents, including maps specifications and similar documents pertaining to environmental issues associated with MTA construction, functions, operation, and maintenance. | **ENV1200** | | ACT | 15 | | **ACT+15** | ENVIRONMENTAL | | | | |
| **ENV2000 Hazardous Material Records** | HAZARDOUS MTA CHEM INV FORMS (HCS-88) and MATERIAL SAFETY DATA SHEETS<br>Records explaining the dangers associated with different chemicals found in the workplace. Imaged MSDS sheet required by OSHA that details dangers & proper handling of dangerous substances maintained on electronic imaging system.<br>**INCLUDES RECORDS FORMERLY IN HUM4410** | **ENV2100** | ENV2000, HUM4410, HUM4004 | ACT | ACT+40 | | ACT+40 | CORPORATE SAFETY | Retain for as long as the material is present/used, plus 40 years. | | OPM | **Citation: 8 Cal. Code Regs. § 3204(d)(1)(B)(2); 29 C.F.R. § 1910.1200(g)(4) - Retain for as long as the material is present/used, plus 30 years.** |
| **ENV3000 Hazardous Waste Records** | HAZARDS, HAZARDOUS WASTE MANIFEST FORMS, UNDERGROUND STORAGE TANK O&M<br>Records detailing the disposition of environmentally dangerous materials, Including the maintenance and disposition of waste storage tanks.<br>**INCLUDES RECORDS FORMERLY IN ENV3200** | **ENV3100** | ENV3000, ENV3200, ENV4000 | ESS+1 | ESS+10 | ESS+11 | **ESS+11** | MULTIPLE | Retain for 11 years after sale or disposition of the material or property. | | MUL | **Citation: 40 CFR 122.21(p) - at least 3 years** |

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| **ENV4000 Environmental Impact** | ENVIRONMENTAL IMPACT RECORDS<br>Reports that are prepared under the California Environmental Quality Act (CEQA) and Environmental Impact Statements required by the National Environmental Policy Act (NEPA). Environmental reports describe and analyze the significant environmental effects of a project and include: Published Drafts, Final Reports, Supplemental Reports, Negative Declarations, Impact Statements, and Community Comments. | **ENV4100** | | ACT | IND | | **IND** | MULTIPLE | PA - For Archival review every 30 years. | | MUL | |
| **FIN1000 Finance Transactions** | FINANCE GENERAL<br>Finance records not belonging in more specialized categories. | **FIN1100** | FIN1003 | 3 | NA | | **3** | FINANCE | | | FIN | |
| **FIN1000 Finance Transactions** | BANKING (DEPOSITS/CANCELLED CHECKS, ETC.)<br>Records related to banking activities. | **FIN1200** | FIN1001 | 2 | 4 | | **6** | TREASURY | | | FIN | |
| **FIN1000 Finance Transactions** | OFFICIAL TRANSCRIPTS<br>CD copy of official transcripts produced by bond counsel for all debt and lease issues; records of bond proceeds expenditures and investment of bond proceeds; Final Arbitrage Reports for each debt issue after 1986; private use analysis and mitigation. | **FIN1320** | | ACT | NA | | **ACT** | TREASURY | Destroy when no longer needed. | C, N, P | | |
| **FIN2000 Investment Records** | INVESTMENT AND LOAN/CREDIT RECORDS<br>Records related to passive investments in stocks, bonds, mutual funds and pension funds to track and manage investments. Records documenting electronic transfer of MTA funds. Credit statements and lending files, including TIFIA America fast forward TIFIA loans.<br>**INCLUDES RECORDS FORMERLY IN FIN1300, FIN2200 and FIN31000** | **FIN2100** | FIN2000 | ACT+2 | UCP | IND | **IND** | TREASURY, ACCOUNTING | V | | FIN | **Citations: CA GC 34090; CCP 337; CA GC 53607** |
| **FIN3000 Credit Records** | BAD DEBTS/UNCOLLECTABLE ACCT RECORDS<br>Records related to the monitoring, collecting, and writing off of bad debts. Includes authorizations, supporting details of uncollectible accounts. | **FIN3200** | FIN5000 | UCP | NA | ACT+6 | **ACT+6** | ACCOUNTING | EL. Destroy paper after scanned and verified & retain electronic file 6 yrs. | | FIN | **Citations: CCP 337.5** |

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| **FIN4000 Credit Records** | FINANCIAL STATEMENTS (ANNUAL)<br>Financial statements, reports, and background information submitted to government agencies, stakeholders, etc. | **FIN4100** | FIN6000 | 10 | UCP | IND | **IND** | ACCOUNTING | | | FIN | **Citation: 26 C.F.R. § 1.1244(e)-1(a)(2)(iv) - requirement is 5 years, Virgo recommends 10.** |
| **FIN6000 Grants Management** | GRANT MANAGEMENT FILES<br>Programmatic, statistical, and supporting documents relevant to program regulations of state and federal grant agreements. Includes record of grant award, and audit reports. | **FIN6100** | ADM5001 | LOG+1 | 2 | | **LOG+3** | PROGRAM MANAGEMENT | G | | FIN | **Citation: 49 C.F.R. § 18.42** |
| **FIN9000 OMB Records** | BUDGET (ANNUAL)<br>Approved annual budget for each fiscal year, and proposed budgets. | **FIN9100** | FIN9000 | ACT+1 | UCP+10 | IND | **IND** | OFFICE OF MANAGEMENT & BUDGET | PA - For Archival review every 30 years. | | FIN | |
| **FIN9000 OMB Records** | BUDGET (ANNUAL) SUPPORT & BUSINESS PLANNING/FORECASTING DOCUMENTS<br>Records related to budget preparation, including department budget submittals. Records related to future planning and forecasting for internal processes. Includes annual plans, strategic plans, facility planning. Does not include transportation planning.<br>**INCLUDES RECORDS FORMERLY IN FIN9200** | **FIN9110** | FIN9001, FIN9200 | ACT+2 | UCP+5 | US+5 | US+5 | OFFICE OF MANAGEMENT & BUDGET | Retain for 5 years after the final document is superceded. | | FIN | **Citation: CA GC 34090** |
| **HUM1000 Human Resources** | HUMAN RESOURCES GENERAL<br>HR records not classified in other categories. | **HUM1100** | HUM1000 | ACT+3 | NA | | **ACT+3** | HUMAN RESOURCES | | C | ADM | |
| **HUM2000 Benefits** | BENEFITS/INSURANCE PLANS, CONTRIBUTIONS & DISTRIBUTIONS<br>Records related to agency-sponsored benefit plans. Includes insurance, pension, disability, medical, and survivor program; vesting; vacation; educational assistance; savings plans; flexible spending claims; and correspondence explaining benefits plans. Also includes records detailing actual monies contributed and disbursed.<br>**INCLUDES RECORDS FORMERLY IN HUM2300** | **HUM2100** | HUM2000, HUM2300 | ACT+3 | 3 | | **ACT+6** | BENEFITS | V | C | FIN | **Citation: 29 C.F.R. § 4007.10(a)** |

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| **HUM2000 Benefits** | PENSION PLANS AND SUMMARY INFORMATION<br>Records related to IRS Form 550 including, pension plans, pension valuations, actuarial reports, benefits statements, and performance evaluation reports. Also includes records pertaining to cumulative years of service, total pension contributions, accrued benefits, pension plans vendor payment records, etc.<br>**INCLUDES RECORDS FORMERLY IN HUM2400** | **HUM2200** | HUM2002, HUM2400, HUM2400 | ACT | 6 | | **ACT+6** | BENEFITS | | C | ADM | **Citation: 29 C.F.R. § 4007.10(a)** |
| **HUM3000 Individual Employee Files** | HR EMPLOYEE PERSONNEL FILE (NON-MED)<br>Summary and detailed records for individual employees related to hiring, promotion, performance, transfer, termination, etc. maintained by HR or the department.<br>Records of training and development activities, including requests, approvals, educational assistance, certificates of completion, and certification to perform tasks. Also includes files documenting each operator's training and certification.<br>**INCLUDES OPERATORS PERFORMANCE RECORDS FORMERLY IN HUM6510** and **VEHICLE TRANSIT TRAINING FILES FORMERLY IN HUM5200** | **HUM3100** | HUM3000, HUM6510, HUM6007, HUM5200, HUM5001 | UNTIL TERMINATION OF EMPLOYMENT | 5 | | **UNTIL TERMINATION OF EMPLOYMENT +5** | HUMAN RESOURCES | Send department files to HR when employee separates from MTA. Exception: Active Bus/Train Operator files can be sent to RMC for convenience storage after 3-yrs. | C | MUL | **Citations: CA GC 34090; CA GC 6250; PRA 6254; IPA 1798.40; 49 C.F.R. § 655.71(b)(2); CA GC 12946; 29 CFR 1627.3** |
| **HUM3000 Individual Employee Files** | IMMIGRATION & NATURALIZATION SVC FORM I-9<br>Immigration & naturalization Form 1-9. Individuals employment eleigibility verification records. | **HUM3200** | HUM3002 | ACT+3 | NA | | **ACT+3** | HUMAN RESOURCES | Keep in department until employee separates from MTA plus 3-yrs. | C | ADM | |
| **HUM4000 Employee Health & Safety Records** | HR EMPLOYEE MEDICAL RECORDS – GENERAL<br>Employee medical records related to medical treatment, examinations, medical history, etc. maintain by HR or the department.<br>**INCLUDES RECORDS FORMERLY IN HUM4110** | **HUM4100** | HUM4000, HUM4110 | UNTIL TERMINATION OF EMPLOYMENT | 5 | | **UNTIL TERMINATION OF EMPLOYMENT +5** | HUMAN RESOURCES | Send files to HR when employee separates from MTA. Exception: Active Bus/Train Operator files can be sent to RMC for convenience storage after 3-yrs. | C | MUL | **Citation: 29 C.F.R. § 1910.1020, 29 C.F.R. 825.500** |

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| **HUM4000 Employee Health & Safety Records** | EMPLOYEE MEDICAL RECORDS-HAZARD EXPOS<br>Records pertaining to exposures to hazardous materials. | **HUM4200** | HUM4001 | ACT | UCP | UNTIL TERMINATION OF EMPLOYMENT +40 | **UNTIL TERMINATION OF EMPLOYMENT +40** | CORPORATE SAFETY | If injury occurred, documents may be required for litigation or claim. | C | OPM/ ADM | **Citation: 29 C.F.R. § 1910.1020; 8 Cal. Code Regs. §3204 (d)(1)(A)(B)** |
| **HUM4000 Employee Health & Safety Records** | INJURY/ILLNESS PROGRAM FILES<br>Records detailing MTA programs promoting employee health and safety (IIPP Binders). | **HUM4300** | HUM4012 | 5 | NA | | **5** | DIVISIONS | | | OPM/ ADM | |
| **HUM4000 Employee Health & Safety Records** | EMPLOYEE ACCIDENT/INJURY RECORDS<br>Records related to on-the-job injury. | **HUM4310** | HUM4002 | UNTIL TERMINATION OF EMPLOYMENT + 5 | NA | | **UNTIL TERMINATION OF EMPLOYMENT + 5** | MULTIPLE | | C | MUL | **Citation: Citation: 29 C.F.R. § 1910.1020, 29 C.F.R. 825.500, CCP 335.1** (Statute of limitations for filing a workers compensation claim is 2 years.) |
| **HUM4000 Employee Health & Safety Records** | OSHA 200 LOG AND SUMMARY (MONTHLY)<br>Monthly report sent to OSHA each month detailing accidents, OSHA inspection records and response to incidents. | **HUM4320** | HUM4003 | 6 | NA | | **6** | CORPORATE SAFETY | | | OPM/ ADM | **Citation: CAL. CODE REGS. tit. 8, § 14300.44** |
| **HUM4000 Employee Health & Safety Records** | EXPOSURE AND AUDIOMETRIC TESTING<br>Records related to exposure and audiometric testing conducted for employees. | **HUM4420** | HUM4005 | UNTIL TERMINATION OF EMPLOYMENT + 2 | UCP | UNTIL TERMINATION OF EMPLOYMENT + 2 | **UNTIL TERMINATION OF EMPLOYMENT + 2** | CORPORATE SAFETY | | | | |
| **HUM4000 Employee Health & Safety Records** | SAFETY AND EMERGENCY PLANS<br>Plans for coping with disaster and emergency (e.g., fire and earthquake evacuation, etc.) and safe operation of the transit system. Includes required state and federal reports. | **HUM4500** | | US | 3 | | **US+3** | CORPORATE SAFETY/GENERAL SERVICES | | S | OPM | **Citation: 49 CFR Part 673.31** |

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| **HUM4000 Employee Health & Safety Records** | DRUG & ALCOHOL POSITIVE TEST RESULTS, TEST REFUSALS, AND MIS REPORTS TO FTA<br>Records of employee verified positive drug or alcohol test results including completed follow-up files, documentation of refusals to take required drug or alcohol tests, employee referrals to the substance abuse professional, and copies of annual MIS reports submitted to FTA.<br>**INCLUDES RECORDS FORMERLY IN HUM4620** | **HUM4610** | HUM4006, HUM4007, HUM4620 | 5 | NA | | **5** | HUMAN RESOURCES | | C | ADM | **Citation: 49 CFR Part 655.71(b)(1)**<br>FTA requires these records are retained in departmental file for 5 years. No off-site storage. |
| **HUM4000 Employee Health & Safety Records** | DRUG & ALCOHOL PROGRAM SELECTION, COLLECTION AND TRAINING FILES<br>Records related to random testing and files of selectees not tested and reason. Documents generated in connection with decisions to administer reasonable suspicion drug or alcohol tests, and decisions on post-accident drug and alcohol testing. Records related to the collection process, and employee training. | **HUM4630** | HUM4008 | 2 | NA | | **2** | HUMAN RESOURCES | | C | ADM | **Citation: 49 C.F.R. § 655.71(b)(2)** |
| **HUM4000 Employee Health & Safety Records** | DRUG & ALCOHOL NEGATIVE TEST RESULTS<br>Records showing proof of negative drug or alcohol test results.<br>**INCLUDES RECORDS FORMERLY IN HUM4650 AND HUM4660** | **HUM4640** | HUM4009, HUM4650, HUM4011, HUM4660, HUM4010 | 1 | NA | | **1** | HUMAN RESOURCES | | C | ADM | **Citation: 49 C.F.R. § 655.71(b)(3)** |
| **HUM5000 Training Development** | ORGANIZATIONAL TRAINING AND DEVELOPMENT FILES<br>Records related to the development and operation of agency-sponsored training programs and seminars, and organizational development. Includes management and supervisor development, course listings, schedules, outlines and materials.<br>**INCLUDES TRAINING AND CLASS RECORDS FORMERLY IN HUM5101, HUM5105, AND GRANT-RELATED TRAINING FROM HUM5110**. Individual employee training records go in HUM3100. | **HUM5100** | HUM5000, HUM5110, HUM5101, HUM5105 | US | 3<br>(Grant-related: LOG+3) | US+6 | **US+6**<br>**(Grant-related: LOG+3)** | HUMAN RESOURCES, ORGANIZATIONAL DEVELOPMENT & TRAINING | Grant-related: Retain 3 years after final payment | | ADM | **Citations: 49 C.F.R. § 655.71(b)(2), GC6250 et seq** |

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| **HUM5000 Training Development** | DMV CERTIFICATE FILES<br>Files reviewed by DMV to ensure operator training and readiness. | **HUM5210** | HUM5003 | 5 | IND | | **IND** | OPERATIONS DIVISIONS TRANSPORTATION | | C | OPM | |
| **HUM6000 Salary Administration** | SALARY ADMINISTRATION GENERAL RECORDS<br>Records related to the payment of salaries and wages that are not included under any other sub-category (e.g. Acct-10's, TOWP, vacation adjustments, cash out, sick donations, etc.) | **HUM6100** | HUM6000 | 3 | 3 | | **6** | HUMAN RESOURCES | | | ADM | **Citation: 29 C.F.R. § 516.5; Labor Code 226; GC 60201** |
| **HUM6000 Salary Administration** | TIMESHEETS AND ADJUSTMENTS<br>Employee timesheets, payroll adjustments( ACCT-172), and leave balance records (ACCT-10). Include MMAS,TOTS and SCM.<br>**INCLUDES RECORDS FORMERLY IN HUM6120** | **HUM6110** | HUM6001, HUM6120 | 3 | 27 | **30** | 30 | PAYROLL, OPERATIONS DIVISIONS | | | | **Citation: 29 C.F.R. Part 516.5; Labor Code §§ 1174, 1197.5; GC 60201**<br>These records are electronically captured and no more paper records are being accepted into storage - the paper retention requirement can be removed from the schedule after 2033 |
| **HUM6000 Salary Administration** | DIRECT DEPOSIT SLIPS/MANUAL CHECKS<br>Records documenting employees' electing to have their paycheck deposited directly in to their bank account and manually prepared payroll checks. | **HUM6130** | | UCP | 2 | 4 | **4** | PAYROLL | EL. Destroy paper after 2-yrs upon capture and retain image 4 years | | | For future RRS review - potentially combine with hum6100; these are also admin records, not records of the deposits themselves. |
| **HUM6000 Salary Administration** | GARNISHMENT<br>Records documenting court-ordered withholding from an employee's pay for a third party. | **HUM6140** | | UCP | 2 | 30 | **30** | PAYROLL | EL. Destroy paper after 2-yrs upon capture and retain image 30 years | | | **Citation:** 29 C.F.R. 825.500 |
| **HUM6000 Salary Administration** | BI-WEEKLY EMPLOYEE PAYROLL REPORTS<br>Computer generated reports related to the payment of salaries and wages. | **HUM6200** | HUM6004 | NA | NA | 6 | **6** | PAYROLL | EL. | C | FIN | **Citation: 29 C.F.R. § 516.5; Labor Code Section 226(a) - at least three years. Statute of limitations for labor code violations can extend back four years.**<br>For future RRS review - Potentially consolidate with HUM6100. |
| **HUM6000 Salary Administration** | W-2 FORMS ON COM<br>Annual records of employee earnings given to the employee and to the government. | **HUM6300** | | UCP | NA | 6 | **6** | PAYROLL | EL. | C | | For future RRS review - Consider combining HUM6300 and HUM6310 |

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| **HUM6000 Salary Administration** | W-4 FORMS<br>Imaged records modifying the number of deductions an employee is claiming. | **HUM6310** | | UCP | NA | 6 | **6** | HUMAN RESOURCES | EL. Destroy paper after 6 months upon capture and retain image 6 years | C | | For future RRS review - Consider combining HUM6300 and HUM6310 |
| **HUM6000 Salary Administration** | OPERATORS DAILY PAY PACKAGE<br>Daily collection of annotated computer-generated daily reports listing which buses were in service and which drivers were driving them. | **HUM6500** | HUM6002 | 1 | 5 | 6 | **6** | OPERATIONS DIVISIONS TRANSPORTATION | Also electronically stored in TOAST/HASTUS Resource Sys. | | OPM | |
| **HUM6000 Salary Administration** | WORK TIME ALTERATIONS<br>Operators overtime slips and Operators scheduled deviation time. | **HUM6520** | HUM6006 | 3 | NA | | **3** | OPERATIONS DIVISIONS MAINTENANCE | | | OPM | |
| **HUM6000 Salary Administration** | SCHEDULE CHECKERS ASSIGNMENT<br>Records related to employees daily assignments. Scheduled Checkers assignment with alterations to their assignments. | **HUM6600** | HUM6003 | 1 | 5 | | **6** | PLANNING | | | PL | |
| **HUM7000 Employee Selection Files** | METRO JOB POSTINGS<br>Records related to all Metro Job postings/bulletins.<br><br>Applicant records, resumes, etc., are retained in HUM3100. Metro internal announcements/bulletins about postings are retained in PUB4000. | **HUM7000** | HUM7000 | 1 | 9 | | **10** | HUMAN RESOURCES | | C | | |
| **HUM7000 Employee Selection Files** | BACKGROUND INVESTIGATION RECORDS<br>Records pertaining to investigation of people that applied for employment with LACMTA. | **HUM7100** | | 3 | 7 | | **IND** | HUMAN RESOURCES | | C, I | | |
| **HUM7000 Employee Selection Files** | LEADER TESTING RECORDS<br>Employee performance test results. | **HUM7110** | | ACT+3 | NA | | **ACT+3** | CENTRAL INSTRUCTION MAINTENANCE | | C | | |

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| **HUM8000 Employment Standards and Compliance** | TRIP REDUCTION PLAN (SCAQMD) RECORDS<br>Records documenting MTA's effort to reduce number of employee vehicle trips. Includes Home-to-Work Surveys used to determine how employees commute and thereby determine compliance with SCAQMD trip/commute reduction plans including Employee Commute Reduction Program.<br>**INCLUDES RECORDS FORMERLY IN HUM8110** | **HUM8100** | HUM8000, HUM8001, HUM8110 | UCP | NA | ACT+3 | **ACT+3** | GENERAL SERVICES | EL | | ADM | Per SCAQMD Rule 2202, these records must be retained for a minimum of 3 years. In some cases, they require longer retention. See Rule 2202(I)(G) for exceptions. Longer retention is authorized to meet these exceptions, or if the records are required for business use.<br>Paper records are no longer generated. All records currently in off-site storage will be destroyed after 3 years. |
| **HUM8000 Employment Standards and Compliance** | VIOLENT INCIDENT REPORTS<br>Reports of violent employee behavior in the work place. | **HUM8300** | HUM8003 | ACT+5 | NA | | **ACT+5** | HUMAN RESOURCES | | C, I | ADM | |
| **HUM8000 Employment Standards and Compliance** | FAMILY CARE AND MEDICAL LEAVE (FCML & FMLA) FILES<br>Records documenting applications, and authorizations for FCML. | **HUM8400** | HUM8004 | ACT+6MO | NA | 4 | **ACT+4** | HUMAN RESOURCES | EL. Destroy paper after 6 months upon capture | C | ADM | **Citation: 29 CFR § 825.500**<br>From Joe Parise: Department has requested the files to be scanned into ECMS |
| **LEG1000 Business Organization** | CEO MAIL RECORDS<br>Imaged records of communications addressed to the CEO | **LEG1010** | | UCP | NA | IND | **IND** | EXECUTIVE OFFICE | EL, PA - For Archival review every 30 years. | | | |
| **LEG1000 Business Organization** | BUSINESS ORGANIZATION GENERAL RECORDS<br>Records related to the establishment of, and rules governing, the operation of the organization. | **LEG1100** | LEG1000 | 10 | UCP | PE | **PE** | OFFICE OF BOARD SECRETARY | EL | | BD | **Citation: GC34090(d), 49 C.F.R. § Part 379 Appendix A(A)(1)b)** |
| **LEG1000 Business Organization** | BOARD AND FORMAL COMMITTEE MEETING RECORDS<br>Records related to Board meetings. Includes all non-board meetings required by law, as well as all Board sub-committee meetings.<br>Includes recordings of Board meetings, and all communications distributed by the Board Secretary to Board members.<br>**INCLUDES RECORDS FORMERLY IN LEG1210, LEG1300 and LEG1500** | **LEG1200** | LEG1001, LEG1210, LEG1300, LEG1500 | 1 | UCP | PE | **PE** | OFFICE OF BOARD SECRETARY | V | | BD | **Citation: GC34090(d), 49 C.F.R. § Part 379 Appendix A(A)(2)**<br><br>**CONFIDENTIAL MEETINGS SHOULD REMAIN SEPARATE in LEG1200** |
| **LEG1000 Business Organization** | CONFIDENTIAL BOARD & COMMITTEE MEETING RECORDS<br>Records of closed Board sessions involving eminent domain, personnel, and other confidential matters. | **LEG1220** | | PE | NA | | **PE** | OFFICE OF BOARD SECRETARY | Tape and hard copy stored in Board Sec. Office | C, P, N | BD | **Citation: GC34090(d), 49 C.F.R. § Part 379 Appendix A(A)(2)** |

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| **LEG1000 Business Organization** | INSURANCE (POLICIES/AMENDMENTS, ETC.)<br>Records related to coverage affecting agency liability. Includes policies, amendments, riders, and proof of payment. | **LEG1600** | LEG3000 | ACT+1 | IND | | **IND** | RISK MANAGEMENT | V | C, SS | | |
| **LEG1000 Business Organization** | CLAIM/LITIGATION CASE FILES<br>Records of claims and lawsuits. | **LEG1700** | LEG4000 | FR | FR | | **FR+4** | RISK MANAGEMENT | | C, SS, P, I, N | MUL | |
| **LEG1000 Business Organization** | WORKERS COMP. CLAIMS<br>Workers compensation claim files for job-related injuries. | **LEG1730** | | FR | 5 | | **FR+5** | RISK MANAGEMENT | | C, SS, I | RISK | **Citation: CAL. CODE REGS. tit. 8, § 10102(a)** |
| **LEG1000 Business Organization** | ADA, EO, AND TITLE VI COMPLAINT FILES COMPLAINT FILES (BY INDIVIDUALS)<br>Formal complaints of violation of federal equal opportunity laws. | **LEG1740** | LEG4004 | FR | 5 | | **FR+5** | CIVIL RIGHTS PROGRAM COMPLIANCE | | C, SS, I | | **Citation: 49 CFR § 27.121** |
| **HUM8000 Employment Standards and Compliance** | TITLE 6 RECORDS (ANALYSIS) AND ADA RECORDS<br>Records documenting analysis reports, notice of Title 6, memos, postings, etc.<br>Records documenting compliance with Americans with Disabilities Act, for employees, future employees and riders.<br>**INCLUDES RECORDS FORMERLY IN HUM8200**<br>**Formal complaints go in LEG1740.** | **LEG1745** | HUM8002, HUM8200 | ACT+4 | | ACT+4 | **ACT+4** | CIVIL RIGHTS PROGRAM COMPLINACE, | Required for reporting to FTA every 3 years. Destroy 4 years after report submittal. | | | **Citation:** FTA Circular 4702.1B - requires reporting on compliance every 3 years. |
| **LEG1000 Business Organization** | COLLECTIVE BARGAINING AGREEMENT (CBA) GRIEVANCE FILES (MAJOR 2nd LEVEL CASES)<br>Records pertaining to the disposition of formal employee complaints against management. Includes TCU grievances.<br>**INCLUES RECORDS FORMERLY IN LEG1755** | **LEG1750** | LEG4002, LEG1755, LEG4004 | ACT+2 | 8 | | **ACT+10** | MULTIPLE | | C, SS, I | MUL | |
| **LEG1000 Business Organization** | LABOR/ARBITRATION FILES<br>Records of precedent-setting settlements and rulings. | **LEG1760** | LEG4003 | ACT+2 | UCP | IND | **IND** | LABOR/EMPLOYEE RELATIONS | | C, I, N, P | ADM | |
| **LEG1000 Business Organization** | GRIEVANCE FILE 2nd LEVEL (MINOR INFRACTIONS)<br>Records pertaining to the disposition of minor infractions of employee complaints. | **LEG1770** | | 3 | NA | | **3** | LABOR/EMPLOYEE RELATIONS | | C, I | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **LEG5000 Legal Compliance** | LEGAL COMPLIANCE DOCS (FTA, EEOC, ETC.)<br>Records related to the preparation of documents required by various agencies. Includes reporting and filings with agencies such as FTA, OSHA, EPA, EEOC, SBOE, etc.; also includes external program audits required by government agencies. | **LEG5100** | LEG5000 | 7 | UCP | IND | **IND** | MULTIPLE | | | | |
| **LEG5000 Legal Compliance** | FTA-FEDERAL TRANSPORTATION<br>FTA electronic system which collects information from the TOTS, Scheduling, and ATMS for reporting to the FTA. | **LEG5110** | | NA | NA | 10 | **10** | SERVICE PERFORMANCE & ANALYSIS | EL | | | |
| **LEG5000 Legal Compliance** | TAX RETURNS<br>Tax returns and supporting documents filed by the MTA. | **LEG5200** | LEG5001 | 10 | NA | | **10** | ACCOUNTING | | | FIN | |
| **LEG5000 Legal Compliance** | LICENSES/PERMITS<br>Records, including licenses and permits, required to conduct business, collect fares, etc. | **LEG5300** | LEG5002 | ACT | 3 | | **ACT+3** | MULTIPLE | | | MUL | |
| **LEG5000 Legal Compliance** | COURT ORDER/AGENCY COMPLIANCE DOCS<br>Records related to unique court orders issued to the MTA. | **LEG5400** | LEG5003 | ACT | 3 | | **ACT+3** | MULTIPLE | | | MUL | |
| **LEG5000 Legal Compliance** | ETHICS COMPLIANCE RECORDS<br>Records pertaining to compliance with ethics requirements issued by the MTA and other government bodies. Includes documentation of evaluations of potential Code of Conduct violations; Ethics Opinions; Lobbyist Reports (Quarterly); Reconsideration opinions (evaluation of bidder and proposer good faith efforts) documentation; and Conflict of Interest Reports.<br>**INCLUDES RECORDS FORMERLY IN LEG5515, LEG5510, LEG5525, and LEG5530** | **LEG5500** | LEG5515, LEG5510, LEG5004, LEG5525, LEG5530, LEG5008 | 2 | 5 | | **7** | ETHICS | | | ETHICS | |
| **LEG5000 Legal Compliance** | STATEMENT OF ECONOMIC INTERESTS<br>Imaged CA700 forms detailing economic holdings of employees and Board members. | **LEG5520** | LEG5005 | 2 | 5 | 7 | **7** | ETHICS | EL | | | **Citation: GC 81009** |
| **LEG5000 Legal Compliance** | AB1234 ETHICS TRAINING<br>Ethics training records of elected and other specified agency officials. Ethics department is required to maintain all related documents (certificates, training notifications, legal updates, etc.) and proof of completion certifications. | **LEG5535** | | 3 | 2 | | **5** | ETHICS | | | | |

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| **LEG5000 Legal Compliance** | METRO PARKING CITATION, FARE EVASION AND CODE OF CONDUCT VIOLATION HEARINGS<br>Documents maintained for record keeping purposes including copies of the original citation (parking or fare evasion ticket), photos, correspondence, notes taken at the hearing, hearing video, copies of the findings from the 1st level review and the 2nd level hearing official's finding recommendation. | **LEG5540** | | FR+5, digital or paper form | | FR+5, digital or paper form | **FR+5** | TRANSIT COURT | May include personal identifying information. For historical purposes, records of this sort may be retained beyond the minimum. | C, SS | OIG | |
| **LEG5000 Legal Compliance** | DBE CERTIFICATION RECORDS<br>File of businesses certified as disadvantaged. Records pertaining to MTA's attempt to provide economic opportunities to small and/or disadvantaged businesses, both approved and denied.<br>**INCLUDES RECORDS FORMERLY RETAINED IN LEG5620** | **LEG5610** | LEG5006, LEG5620, LEG5007 | ACT+2 | 1 | | **ACT+3** | DIVERSITY & ECONOMIC OPPORTUNITY | Keep approved certification records 3 years after expiration. Keep denied application records 3 years after denial. | | EO | **Citation: 49 C.F.R. § 26.11(d), 49 C.F.R. § 26.109, 49 C.F.R. § 18.42** |
| **LEG5000 Legal Compliance** | COMMUNITY SERVICE FILE<br>Files that are mandated by the court to track community service work hours. | **LEG5700** | LEG5009 | 5 | NA | | **5** | STOPS & ZONES | | | OPM | |
| **LEG5000 Legal Compliance** | COPYRIGHT/TRADEMARK/PATENT RECORDS<br>Records related to preparation, filing, maintenance, and rights for patents and copyrights. | **LEG7000** | LEG7000 | ACT+1 | UCP | IND | **IND** | RECORDS MANAGEMENT | PA | C, SS, I, TS | ADM | |
| **LEG5000 Legal Compliance** | LABOR RELATIONS NEGOTIATION FILES<br>Records pertaining to the negotiation of labor contracts with the Unions. | **LEG8000** | LEG8000 | ACT+3 | UCP | IND | **IND** | LABOR/EMPLOYEE RELATIONS | | C, N, P | LAB REL | |
| **LEG5000 Legal Compliance** | LEGAL SERVICE ORIGINAL SUBPOENAS<br>Original subpoenas received in Legal Services to garnish Metro employees' wages.<br>**INCLUDES RECORDS FORMERLY IN LEG9005** | **LEG9000** | LEG9005 | 1 | 2 | | **3** | LEGAL SERVICES | Retain originals for 3 years, destroy copies after 1 year. | | | |
| **MAR1000 Marketing** | MARKETING ACTIVITY RECORDS<br>Records related to marketing or sales activities with vendors and potential customers.<br>**INCLUDES GRANT-RELATED RIDE SHARE MARKETING RECORDS FORMERLY IN MAR1110** | **MAR1100** | MAR1000, MAR1110 | 3<br>(Grant-related: LOG) | NA<br>(Grant-related: 3) | | **3**<br>**(Grant-related: LOG+3)** | COMMUNICATIONS | Grant-related: retain in department until after grant has closed. | | COM | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **OPM1000 Operations and Maintenance Records** | OPERATIONS & MAINTENANCE GENERAL<br>Records generated by the Divisions not belonging to another category (includes track allocation, mainline operating clearance, inspection records, yard switch, manual block, clearance card, etc.). | **OPM1100** | OPM1000 | 2 | 3 | | **5** | OPERATIONS | | SS | OPM | **Citation: GC 34090** |
| **OPM2000 Operations and Maintenance Records** | OPERATIONS SCHEDULING RECORDS<br>Records pertaining to the development, revision, and issue of bus schedules (paddle board, work runs, supervisor summaries, consent decree, etc.). | **OPM2100** | OPM2000 | UCP | 10 | 10 | **10** | SERVICE PERFORMANCE ANALYSIS | | | OPM | Electronic records. All current records in off-site storage will be destroyed after 10 years (no more paper records being generated). |
| **OPM2000 Operations and Maintenance Records** | OPERATIONS PULLOUT SHEETS (Rollout)<br>Daily sheets produced by Scheduling detailing pull-out time for each scheduled bus/train for a division; the transportation and maintenance sections annotate the drivers and coach numbers assigned. | **OPM2200** | OPM2001 | 1 MO | 10 | 10 | **10** | OPERATIONS | | | | |
| **OPM2000 Operations and Maintenance Records** | OPERATIONS PLANNING LINE FILES<br>Records pertaining to the development and revision of bus routes (Route Instructions, Service Change Summaries, timeload, etc.). | **OPM2300** | OPM2002 | ACT | NA | AR | **AR** | OPERATIONS PLANNING, SCHEDULING | EL | | OPM | |
| **OPM2000 Operations and Maintenance Records** | STOPS & ZONES T2 LINE FILES<br>Master lists of bus lines and stops. | **OPM2400** | OPM2003 | UCP | NA | AR | **AR** | STOPS & ZONES | EL | SS | OPM | |
| **OPM3000 Operations and Maintenance Records** | CERTIFICATE OF DRIVING SKILL<br>Records related to the contract with the DMV for employee testing, licensing documentation. Includes the DL170, dl260, drive test, pre-trip examination, and all personal information for the person being tested. | **OPM3200** | | 1 | 4 | | **5** | OPERATIONS CENTRAL INSTRUCTION | | | OPM | |
| **OPM4000 Accident and Incident Records** | VEHICLE ACCIDENT/INCIDENT REPORTS<br>Reports of accidents and incidents occurring on buses or trains. | **OPM4100** | OPM3001 | 1MO | 10 | 10 | **10** | OPERATIONS DIVISIONS | EL | C, SS, I | OPM | **Citation: CA GC 34090** |
| **OPM4000 Accident and Incident Records** | SUMMARY OF VEHICLE ACCIDENTS AND INCIDENTS<br>High-level summary reports of accidents and incidents occurring on buses and trains and all regulatory reports. | **OPM4110** | OPM3002 | 2 | 1 | 3 | **3** | OPERATIONS/ SAFETY | EL | C, I | OPM | **Citation: CCP 338** |

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| **OPM4000 Accident and Incident Records** | OPERATIONS CONTROL CENTER RECORDINGS<br>Data collected by Central Control. Includes data routinely collected daily, and functional data recorded on ATMS System.<br>**Includes records formerly in OPM4210 and OPM4330** | **OPM4200** | OPM4000, OPM4210, OPM4330, OPM4002 | UCP | NA | 1 | **1** | OPERATIONS CONTROL CENTERS | EL | C, I, SS, AV | OPM | **Citation:** CA GC 34090.6, CA GC 53160 |
| **OPM4000 Accident and Incident Records** | MAJOR INCIDENT RECORDINGS<br>Data collected by Central Control related to serious accidents and incidents - Recorded on ATMS System.<br>Tapes of telephone conversations regarding serious accidents and incidents.<br>Accident and incident records preserved by video recording systems on buses, rail cars, and at stations and facilities.<br>**Includes records formerly in OPM4340 and OPM4360** | **OPM4220** | OPM4001, OPM4340, OPM4003, OPM4360 | 2 | NA | 2 | **2** | OPERATIONS CONTROL CENTERS | EL, Recordings which are evidence in a claim or litigation must be retained until litigation is resolved. Tape is overwritten every 72 hours. | C, SS, I, AV | OPM | Tape is overwritten every 72 hours. Only the portion of a recording reported as an incident is preserved.<br>**Citation: CA GC 34090.6** "In the event that the recordings are evidence in any claim filed or any pending litigation, they shall be preserved until pending litigation is resolved." |
| **OPM5000 Vehicle Maintenance Records** | VEHICLE MAINTENANCE, INSPECTION, AND DEFECT REORDS<br>Revenue and non-revenue vehicle (including tow trucks and forklifts) maintenance records. Records of periodic inspections of coaches/cars, preventative maintenance, unscheduled repairs, and modifications to equipment - current and historical. Includes cards filled out by operator noting defects and annotated by Mechanics with indication of repair.<br>**INCLUDES RECORDS FORMERLY IN OPM5500, OPM5600 and OPM5700.** | **OPM5100** | OPM5000, OPM5500, OPM5002, OPM5600, OPM5003, OPM5700, OPM5004 | 3 | 18 | LOV+3 | **LOV+3** | OPERATIONS MAINTENANCE , OPERATIONS DIVISIONS MAINTENANCE | If Life of Vehicle is unknown, destroy records after 20 years. | | OPM | **Citation:** 8 CAL Code Reg. 3203 (b) (1) |
| **OPM5000 Vehicle Maintenance Records** | BUS ACCEPTANCE DOCUMENTS<br>Records of acceptance of each new bus; documentation checklist, NABI documentation list, NABI working notes, MTA documentation list, and MTA working notes. | **OPM5200** | OPM5008 | 6 | 14 | | **20** | OPERATIONS MAINTENANCE | | | OPM | |
| **OPM5000 Vehicle Maintenance Records** | BUS WARRANTY FILES<br>Records of warranty arrangements, warranty claims and warranty coverage and repair documentation and invoices. | **OPM5300** | | 7 | LOV+4 | | **LOV+4** | OPERATIONS MAINTENANCE | | | OPM | |

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| **OPM5000 Vehicle Maintenance Records** | OPERATIONS EQUIPMENT DAMAGE RPT<br>Hard copy reports on damages to buses and trains. | **OPM5400** | OPM5001 | 1 | 5 | | **6** | OPERATIONS MAINTENANCE | | | OPM | |
| **OPM5000 Vehicle Maintenance Records** | ROAD FAILURE TREND ANALYSIS (33-72)<br>Statistical report of road failures of revenue vehicles. | **OPM5800** | OPM5005 | 1 | NA | | **1** | OPERATIONS DIVISIONS MAINTENANCE | | | OPM | |
| **OPM5000 Vehicle Maintenance Records** | ROAD FAILURE REPORTS & SUMMARIES (Road Call)<br>Individual and summarized reports of revenue vehicles road failures. | **OPM5810** | OPM5006 | 1 | 6 | | **7** | OPERATIONS DIVISIONS MAINTENANCE | | | OPM | |
| **OPM3000 Operations and Maintenance Records** | OPERATIONS TRAINING RECORDS<br>Training files including records related to the program for periodic instruction of railroad employees, including program amendments. Also includes basic operator training, maintenance training, division support, TOS training, course materials, and training manuals.<br>**INCLUDES RECORDS FORMERLY IN OPM3100 and OPM5920.**<br>Records documenting each operator's training and certification are retained in HUM3100. | **OPM5910** | OPM3000, OPEM3100, OPM5007, OPM5920 | US | NA | US+10 | **US+10** | OPERATIONS DIVISIONS TRANSPORTATION | EL, Keep original hardcopy in office storage for 18 months after they have been imaged | | OPM | |
| **OPM6000 Transit Police** | TRANSIT SECURITY GENERAL RECORDS<br>Records pertaining to activities of the Transit Security. | **OPM6100** | OPM6000 | 2 | 4 | | **6** | SYSTEM SECURITY & LAW ENFORCEMENT | | C, I | SSLE | |
| **OPM6000 Transit Police** | TRANSIT SECURITY DISPATCH RECORDINGS<br>Dispatched audio recording of incidents. | **OPM6200** | OPM6001 | EL | NA | 4 MO | **4 MO** | SYSTEM SECURITY & LAW ENFORCEMENT | EL | C, I | SSLE | |
| **OPM7000 Congestion Relief** | SAFE RECORDS<br>Records related to Freeway Service Patrol, 511, Call boxes, RIITS and Metro Express Lanes. | **OPM7100** | OPM7000 | 2 | IND | | **IND** | MOTORIST SERVICES | | | OPM | |
| **OPM7000 Congestion Relief** | MOTORIST ASSIST FORMS – SCANNED<br>Forms recording assistance provided to individual motorists. | **OPM7110** | OPM7001 | 1 MO | 11 MO | | **1** | MOTORIST SERVICES | | C | OPM | |

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| **OPM8000 Rail Maintenance** | SIGNAL & COMMUNICATION FILES<br>Records related to inspection, maintenance and testing of grade crossing signals. | **OPM8100** | | 3 | 1 | | **4** | OPERATIONS DIVISIONS MAINTENANCE RAIL | | | PL | |
| **PPA1000 Transportation Planning** | SCAG OVERALL WORK PROJECT PLAN<br>Records pertaining to transportation projects approved and monitored by SCAG. | **PPA1010** | PPA1000 | 3 | NA | | **3** | COUNTYWIDE PLANNING & DEV. | PA | | PL | |
| **PPA1000 Transportation Planning** | REGIONAL TRANSPORTATION PLANS<br>Regional transportation plans for all modes. | **PPA1100** | | 3 | UCP | | **PE** | COUNTYWIDE PLANNING & DEV. | PA - For Archival review every 30 years. | | | **Citation: CA GC 34090** |
| **PPA1000 Transportation Planning** | MTA TRANSPORTATION SUPPORT DOCUMENTATION<br>Working papers and support documents for regional transportation plan. | **PPA1110** | | ACT | 3 | | **ACT+3** | COUNTYWIDE PLANNING & DEV. | PA, GR | | | **Citation: CA GC 34090** |
| **PPA1000 Transportation Planning** | MATERIALS FOR QUARTERLY REPORT FOR COUNTYWIDE PLANNING<br>(Back-up material) Documents used to prepare Countywide Planning & Programming sections quarterly status reports. | **PPA1300** | | 1 | 2 | | **3** | COUNTYWIDE PLANNING & DEV. | | | PL | |
| **PPA2000 Transportation Project Programming** | TRANSPORTATION AND JOINT DEVELOPMENT PROJECT FILES<br>Planning project files (Call For Projects and Non-Call for Projects) for multiple modes including highway, bikeway, and rail containing environmental reports conceptual studies, feasibility studies, correspondences, moves, project application materials (studies, surveys and pictures), etc.<br><br>Includes records pertaining to the MTA's partnering with other organizations to develop property near its stations or other transportation elements. **INCLUDES RECORDS FORMERLY IN ACC4340 AND PPA2110** | **PPA2100** | PPA1001, PPA2100, PPA2110, AC4340, LEG2004 | UCP | UCP+10 | IND | **IND** | COUNTYWIDE PLANNING & DEV. | EL, GR, PA<br>Keep original hardcopy in off-site storage for 10-years after they have been imaged | | PL | |
| **PPA2000 Transportation Project Programming** | LOCAL TRANSIT FILES (MUNI & CITY FILES)<br>Local city file containing proposition A&C memoranda of understanding: TDA/STA claims; Section 9/n. D.T.l performance audits; SRTDS; State Control Reports, etc. | **PPA2200** | | 3 | UCP | IND | **IND** | COUNTYWIDE PLANNING & DEV. | PA - For Archival review every 30 years. | | PL | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PPA2000 Transportation Project Programming** | IMMEDIATE NEEDS PROGRAM FILES<br>Immediate needs program records (include trip information, trip summaries, funding authorizations, invoices, and vouchers) documenting the program that distributes taxi vouchers and bus tokens to those with transportation needs and no other means to meet them. | **PPA2210** | | ACT+1 | 2 | | **ACT+3** | COUNTYWIDE PLANNING & DEV. | | | | |
| **PPA3000 Transportation Systems Analysis** | TRANSPORTATION SYSTEM ANALYSIS AND NATIONAL DATABASE<br>Records pertaining to the development and publishing of analytical transportation studies and models. Also includes documents used to provide statistical transportation data to the National Transportation Database.<br>**INCLUDES RECORDS FORMERLY IN PPA3200** | **PPA3100** | PPA1001, PPA3200 | 3 | UCP | IND | **IND** | COUNTYWIDE PLANNING & DEV. | PA, GR | | PL | |
| **PPA3000 Transportation Systems Analysis** | TRANSPORTATION MODELING RECORDS<br>Print outs of data describing alternative transportation forecast. | **PPA3300** | | ACT+1 | 20 | | **20** | COUNTYWIDE PLANNING & DEV. | | | PL | |
| **PUB1000 Public Affairs** | PUBLIC AFFAIRS/COMMUNITY RELATIONS RECORDS<br>All records related to Public Relations. Includes records of public meetings held to discuss transportation issues and changes, letters received from the public regarding transportation issues and changes, Photo release, press release, and model release forms, including consent agreement forms produced by multiple departments. ***Includes project notifications on Metro websites and electronic/email project newsletters.***<br>**INCLUDES RECORDS FORMERLY IN PUB1200, PUB1300 and PUB3000** | **PUB1100** | PUB1000, PUB1200, PUB1001, PUB1300, PUB1002, PUB 3000 | 3 | UCP | IND | **IND** | MULTIPLE | GR, PA - For Archival review every 30 years. | | MUL | |
| **PUB1000 Public Affairs** | PUBLIC COMMENT/COMPLAINT RECORDS<br>Transit service related comments, commendations, and complaints | **PUB1500** | | 5 | 5 | | **10** | CUSTOMER SERVICE | EL. Retain paper in Dept 5 years and 5 years offsite. | | | |
| **PUB2000 Public Affairs** | GOVERNMENT RELATIONS RECORDS<br>Records related to the MTA's relations with local, state, and federal government officials and bodies. | **PUB2000** | PUB2000 | 5 | NA | | **5** | GOVERNMENT RELATIONS | PA | | COM | |

Retention Codes

ACT = While active
AR = Annual Review
EL = Electronic Record
ESS = Expired, Sold or Surplused
FR = Final Resolution of Claim or Litigation
G = Grant Related
IND = Indefinite. Must be reviewed periodically.
LOC = Life of Contract
LOG = Life of Grant
LOS = Life of System
LOV = Life of Vehicle
MO = Months
NA = Not Applicable
PE = Permanent
PA = Potentially Archival
UC = Upon completion
UCP = Until Captured
US = Until Superseded or obsolete

Special Records Categories

**C** - Confidential Records
**DR** - Records Stored Offsite for Disaster Recovery
**I** - Investigative Records
**N** - Internal Negotiation Records
**P** - Privileged Records
**SS** - Security Sensitive Records
**TS** - Procurement/Trade Secret

Legal Citation Codes

**CCP** - Code of Civil Procedure
**CCR/Cal. Code Regs.** - California Code of Regulations
**CFR** - Code of Federal Regulations
**GC/CA GC** - California Government Code
**IPA** - Information Practices Act of 1977
**PRA/CPRA** - California Public Records Act
**USC** - United States Code

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PUB4000 Public Affairs** | INTERNAL COMMUNICATIONS<br>EMPLOYEE NEWSLETTERS/ALL STAFF MEMOS<br>Newsletters and memos distributed to all staff and/or special employee groups.<br><br>MYMETRO.NET<br>Documents posted on the Intranet that are internal communications to staff in the following categories: Headline news stories and photos, CEO hotline, news releases, employee policies and instructions.<br>**CONTAINS RECORDS FORMERLY IN ADM6135** | **PUB4000** | PUB4000 | 3 | UCP | IND | **IND** | MULTIPLE | EL, PA - For Archival review every 30 years. | | | |
| **PUB5000 Public Affairs** | ART COLLECTION DATABASES/RECORDS<br>Records of special art fabricator specifications, conservator reports, inventory assessments/surveys and financial appraisals. Public and portable artworks. | **PUB5100** | | UCP | NA | IND | **IND** | METRO ART | EL, PA - For Archival review every 30 years. | | MUL | |

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## Document Revision History

**Original – ADOPTED BY THE BOARD OF DIRECTORS, 05/24/1995**

REV. 1 – APPROVED BY THE BOARD OF DIRECTORS, 05/24/1996
REV. 2 – APPROVED BY THE BOARD OF DIRECTORS, 06/25/1997
REV. 3 – APPROVED BY THE BOARD OF DIRECTORS, 09/23/1998
REV. 4 – APPROVED BY THE BOARD OF DIRECTORS, 09/23/1999
REV. 5 – APPROVED BY THE BOARD OF DIRECTORS, 03/22/2001
REV. 6 – APPROVED BY THE BOARD OF DIRECTORS, 09/26/2002
Rev. 7 – APPROVED BY CHIEF EXECUTIVE OFFICER, 10/08/2003
Rev. 8 – APPROVED BY CHIEF EXECUTIVE OFFICER, 06/29/2004
Rev. 9 – APPROVED BY THE BOARD OF DIRECTORS, 12/13/2004
Rev. 10 – APPROVED BY CHIEF EXECUTIVE OFFICER, 04/05/2005
Rev. 11 – APPROVED BY CHIEF EXECUTIVE OFFICER, 06/14/2006
Rev. 12 – APPROVED BY CHIEF EXECUTIVE OFFICER, 07/10/2008
Rev. 13 – APPROVED BY CHIEF EXECUTIVE OFFICER, 10/21/2008
Rev. 14 – APPROVED BY CHIEF EXECUTIVE OFFICER, 10/17/2010
Rev. 15 – APPROVED BY CHIEF EXECUTIVE OFFICER, 7/14/2011
Rev. 16 – APPROVED BY CHIEF EXECUTIVE OFFICER, 5/25/2012
Rev. 17 – APPROVED BY CHIEF EXECUTIVE OFFICER, 8/27/2013
Rev. 18 – APPROVED BY CHIEF EXECUTIVE OFFICER, 4/06/2015

## RETENTION CODES

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**UCP** = Until Captured

**US** = Until Superseded or obsolete

**V** = Vital Business Record

## LEGAL CITATION CODES

| | | |
|---|---|---|
| **CCP** | - | Code of Civil Procedure |
| **CCR/Cal. Code Regs.** | - | California Code of Regulations |
| **CFR** | - | Code of Federal Regulations |
| **GC/CA GC** | - | California Government Code |
| **IPA** | - | Information Practices Act of 1977 |
| **PRA/CPRA** | - | California Public Records Act |
| **USC** | - | United States Code |

## SPECIAL RECORDS CATEGORIES

**C** - Confidential Records (Records received by Metro with the intention that Metro used without any transfer of ownership as a result of the nature of the records.)

**DR** - Records Stored Offsite for Disaster Recovery (Backed-up data, systems and application records).

**I** - Investigative Records (Investigation information and data relating to incidents or accidents on all Metro vehicles and facilities)

**N** - Internal Negotiation Records

**P** - Privileged Records (Communication from Legal Counsel to the Board of Director).

**SS** - Security Sensitive Records (Facility records, transportation systems, communication or security systems and all other systems).

**TS** - Procurement/Trade Secret (Formulas, plan, patterns, process, tool, mechanism, compound, procedure, production data or compilation of information which is not patented.)

**US** - Until Superseded or obsolete

**V** - Vital Business Record

# 2021 LACMTA RETENTION SCHEDULE
**Records which Metro no longer creates or manages which were removed from the schedule.**

## I. Control/Input Documents

| RECORD SERIES | RECORD CATEGORY NAME & DESCRIPTION | RECORD CODE | OFFICE OF RECORD | YRS ACTIVE | YRS INACTIVE | TOTAL YRS |
|---|---|---|---|---|---|---|
| ADM6000 Computer Related Administrative Records | CONTROL/INPUT DOCUMENTS Documents used by staff to input data into a computer, to verify that input, or to track the status of a database. | ADM6200 | Multiple | UV* | NA | UV |

*UV = Until Verified

**Reason for removal:**
Each department inputting data into a database system has a more specific retention period based on the type of data and/or project it supports, therefore this series is no longer needed.

## II. Informal Meeting Agendas/Minutes

| RECORD SERIES | RECORD CATEGORY NAME & DESCRIPTION | RECORD CODE | OFFICE OF RECORD | YRS ACTIVE | YRS INACTIVE | TOTAL YRS |
|---|---|---|---|---|---|---|
| LEG1000 Business Organization | INFORMAL MEETING AGENDAS/MINUTES Minutes of informal or unofficial committee meetings. Including audio recordings | LEG1400 | Multiple | 3 | IND* | IND |

*IND = Indefinite

**Reason for removal:**
The Brown act prohibits a majority of the Board from gathering together to discuss LACMTA matters outside of formal meetings, and requires Board members to guard against discussing LACMTA matters in informal settings. Meetings with Agendas and Minutes documenting LACMTA business would be considered formal meetings and these records are retained under LEG1200 (Board & Formal Committee Meeting Records) or LEG1220 (Confidential Board & Committee Meeting Records)

## III. County Counsel Records

| RECORD SERIES | RECORD CATEGORY NAME & DESCRIPTION | RECORD CODE | OFFICE OF RECORD | YRS ACTIVE | YRS INACTIVE | TOTAL YRS |
|---|---|---|---|---|---|---|
| LEG5000 Legal Compliance | COUNTY COUNSEL ELECTRONIC RECORDS:<br>LEGAL CORRESPONDENCE RECORDS<br>Imaged official legal correspondence created to substantiate the rights, obligation and interests of public transportation system, employees and client.<br>LEGAL DOCUMENT RECORDS<br>Imaged records related to court proceedings for County Counsel.<br>PLEADINGS<br>Imaged court records of litigation and court documentation for County Counsel | LEG5800 | County Counsel | ACT* | ACT+6 | ACT+6 |
| LEG5000 Legal Compliance | LEGAL PROJECT FILES<br>Records related to determining legal requirements and providing legal advice for the agency. | LEG6000 | County Counsel | ACT | 10 | ACT+10 |
| LEG5000 Legal Compliance | LEGAL OPINIONS<br>Records that document specific legal advice provided. | LEG6010 | County Counsel | IND | N/A | IND |
| LEG5000 Legal Compliance | EVIDENCE CASE FILES<br>Legal cases that have historical value and contain evidence. | LEG6020 | County Counsel | ACT | 20 | ACT+20 |

*ACT = Active

**Reason for removal:**
These records were added when Metro started scanning County Counsel Records. Shortly after this program started, it was cancelled with internal organizational changes by County Counsel. County Counsel manages its records independently of Metro.

## IV. Operations Contract Records

| RECORD SERIES | RECORD CATEGORY NAME & DESCRIPTION | RECORD CODE | OFFICE OF RECORD | YRS ACTIVE | YRS INACTIVE | TOTAL YRS |
|---|---|---|---|---|---|---|
| OPM5000 Vehicle Maintenance Records | OPERATIONS CONTRACT RECORDS Imaged contracts | OPM5930 | Operations Central Construction | ACT | N/A | ACT+3 |

**Reason for removal:**
The Records Management Center has no records in this category. Additionally, contracts are managed in a dedicated category, CON1200 (Executed Contracts)

## V. Quarterly Report for Countywide Planning

| RECORD SERIES | RECORD CATEGORY NAME & DESCRIPTION | RECORD CODE | OFFICE OF RECORD | YRS ACTIVE | YRS INACTIVE | TOTAL YRS |
|---|---|---|---|---|---|---|
| PPA1000 Transportation Planning | QUARTERLY REPORT FOR COUNTY WIDE PLANNING Countywide Planning and Programming section quarterly status reports. | PPA1200 | Countywide Planning & Dev. | 3 | IND | IND |

**Reason for removal:**
These reports are for the Board of Directors and are included in Board Reports. We have a separate retention category for retention of Board Reports (LEG1200 – board and Formal Committee Meeting Records). Managing Countywide Planning's Quarterly Reports in an additional, stand-alone category is duplicative.

## VI. Benefit Assessment Files

| RECORD SERIES | RECORD CATEGORY NAME & DESCRIPTION | RECORD CODE | OFFICE OF RECORD | YRS ACTIVE | YRS INACTIVE | TOTAL YRS |
|---|---|---|---|---|---|---|
| PPA4000 Benefits Assessment | BENEFIT ASSESSMENT ADMIN FILES Records pertaining to the assessment of a fee on property benefiting from transportation improvements. | PPA4100 | Countywide Planning/Real Estate | ACT+1 | UCP* | IND |
| PPA4000 Benefits Assessment | BENEFIT ASSESSMENT CASE FILES Records pertaining to the disposition of individual property owners contesting their benefit assessment. | PPA4200 | Countywide Planning/Real Estate | ACT+4 | UCP | IND |

*UCP = Until Captured on electronic media

**Reason for removal:**
The category is obsolete, as Metro no longer uses Benefit Assessment Districts. There are 59 boxes from 1984-1996 in off-site storage which will be retained indefinitely. Destruction of these records would require archival review, and approval if destruction is recommended.

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

**File #:** 2021-0409, **File Type:** Agreement **Agenda Number:** 31.

**EXECUTIVE MANAGEMENT COMMITTEE**
**JULY 15, 2021**

**SUBJECT: PARTNERSHIP FOR HOUSING ACCELERATION**

**ACTION: APPROVE RECOMMENDATION**

## RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute a Memorandum of Understanding between the Southern California Association of Governments and Metro for reimbursement of up to $1,600,000 for work associated with the implementation of the updated Joint Development Policy, the proposed Housing Lab, and accelerating the production of housing through the Joint Development program.

## ISSUE

The Board of Directors adopted an updated Joint Development (JD) Policy in June 2021 in order to streamline JD projects, bolster Metro's commitment to affordable housing, and encourage innovation around housing and equity. Housing affordability is a state-wide issue, and the Southern California Area of Governments (SCAG) is funding regional partners to complete planning activities that will accelerate housing production with funds made available by the State of California. The opportunity is well-timed to expedite the implementation of the JD Policy. To that end, SCAG and Metro have negotiated a scope of work in which SCAG will reimburse Metro for up to $1,600,000 for work associated with the implementation of the updated JD Policy, the proposed Housing Lab, and other work associated with accelerating the production of housing.

## BACKGROUND

The JD Policy was updated in June 2021 in order to address the worsening issues of housing undersupply, affordability and homelessness in LA County. The new JD Policy proposes a Housing Lab to encourage innovation around housing and equity, a new methodology for ensuring neighborhood stabilization and housing alignment, and a system of metrics for measuring policy outcomes.

The State of California 2019-20 Budget Act, also known as Assembly Bill (AB) 101, appropriated a new one-time program to fund planning activities that enable regions and jurisdictions to accelerate housing production and meet housing needs established by the Regional Housing Needs Assessment (RHNA). Under the Regional Early Action Planning (REAP) Program, SCAG and other designated councils of governments design their program frameworks for implementation of eligible REAP planning activities supporting regional policy objectives to accelerate housing production.

## DISCUSSION

Metro and SCAG staff have developed a scope of work aimed at expediting implementation of key elements of the JD Policy including strategic planning, advanced feasibility studies, community outreach, surveys and metrics, and the Housing Lab. A Memorandum of Understanding (MOU) is required to authorize the formal partnership and scope of work between SCAG and Metro and to facilitate the transfer of grant funds. The grant will pay for two temporary fellowship positions as well as consultant costs to complete the following scope of work:

- A Strategic Plan will identify Metro's JD priorities for the next five to ten years and identify the resources and steps required to accelerate equitable development.
- A Parking and Station Access Strategy will evaluate station access along a transit corridor as a whole, allocating parking holistically to unlock more Metro land for housing
- Advanced Feasibility Studies for specific JD sites will provide additional analysis on market conditions and zoning requirements at the time of site selection.
- Asset Mapping to help Metro better understand opportunities to build on existing community resources in JD projects.
- Neighborhood AMI Methodology will analyze incomes and prevailing market rents for neighborhoods in which projects are proposed, with the goal of delivering units that would be affordable to people who live in the neighborhood.
- A System of Metrics and Housing Dashboard will help to measure the true benefit of transit-oriented housing through an annual tenant survey that would enable JD to track metrics such as transit use, demographic data (as allowed/feasible), and empirical data on the effectiveness of the JD program.
- The Housing Lab will explore housing innovations on a pilot basis to test new methods for achieving outcomes faster, more efficiently, and more equitably. Strategies may include land banking, community land trusts, partnerships to finance preservation or construction of moderate-income housing, modular/ prefab technologies, and alternate typologies such as micro-units and co-housing.

The period of performance under the grant is from the date of execution to June 30, 2023. The MOU requires quarterly and annual reporting along with a project close-out report.

## DETERMINATION OF SAFETY IMPACT

The recommended action will not have any direct impact on safety.

## FINANCIAL IMPACT

The recommended action has been budgeted in the 2022 Fiscal Year and will be reimbursed by the SCAG REAP Program. Since this is a multiyear program, the Chief Planning Manager, Project Manager, and Cost Center Manager will be responsible and accountable for budgeting the remaining program funds in subsequent fiscal years. The 2022 Fiscal Year funds will be programmed in the Joint Development Cost Center, 2210, in Project 610011. A new Task Number will be created to track the programmed funds.

Impact to Budget
The source of funds for the Housing Lab are provided by SCAG through the REAP Program and are not eligible for bus/rail operations or capital expenses. The recommended action will have no impact on the 2022 Fiscal Year budget.

## EQUITY PLATFORM

One of the most powerful ways Metro can improve Angelenos' access to opportunity is by leveraging Metro property for housing and other community benefits. Funding through the SCAG grant will accelerate Metro's delivery of housing and community benefits under the updated Joint Development Policy.

The Partnership for Housing Acceleration aims to accelerate delivery of income-restricted housing throughout LA County as means to alleviating the structural inequities that are exacerbated by the regional housing shortage. The strategic planning efforts will also prioritize the needs of historically underserved communities by prioritizing the JD work program according to equity focus communities, communities at risk of gentrification, and areas with greater access to opportunity. Consistent with the JD Policy, projects that are prioritized through the strategic planning effort will be carefully considered and designed in partnership with the surrounding community, to elevate projects that will uplift and enhance communities and, as much as possible, reduce historic burdens or harm.

Community outreach and asset mapping will be prioritized in the work, with the goal to proactively avoid any potential negative consequences to communities. The Neighborhood AMI methodology, introduced in the adopted Joint Development Policy, combined with this Partnership strategic planning will facilitate, prioritize low-income communities and communities of color and seek to providing housing units that are accessible to the pre-existing communities in which projects are built and to stabilize rather than gentrify neighborhoods. Data collection and reporting will verify the impacts of the work and allow for iterative changes to focus benefits for marginalized groups.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

The partnership for housing acceleration is fulfilling Strategic Plan Goal 3.2 by seeking to catalyze TOCs with affordable housing and stabilize neighborhoods, and Goal 3.4 by playing a leadership role in addressing homelessness.

## NEXT STEPS

Staff will finalize and negotiate the attached form of MOU, set up accounting and reporting procedures consistent with the MOU requirements, and seek to fill the fellowship positions.

## ATTACHMENTS

Attachment A - REAP Funding Memorandum of Understanding

Prepared by: Marie Sullivan, Manager, Countywide Planning & Development, (213) 922-2556
Wells Lawson, DEO, Countywide Planning & Development, (213) 922-7217

Nick Saponara, EO, Countywide Planning & Development, (213) 922-4313
Holly Rockwell, SEO - Real Estate, Transit Oriented Communities and Transportation Demand Management, (213) 922-5585

Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920

Stephanie N. Wiggins
Chief Executive Officer

**ATTACHMENT A**

# MEMORANDUM OF UNDERSTANDING

**SCAG Overall Work Program (OWP) No: 300-4872Y0.03**

**Federal/State Awarding Agency:** State of California, Department of Housing and Community Development

**Sub-Recipient Name:** Los Angeles County Metropolitan Transportation Authority
**Total Amount of Federal Funds Obligated to the Sub-Recipient:** $0
**Total Amount of Non-Federal Funds Obligated to the Sub-Recipient:** $1,600,000
**Total Amount of the Sub-Award:** $1,600,000

**Subaward Period of Performance Start Date:** September 3, 2021
**Subaward Period of Performance End Date:** June 30, 2023

**Type of Contract:** Project Specific
**Method of Payment:** See Section 6 of this MOU

**Subaward Project Title: PARTNERSHIP FOR HOUSING ACCELERATION - REGIONAL EARLY ACTION PLANNING (REAP) GRANT PARTNERSHIPS AND OUTREACH**

**Subaward Project Description: Regional Early Action Planning (REAP) Grant Partnerships and Outreach** will utilize REAP funding to implement planning projects to further the development of housing within the Los Angeles County jurisdiction.

Metro's Joint Development (JD) portfolio will grow rapidly over the next decade with the acquisition of properties for new transit lines throughout LA County. It is anticipated that more than 40 new sites will join the JD portfolio, effectively doubling its size. This large influx of sites represents a key opportunity to build up to 10,000 units of transit-adjacent housing, but will require robust, strategic planning to accelerate the delivery of units as these sites come online.

Support for planning and process improvements is needed within the JD team to ensure that Metro is able to develop and implement a strategic plan to accelerate the delivery of affordable housing on its incoming properties. In support of these efforts, Metro JD proposes two, two-year fellowship positions, one at a senior level, (the Senior Fellow) and one at a junior level (the Junior Fellow), as well as consultant support providing technical and strategic advisory services as needed.

**MEMORANDUM OF UNDERSTANDING**

**BETWEEN THE**
**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**
**AND Los Angeles County Metropolitan Transportation Authority**
**FOR Partnership for Housing Acceleration**

(SCAG Project/OWP No. 300-4872Y0.03)

This Memorandum of Understanding ("MOU" or "Agreement") is by and between the **Southern California Association of Governments** ("SCAG") and the Los Angeles County Metropolitan Transportation Authority **(**"Sub-Recipient"), for the Partnership for Housing Acceleration, subsequently herein referred to as "Project." SCAG and the Sub-Recipient are individually referred to herein as "Party" and may be collectively referred to herein as "Parties."

## RECITALS

WHEREAS, SCAG is a Joint Powers Agency and a federally designated Metropolitan Planning Organization (MPO) for Southern California. As an MPO, SCAG is primarily responsible for the development of a Regional Transportation Plan/Sustainable Communities Strategy ("RTP/SCS") for the counties of Imperial, Los Angeles, Orange, San Bernardino, Riverside, and Ventura;

WHEREAS, the State of California (the "State"), Department of Housing and Community Development ("Department") is authorized to provide up to $47,471,023 (the "Full Funding Amount") to SCAG under the Regional Early Action Planning Grant Program (the "REAP Program"), the regional component of the Local Government Planning Support Grants Program (as described in Health and Safety Code section 50515.02);

WHEREAS, based on SCAG's Regional Council action at its March 5, 2020 meeting, of the authorized Full Funding Amount, approximately up to $23 million will be allocated to fund subregional partnership projects for planning activities that will accelerate housing production and facilitate compliance in implementing the Sixth Cycle of Regional Housing Needs Allocation ("RHNA") (the "Subregional Partnership Program"), and the funding amount available for each subregional partner will be based on the final Sixth Cycle of RHNA allocation;

WHEREAS, on September 3, 2020, SCAG's Regional Council approved Subregional Partnership Program Guidelines (the "Guidelines") and authorized SCAG's Executive Director or his designee to enter into agreements with the designated subregional partner under the REAP Program;

WHEREAS, the Sub-Recipient, as the designated subregional partner, developed and submitted their proposals consistent with the Subregional Partnership Program Guidelines ("Project") and SCAG reviewed and approved the Project;

WHEREAS, pursuant to its annual Overall Work Program ("OWP"), SCAG will be engaged in activities and projects that will require certain technical, professional, or support services from time to time related to its work regarding the Subregional Partnership Program;

WHEREAS, the purpose of this MOU is to describe the responsibilities of the Parties, which includes SCAG to provide funding for the Project;

WHEREAS, SCAG, for the benefit of the Project, will hire a consultant ("Consultant") to perform the services required for the Project as described in the REAP Subregional Partnership Program application ("Scope of Work");

WHEREAS, consistent with the funding schedule in the Subregional Partnership Program Guidelines, SCAG shall contribute a maximum, not to exceed full suballocation amount of state funds for the Project as detailed in Section 5 (Funding Requirements) ("Grant Funds"). The Grant Funds include funding to be utilized by SCAG for the procurement of the Consultant, and for payments to the Consultant under SCAG's contract with the Consultant. Section 6 (Compensation) specifies the amount of Grant Funds to be provided directly to Sub-Recipient.

WHEREAS, the Sub-Recipient's designated project manager, in coordination with SCAG's designated project manager, will ensure the Scope of Work is performed by the Consultant;

WHEREAS, subject to the conditions described in the Subregional Partnership Program Guidelines, reimbursable activities by the Sub-Recipient and Consultant will begin on September 3, 2020, and shall be completed by June 30, 2023;

WHEREAS, this MOU shall supersede and replace any previous agreements or negotiations between SCAG and the Sub-Recipient related to the Project described herein; and

WHEREAS, SCAG's Fiscal Year is from July 1 through June 30.

**NOW THEREFORE, IT IS MUTUALLY AGREED THAT:**

## 1. MOU Contents

This MOU is comprised of these terms and conditions and any attached Exhibits and may be amended only by written agreement between SCAG and the Sub-Recipient. The Recitals to this Agreement are also incorporated herein by this reference.

## 2. Scope of Work

a. The Sub-Recipient shall perform its duties under the Scope of Work and under this MOU, in accordance with applicable State requirements, and the provisions of this MOU.

b. SCAG shall only be obligated to make payments to the Sub-Recipient from REAP Program funding that SCAG actually receives and only for work performed as part of the Scope of Work regarding the Project. SCAG intends to use state funds to meet its funding obligations described herein.

c. The Sub-Recipient shall use the Grant Funds to perform its duties in accordance with the approved Scope of Work as contained in the timeline and budget and related information outlined in the Subregional Partnership Program application and any subsequent applications.

d. The Sub-Recipient has requested that SCAG procure a Consultant for the benefit of the Project. SCAG will enter into a contract with the selected Consultant.

e. If SCAG is able to contract for services at a lower cost than outlined in Sub-Recipient's Subregional Partnership Program application and approved Scope of Work budget, including any contingency retained by SCAG for Consultant costs, the remaining funds may be used to fund other REAP programs by SCAG. The Sub-Recipient shall have the opportunity to submit a revised Scope of Work Approval form detailing a proposed use for the remaining funds within 30 days of execution of the contract creating the cost savings. The proposed use is subject to approval by the SCAG Project Manager, and must be proposed to fund meaningful work which adheres to the guidelines.

f. The approved Scope of Work shall be documented using the Scope of Work Approval Form, attached hereto as "Exhibit A" and incorporated herein by this reference and subsequently herein referred to "Approval Form." The completed Approval Form must be signed and agreed upon by Subrecipient Project Manager and SCAG Project Manager, prior to the performance of the Scope of Work. The completed Approval Form may be signed by way of a manual or authorized digital signature, or a signature stamp. The completed Approval Form may be amended subject to approval by SCAG. No alteration or deviation of the Scope of Work shall be valid unless the completed Approval Form is amended and properly signed and agreed upon by both Parties.

g. The Sub Recipient's Scope of Work includes, but is not limited to, the following activities that shall be carried out in coordination with SCAG.

   i. Draft all scopes for the Project work;
   ii. Act as Project manager (PM) point of contact for procurements (with SCAG Analyst);
   iii. Write and negotiate the final Task Order/Notice to Proceed for the Consultant;
   iv. Direct the work of the Consultant;
   v. Review and approve Consultant invoices prior to submission to SCAG;
   vi. Reporting/invoicing as necessary.

h. Following execution of the contract between the SCAG and the Consultant, the Sub-Recipient shall be responsible, in consultation with SCAG, for overseeing and managing the Consultant's activities in performing the Scope of Work, and the Consultant's compliance with its obligations under the Consultant's contract with SCAG. Each Party's Project Manager shall review and approve Consultant's invoices.

i. The Sub-Recipient's Project Manager shall be responsible for final approval of Consultant's deliverables consistent with the Scope of Work; provided, however, that prior to approving a deliverable from the Consultant, the Sub-Recipient's Project Manager shall consult with SCAG's Project Manager.

j. In the event that the Sub-Recipient believes an amendment to the Consultant contract is required, the Sub-Recipient shall notify SCAG's Project Manager in writing of the recommended changes and basis therefor. Any decision to amend the Consultant contract shall be made by SCAG, in its sole discretion. Sub-Recipient shall have no authority to promise or execute any such amendment, and Sub-Recipient shall not make any representations to the Consultant regarding a proposed amendment.

k. The Sub-Recipient shall provide SCAG with quarterly reports and a final report as specified in Section 7 of this MOU.

l. The Sub-Recipient agrees that SCAG, or its authorized representative(s), shall have access to and the right to examine, audit, excerpt, copy or transcribe any pertinent transaction, activity, or record relating to this Agreement. All such material shall be kept and maintained by the Sub-Recipient and shall be made available to SCAG during the term of this Agreement unless SCAG's advance written permission is given to dispose of any such material.

## 3. Term

The Term of this Agreement shall begin on the Effective Date of the Agreement and continue until June 30, 2023, hereinafter referred to as the "Completion Date," unless terminated earlier as provided herein. Time is of the essence in the performance of services under this MOU.

## 4. Program Management

a. All work under this MOU shall be coordinated with SCAG and the Sub-Recipient through the Project Managers.

b. For purposes of this MOU, SCAG designates the following individual as its Project Manager:

Ma'Ayn Johnson
Housing Program Manager
(213) 236-1975
johnson@scag.ca.gov

SCAG reserves the right to change this designation upon written notice to the Sub-Recipient.

c. For purposes of this MOU, the Sub-Recipient designates the following individual as its Project Manager:

Wells Lawson
Deputy Executive Officer, Joint Development
(213)-922-7217
LawsonW@metro.net

The Sub-Recipient reserves the right to change this designation upon written notice to SCAG.

## 5. Funding

a. SCAG's contribution to the Project is funded wholly with state REAP Program funds, in an amount not to exceed one million six hundred thousand Dollars ($1,600,000), which amount includes the funds to be paid by SCAG to the Consultant. SCAG shall not be obligated to make payments for any Project costs that exceed one million six hundred thousand Dollars ($1,600,000).

b. SCAG reserves the right, in its sole discretion, to discontinue funding the Program and terminate the contract as described in Section 22 of this MOU.

c. Any costs for which the Sub-Recipient receives reimbursement or credit that is determined by a subsequent audit or other review by either SCAG, the Department or other State authorities to be ineligible or otherwise unallowable, are to be repaid by the Sub-Recipient within thirty (30) calendar days of the Sub-Recipient receiving notice of audit findings and a written demand for reimbursement from SCAG. Such repayment shall include interest, penalties or related fees, as determined by the Department or other State authorities. Should the Sub-Recipient fail to reimburse unallowable costs due to SCAG within thirty (30) calendar days of demand, or within such other period as may be agreed between both parties hereto, SCAG is authorized to withhold future payments due to the Sub-Recipient.

## 6. Compensation

a. The maximum amount payable to Sub-Recipient under this Agreement, including all expenses, shall not exceed $1,600,000, subject to Sections 3 (Term) and 5 (Funding Requirements) of this Agreement. SCAG shall not be obligated to make payments to Sub-Recipient under this Agreement for any costs that exceed the foregoing sum.
b. This is a Lump Sum with Milestone/Progress Payment Agreement. Sub-Recipient shall be paid based upon completion of deliverables as outlined in the Scope of Work Approval Form.

## 7. Invoices and Progress Reports

a. SCAG's contribution to the Project shall be made on a reimbursement basis to the Sub-Recipient after the Sub-Recipient has performed the services made pursuant to the Scope of Work, and as direct payments to the Consultant under SCAG's contract with the Consultant. All invoices submitted to SCAG for payment shall be e-mailed to accountspayable@scag.ca.gov (file cannot exceed 10MB) and SCAG Project Manager.

b. Not less frequently than once in every month, the Sub-Recipient shall submit an invoice to SCAG using the Invoice Report, attached hereto and incorporated herein by this reference and subsequently herein referred to as "Exhibit B." SCAG shall reimburse the Sub-Recipient for paid Staff charges. The Invoice Report shall be accompanied by the attachments noted on the Invoicing Checklist and shall include a narrative description of the progress towards completion of tasks related to the Project, along with copies of paid Staff charges and a proof of the payments.

c. The Invoice Report shall include the following information:
   1) Names of Sub-Recipient personnel performing Project work
   2) Dates and times of Project work
   3) Location of Project work
   4) Itemized costs, including identification of each employee, contractor or subcontractor staff who provided services during the period of the invoice, the number of hours and hourly rates for each such employee, including timesheets showing charges to the Project; invoices and vouchers, evidencing in proper detail the nature of the charges, and other documentation requested by SCAG; contractor or subcontractor staff member, authorized travel expenses with receipts, receipts for authorized materials or supplies, and subcontractor invoices.

5) The Sub-Recipient shall submit narrative reports indicating percentage of completion with each set of invoices to allow the SCAG's Project Manager to determine if the Sub-Recipient is performing to expectations, is on schedule, is within funding limitations, as well as to communicate interim findings, and to afford occasions for airing difficulties respecting special problems encountered so that remedies can be developed.

d. Incomplete or inaccurate invoices shall be returned to the Sub-Recipient unapproved for correction.

e. All direct costs billed must be specifically identified and supported with original receipts, invoices, or statements. Travel expenses and per diem rates are not to exceed the rate specified by the State of California Department of Human Resources for similar employees (i.e. non-represented employees) unless written verification is supplied that government hotel rates were not then commercially available to the Sub-Recipient, its sub-recipient, contractors, and/or subcontractors, at the time and location required as specified in the following link: https://www.calhr.ca.gov/employees/Pages/travel-reimbursements.aspx. Also see website for summary of travel reimbursement rules.

f. By the tenth day following the start of a new quarter (i.e., January 10, April 10, July 10, October 10), the Sub-Recipient shall submit a Quarterly Report using the Sub-Recipient Report Template provided by SCAG Project Manager to the Sub-Recipient Project Manager prior to the due date. A copy of the Sub-Recipient Report Template is attached hereto as "Exhibit C" and incorporated herein by this reference and subsequently herein referred to as the "Report Template". The Report Template may be modified at any time by the SCAG Project Manager, and will be provided to the Sub-Recipient Project Manager as soon as the change is in effect. The Quarterly Report shall include, in narrative form, a description of services performed by Sub-Recipient's staff and Consultant as well as progress toward completion of tasks related to the Project for the prior quarter and a reporting of all costs incurred regarding the Project.

g. By February 10 of each year following receipt of funding pursuant to this MOU, the Sub-Recipient shall submit an Annual Report using the Report Template. The Annual Report shall include, in narrative form, a description of services performed by Sub-Recipient's staff and Consultant as well as progress toward completion of tasks related to the Project for the prior year and a reporting of all costs incurred regarding the Project for that period.

h. On April 10, 2021, the Sub-Recipient Project Manager shall submit the Housing Element Progress portion of the Report Template to SCAG Project Manager. The Housing Element Progress section shall thereafter be required annually, as part of the Annual Report due on February 10 of each year.

i. As each project is finalized, and no later than July 21, 2023, the Sub-Recipient shall submit a Close-Out Report for each project, in a format to be determined by the SCAG Project Manager. At the time of the drafting of this MOU, the Awarding Agency, State of California, Department of Housing and Community Development has not provided the requirements for the Close-Out Report due to the Department by all grantees at the conclusion of the grant performance period. Therefore, the Close-Out Report format required by SCAG of Sub-Recipients is not available at this time, but will be provided to the Sub-Recipient Project Manager by SCAG Project Manager once it becomes available.

j. On all documents submitted to SCAG for the Project, including Invoices, Quarterly Reports, Annual Reports, and Close Out Form, the Project Number (OWP No. 300-4872.03) shall be referenced from the Effective Date through June 30, 2023.

k. The Parties acknowledge that SCAG's fiscal year is from July 1 to June 30. The Sub-Recipient agrees to submit all invoices to SCAG for services rendered through June 30th, no later than July 21st during the Term of this Agreement (e.g., 7/21/21, 7/21/22, & 7/21/23). SCAG shall not be obligated to pay the Sub-Recipient for any invoice received after such date.

## 8. Accounting Records

a. The Sub-Recipient shall establish and maintain an accounting system conforming to Generally Accepted Accounting Principles ("GAAP") to support Invoices which segregate and accumulate the costs of work elements by line item and produce Progress Reports which clearly identify reimbursable costs and other expenditures by work elements.

b. The Sub-Recipient shall establish a separate ledger account for receipts and expenditures of Grant Funds and maintain expenditure details in accordance with the scope of work, project timeline and budget.

c. The Sub-Recipient shall maintain documentation of its competitive bid process consistent with the Sub-Recipient's procurement procedures and comply with the requirements set forth in Section 2.f, all applicable laws, rules, regulations and ordinances applicable to Sub-Recipient governing procurement, and all applicable provisions of California state law, and financial records of expenditures incurred during the course of the project in accordance with GAAP.

   i. The Sub-Recipient agrees that SCAG or designated representative shall have the right to review and to copy any records and supporting documentation pertaining to the performance of this MOU.

   ii. The Sub-Recipient shall be responsible for maintaining accounting records as specified above.

d. SCAG's contract with the Consultant will include the accounting requirements contained in this section, and Sub-Recipient shall assist with ensuring compliance by the Consultant with such requirements.

## 9. <u>Allowable Uses of Grant Funds</u>

a. SCAG shall not award or disburse funds unless it determines that the Grant Funds shall be expended in compliance with the terms and provisions of the Notice of Funding Opportunity (NOFA) for the REAP Program pursuant to Chapter 3.1 of Health and Safety Code (Sections 50515 to 50515.05) (Chapter 159, Statutes of 2019), which includes associated forms and guidelines and this Agreement.

b. Grant Funds shall only be used by the Sub-Recipient for project activities approved by SCAG that involve planning activities in accordance with the NOFA published by the Department.

c. Grant Funds may not be used for administrative costs of persons employed by the Sub-Recipient for activities not directly related to eligible activities.

d. The Sub-Recipient shall use no more than 5 percent (5%) of the total Grant Funds for administrative costs related to the Project. For purposes of this MOU, administrative costs are defined as: preparing invoices and supporting documentation; preparing quarterly progress reports; and participating in project management meetings. Additional funds may be used from other sources solely contributed by the Sub-recipient to support the Sub-recipient's administration of the Project.

    i. The Sub-Recipient must clearly indicate if funds will be used towards administrative costs on or before the Effective Date of this MOU.
    ii. If the Sub-Recipient is seeking reimbursement for indirect costs, they must annually submit an Indirect Cost Allocation Plan ("ICAP") or an Indirect Cost Rate Proposal ("ICRP") to its cognizant agency for indirect costs in accordance with Title 2 Code of Federal Regulations Part 200 (2 CFR 200) Uniform Administrative Requirements, Cost Principles, And Audit Requirements for Federal Awards. The cognizant agency for indirect costs means the federal agency responsible for reviewing, negotiating, and approving indirect cost allocation plans or indirect cost proposals. The Sub-Recipient must include their estimated indirect cost rate in the project application and provide a copy of the acceptance letter from their cognizant agency for the approved ICAP or ICRP for the current fiscal year. Indirect costs may be sought for reimbursement only if the Sub-Recipient has received ICAP/ICRP approval from its cognizant agency on or before the Effective Date of this MOU.
    iii. All indirect costs may only be charged as administrative costs and are subject to limit on administrative costs set in Section 9d.
    iv. The Sub-Recipient must inform SCAG in writing if an ICAP/ICRP will be utilized, and indirect costs charged to the administrative cost allowance on or before the Effective Date of this MOU.

e. The Sub-Recipient shall be accountable to SCAG and the Department to oversee Consultants' performance. The agreement between SCAG and the Consultant shall provide for compliance with all applicable requirements of this Agreement as determined by SCAG.

f. SCAG will provide reimbursement only for approved and eligible costs incurred after September 3, 2020, as described in the conditions of the Subregional Partnership Program Guidelines.

g. There must be a strong implementation component for the funded activity through REAP, including, where appropriate, agreement by the Sub-Recipient to submit the completed planning document to the applicable board, council, or other entity for adoption. The Sub-Recipient that does not formally request adoption of the funded activity may be subject to repayment of the Grant Funds.

h. In the event that it is determined, at the sole discretion of SCAG, that the Sub-Recipient is not meeting the terms and conditions of the Agreement, immediately upon receiving a written notice from SCAG to stop work, the Sub-Recipient shall cease all work under the Agreement. SCAG has the sole discretion to determine that the Sub-Recipient meets the terms and conditions after a stop work order, and to deliver a written notice to the Sub-Recipient to resume work under the Agreement.

## 10. Electronic Version of Work Products

a. For purposes of this Agreement, "Work Products" shall mean any deliverables, including reports, data files, newsletters or any other written or electronic materials provided pursuant to the Scope of Work.

b. The Sub-Recipient shall submit one (1) electronic copy of all completed deliverables associated with the Project to the assigned SCAG Project Manager.

c. SCAG shall own all Work Products and shall grant to the Sub-Recipient a perpetual royalty-free, non-assignable, non-exclusive and irrevocable license to reproduce, publish or otherwise use Work Products related to the Project and developed as part of this MOU; provided, however, that any reproduction, publishing, or reuse of the Work Products will be at the Sub-Recipient's sole risk and without liability or legal exposure to SCAG.

d. Subject to any provisions in the California Public Records Act to the contrary, SCAG's contract with the Consultant shall require that all deliverables and related materials related to the Project shall be held confidential by Consultant. Nothing furnished to the Sub-Recipient or SCAG which is otherwise known or is generally known, or has become known, to the related industry shall be deemed confidential. The Sub-Recipient shall also safeguard such confidential materials from unauthorized disclosure, using the same standard of care to avoid disclosure, as the Sub-Recipient treats its confidential information, but in no case less than reasonable care.

## 11. MOU Changes

No alteration or deviation of the terms of this MOU shall be valid unless made in writing in the form of MOU Amendment and fully and properly executed by both parties. If an amendment is to become effective before the date of full execution by the Parties, the effective date of such amendment shall be no earlier than the date that SCAG received the Request.

## 12. Notices

Any notice or notices required or permitted to be given pursuant to this MOU may be personally served on the other party by the party giving such notice, or may be served by certified mail, return receipt requested, to the following addresses:

To SCAG: Cindy Giraldo
Chief Financial Officer
Southern California Association of Governments
900 Wilshire Blvd., Suite 1700
Los Angeles, CA 90017
(213) 630-1413
giraldo@scag.ca.gov

SCAG reserves the right to change this designation upon written notice to the Sub-Recipient.

To Sub-Recipient: Wells Lawson

Deputy Executive Officer, Joint Development
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
(213)-922-7217
LawsonW@metro.net

**13. Insurance**

The Sub-Recipient, at its own expense, shall procure and maintain policies of insurance of the types and amounts below, for the duration of the MOU. The policies shall state they afford primary coverage. Notwithstanding the foregoing, Sub-Recipient shall have the right, at its election but upon written notice to SCAG, to maintain all such insurance required under this Section 13 under a program of self-insurance or self-administered claims in lieu of purchasing such insurance; provided, however, that the scope and coverage limits are not less than those required below in subdivisions (a) and (b) below and provided, further, that the provisions in subdivision (c) apply to any self-insurance program. Any notice by Sub-Recipient shall detail consistency of its self-insurance program with the requirements of this Section 13. The minimum required insurance coverage required by SCAG is set forth below unless otherwise waived by SCAG, in its sole discretion. SCAG shall, in its contract with the Consultant, require that the Consultant provide insurance as specified in this section, and as further detailed in subparagraph (g) below.

a. Minimum Scope of Insurance – Coverage shall be at least as broad as:

1) Insurance Services Office Commercial General Liability coverage (Occurrence form CG0001), or its equivalent.

2) Insurance Services Office form number CA0001 (Ed. 1/87) covering Automobile Liability, code 1 (any auto) or its equivalent.

3) Workers' Compensation insurance as required by the State of California and Employer's Liability Insurance.

4) Professional Liability (Errors and Omissions) insurance appropriate to the Consultant's profession. This policy is only required to be provided by the Consultant.

b. Minimum Limits of Insurance – The Sub-Recipient and SCAG shall maintain limits no less than:

1) General Liability: $1,000,000 per occurrence for bodily injury, personal injury and property damage. If Commercial General Liability Insurance or other form with a general aggregate limit is used, either the general aggregate limit shall apply separately to this project/location or the general aggregate limit shall be twice the required occurrence limit.

2) Automobile Liability: Including contractual liability insuring owned, non-owned, hired and all vehicles by the Sub-Recipient with a combined single limit of not less than $1,000,000 applicable to bodily injury, or death, and loss of or damage to property in any one occurrence.

3) Workers' Compensation Liability: Including Occupational Diseases in accordance with California Law and Employers' Liability Insurance with a limit of not less than $1,000,000 each

accident.

4) Professional Liability Insurance: With limits of not less than $1,000,000 per occurrence. In addition, it shall be required that the professional liability insurance policy remain in effect for six (6) months after the Completion Date of this MOU.

c. Other Insurance Provisions – Both Sub-Recipient and SCAG should comply with the other insurance provisions. The general liability and automobile liability policies are to contain, or be endorsed to contain, the following provisions:

1) SCAG, its officials and employees are to be covered as additional insureds, as respects to liability arising out of the activities performed by or on behalf of the Sub-Recipient, products and completed operations of the Sub-Recipient; premises owned, occupied or used by the Sub-Recipient; or automobiles owned leased, hired or borrowed by the Sub-Recipient. The coverage shall contain no special limitations on the scope of protection afforded to SCAG, its officials and employees.

2) For any claims related to this Project, the Sub-Recipient's insurance coverage shall be primary insurance as respects SCAG, its officials and employees. Any insurance or self-insurance maintained by SCAG shall be excess of the Sub-Recipient's insurance and shall not contribute with it.

3) Any failure to comply with reporting or other provisions of the policies including breaches of warranties shall not affect coverage provided to SCAG, its officials and employees.

4) The Sub-Recipient's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.

5) Workers' Compensation and Employer's Liability policies shall contain the inclusion of SCAG, its members, subsidiaries, officials and employees and shall provide a waiver of subrogation.

d. Deductibles and Self-Insured Retentions – Any deductibles or self-insured retentions in amounts over $10,000 must be declared to and approved by SCAG.

e. Acceptability of Insurers – Insurance is to be placed with California admitted insurers with a current A.M. Best's rating of no less than A and be admitted, unless otherwise approved by SCAG.

f. Verification of Coverage – The Sub-Recipient shall furnish SCAG with original endorsements and certificates of insurance evidencing coverage required by this clause. All documents are to be signed by a person authorized by that insurer to bind coverage on its behalf. All documents are to be received and approved by SCAG before work commences. Upon request of SCAG at any time, the Sub-Recipient shall provide complete, certified copies of all required insurance policies, including endorsements affecting the coverage required by these specifications.

g. Consultant Insurance Requirements- SCAG shall require that the Consultant provide insurance in the types and amounts as specified above. SCAG shall require that the Consultant name the Sub-Recipient as an additional insured and provide the above specified endorsements in favor of Sub-Recipient as well as in favor of SCAG.

## 14. Indemnification

a. Except for the negligence or willful misconduct of SCAG and any of its directors, officers, agents, employees, assigns, and successors in interest, the Sub-Recipient undertakes and agrees to defend, indemnify, and hold harmless SCAG and any of its directors, officers, agents, employees, assigns, and successors in interest from and against all suits and causes of action, claims, losses, demands and expenses, including, but not limited to, attorney's fees and cost of litigation, damage or liability of any nature whatsoever, for death or injury to any person, including SCAG's employees and agents, or damage or destruction of any property of either party hereto or of third parties, arising in any manner by reason of the acts, errors or omissions or violations of law by the Sub-Recipient, employees and agents in connection with its activities in pursuing the Project or under this MOU.

b. SCAG shall require that the Consultant provide indemnification for Sub-Recipient to the same extent as SCAG, in the contract(s) between SCAG and the Consultant for work related to this Agreement.

## 15. Records Retention and Audits

a. The Sub-Recipient shall maintain all source documents, books and records connected with the Project and all work performed under this MOU for a minimum of three (3) years after the end of term of this MOU. Records relating to any and all audits or litigation relevant to this MOU shall be retained for five years after the conclusion or resolution of the matter or the date an audit resolution is achieved for each annual SCAG Overall Work Program ("OWP"), whichever is later, and shall make all supporting information available upon request for inspection and audit by representatives of SCAG, the Department, the California State Auditor, or other authorized government agency. Copies shall be made and furnished by SCAG upon request at no cost to SCAG.

b. SCAG shall maintain all source documents, books and records connected with the Project under this MOU for a minimum of three (3) years after the end of term of this MOU. Records relating to any and all audits or litigation relevant to this MOU shall be retained for five years after the conclusion or resolution of the matter or the date an audit resolution is achieved for each annual SCAG OWP, and shall make all supporting information available upon request for inspection and audit by representatives of the Sub-Recipient, the Department, the California State Auditor, or other authorized government agency. Copies shall be made and furnished by the Sub-Recipient upon request at no cost to the Sub-Recipient.

c. At any time during the term of this Agreement, SCAG and the Department may perform a financial audit of any and all phases of the award. At SCAG and the Department's request, the Sub-Recipient shall provide, at its own expense, a financial audit prepared by an independent certified public accountant. SCAG and the Department has the right to review project documents and conduct audits during project implementation and over the project life.

d. The Sub-Recipient agrees that SCAG and the Department shall have the right to review, obtain, and copy all records and supporting documentation to the performance of this Agreement. The Sub-Recipient agrees to provide any relevant information requested.

e. The Sub-Recipient agrees to permit SCAG and the Department access to its premises, upon reasonable notice, during normal business hours for the purpose of interviewing employees who might reasonably have information related to such records and inspecting and copying such books, records, accounts, and other material that may be relevant to a matter under investigation for the purpose of determining compliance with statutes, program guidelines, and this Agreement.

f. If any litigation, claim, negotiation, audit, monitoring, inspection or other action has been started before the expiration of the required record retention period, all records must be retained by the Sub-Recipient until completion of the action and resolution of all issues which arise from it. Records relating to any and all audits or litigation relevant to this Agreement shall be retained for five (5) years after the conclusion or resolution of the matter. SCAG shall include this records retention requirement in its contract with the Consultant.

g. If applicable, the Sub-Recipient agrees to include all costs associated with this MOU and any amendments thereto to be examined in the annual audit and in the schedule of activities to be examined under a single audit prepared by the Sub-Recipient in compliance with Subpart F of the Office of Management and Budget's Uniform Grant Guidance, formerly referred to as Circular A-133. The Sub-Recipient is responsible for assuring that the Single Auditor has reviewed the requirements of this MOU. Copies of said audits shall be submitted to SCAG.

h. Neither the pendency of a dispute nor its consideration by a Party or the State shall excuse the other Party from full and timely performance in accordance with the terms of this MOU.

## 16. General Terms and Conditions

a. The Sub-Recipient shall adhere to the requirements contained in the State of California General Terms and Conditions (GTC 04/2017) now incorporated by reference. Such requirements shall apply to the Sub-Recipient to the same extent as SCAG and may include, but are not limited to:

1) Recycling Certification
2) Non-Discrimination Clause
3) Anti-Trust Claims
4) Child Support Compliance Act
5) Priority Hiring Considerations
6) Small Business Participation and DVBE Participation

## 17. Equal Employment Opportunity/Nondiscrimination

a. In the performance of work undertaken pursuant to this MOU, the Parties and their assignees and successors in interest, shall affirmatively require that their employees and contractors shall not unlawfully discriminate, harass or allow harassment, against any person, employee or applicant for employment because of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, genetic information, marital status, sex, gender, gender identity, gender expression, age, sexual orientation, or military and veteran status.

b. The Parties shall ensure that the evaluation and treatment of their employees and applicants for employment are free from such discrimination and harassment. The Parties shall comply with the

provisions of the Fair Employment and Housing Act (Government Code, Section 12900 et seq.), the applicable regulations promulgated there under (California Code of Regulations, Title 2, Section 11000 et seq.), the provisions of Article 9.5, Chapter 1, Part 1, Division 3, Title 2 of the Government Code (Gov. Code §§11135-11139.5), and the regulations or standards adopted by the awarding state agency to implement such article.

c. The Parties shall permit access by representatives of SCAG, the Department of Fair Employment and Housing and the awarding state agency upon reasonable notice at any time during the normal business hours, but in no case less than 24 hours' notice, to such of its books, records, accounts, and all other sources of information and its facilities as said Department shall require to ascertain compliance with this clause. The Parties shall give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other agreement. The Parties shall include the nondiscrimination and compliance provisions of this clause in all sub-agreements to perform work under this MOU.

d. The applicable regulations of the Fair Employment and Housing Commission implementing the Government Code sections referenced above, are incorporated into this MOU by reference and made a part hereof as if set forth in full.

e. In the event of noncompliance by either Party with the nondiscrimination provisions of this MOU, the other Party may cancel, terminate or suspend the MOU, in whole or in part.

f. If required by Department, additional or alternate sanctions for noncompliance may be imposed.

**18. Conflict of Interest**

The Parties shall comply with federal and state conflict of interest laws, regulations and policies as well as all applicable federal and state laws, regulations and policies in connection with its activities pursuant to this Agreement.

**19. Independent Contractor**

The Sub-Recipient and its officers, employees and agents shall be independent contractors in the performance of this MOU, and not officers, employees, contractors or agents of SCAG.

**20. Disputes**

a. In the event of a dispute among the Parties concerning a question of fact arising under this Agreement that is not disposed of by agreement, which involves a decision by the Department's Housing Policy Development Manager (or the Manager's designee) who may consider any written or verbal evidence submitted by SCAG, the decisions of the Department shall be final and not subject to further appeal pursuant to Health and Safety Code Section 50515.04(g). SCAG shall include in such submittal to the Department any written or verbal evidence submitted to SCAG by the Parties, at the discretion of SCAG, as part of this process. Neither the pendency of a dispute nor its consideration by the Department will excuse the Parties from full and timely performance in accordance with the terms of this agreement.

b. For other disputes and except as otherwise provided in this MOU, if a dispute arises between the Parties to this MOU, the Parties hereto agree to use the following procedure to resolve such dispute, prior to pursuing other legal remedies:

c. A meeting shall be held promptly between the Parties that will be attended by the Sub-Recipient's Project Manager and SCAG's Project Manager as well as individuals with decision-making authority (to the extent reasonably possible), who will attempt in good faith to negotiate a resolution of the dispute.

d. If the Parties are unsuccessful in resolving the dispute under (c) above, they may:

   1) agree to submit the matter to mediation, binding judicial reference, or a private adjudicator (if all Parties so agree); or

   2) initiate litigation following advance written notice to the other Party of not less than thirty (30) days.

e. If any Party should bring a legal action against the other to enforce the terms of this MOU, the prevailing Party shall be entitled to recover reasonable attorneys' fees and costs, as determined by a court of competent jurisdiction in said proceeding.

**21. <u>Noncompliance</u>**

In addition to such other remedies as provided by law, in the event of nonperformance or noncompliance with any grant condition or specific requirement of this MOU, this MOU may be terminated pursuant to Section 22.

**22. <u>Termination of MOU</u>**

a. <u>Termination for Convenience</u>. Either Party may terminate this MOU at any time by giving written notice to the other party of such termination at least thirty (30) calendar days before the effective date of such termination. In such event, all finished or unfinished documents and other materials as described in the MOU shall be provided to SCAG and the Sub-Recipient shall be paid for all services performed by the Sub-Recipient through the effective date of termination, provided the required consultation between the Sub-Recipient and SCAG has been undertaken in accordance with Section 2(f) of this MOU. Any Party terminating this MOU before the effective date of termination shall be responsible for any actual, incurred termination costs incurred by the Consultant as a result of such termination notice.

b. <u>Termination for Cause (Sub-Recipient Default)</u>. If through any cause, the Sub-Recipient shall fail to timely and adequately fulfill its obligations under this MOU, or if the Sub-Recipient violates any of the covenants, agreements, or stipulations of this MOU, SCAG shall thereupon have the right to terminate the MOU by giving not less than ten (10) calendar days written notice to the Sub-Recipient of the intent to terminate and specifying the effective date thereof. SCAG shall provide a reasonable opportunity for the Sub-Recipient to cure prior to termination. In no event shall such opportunity to cure extend beyond the term of the MOU. In the event that SCAG invokes this termination clause, all finished or unfinished documents and other materials as described in the MOU shall be returned to SCAG at its option.

c. Termination for Cause (SCAG Default). If through any cause, SCAG shall fail to timely and adequately fulfill its obligations under this MOU, or if SCAG violates any of the covenants, agreements, or stipulations of this MOU, the Sub-Recipient shall thereupon have the right to terminate the MOU by giving not less than ten (10) calendar days written notice to SCAG of the intent to terminate and specifying the effective date thereof. The Sub-Recipient shall provide a reasonable opportunity for SCAG to cure prior to termination. In no event shall such opportunity to cure extend beyond the term of the MOU. In the event that the Sub-Recipient invokes this termination clause, all finished or unfinished documents and other materials as described in the MOU shall be returned to the Sub-Recipient at its option.

**23. Non-Assignment**

a. Neither Party shall assign this MOU, or any part thereof, without the written consent of each Party to this MOU, which consent may be granted, withheld or conditioned in the consenting Party's sole and absolute discretion. Any assignment without such written consent shall be void and unenforceable.

b. The covenants and agreement of this MOU shall inure to the benefit of, and shall be binding upon, each of the Parties and their respective successors and assignees.

**24. Release of Information**

The Sub-Recipient shall not release any information to a third party or otherwise publish or utilize any information obtained or produced by it as a result of or in connection with the performance of services under this Agreement without the prior written authorization of SCAG, except as required by law (including, without limitation, pursuant to the California Public Records Act) and with prior written notice to SCAG.

**25. Non-Exclusivity**

Nothing herein is intended nor shall be construed as creating an exclusive arrangement between SCAG and the Sub-Recipient. This Agreement shall not restrict SCAG from acquiring similar, equal or like services from other entities or sources.

**26. Severability**

If any provision of this MOU is held to be illegal, invalid, or unenforceable, in whole or in part, such provision shall be modified to the minimum extent necessary to make it legal, valid, and enforceable, and the legality, validity, and enforceability of the remaining provisions shall not be affected thereby.

**27. Survival**

The following sections survive expiration or termination of this MOU:

Section 10 (Electronic Version of Work Products)
Section 14 (Indemnification)
Section 20 (Disputes)

Section 24 (Release of Information)

## 28. Jurisdiction and Venue

This MOU shall be deemed an agreement under the laws of the State of California and for all purposes shall be interpreted in accordance with such laws. Both Parties hereby agree and consent to the exclusive jurisdiction of the courts of the State of California and that the venue of any action brought thereunder shall be Los Angeles County, California.

## 29. Waiver

No delay or failure by either Party to exercise or enforce at any time any right or provision of this Agreement shall be considered a waiver thereof of such Party's right thereafter to exercise or enforce each and every right and provision of this Agreement. A Waiver to be valid shall be in writing but need not be supported by consideration. No single waiver shall constitute a continuing or subsequent waiver.

## 30. Standard of Care

The Parties shall perform the work required for the production of the Project under this MOU in accordance with generally accepted industry standards, practices, and principles applicable to such work.

## 31. Force Majeure

Neither the Sub-Recipient nor SCAG shall be liable or deemed to be in default for any delay or failure in performance under this MOU and Consultant shall not be liable under its contract with SCAG for interruption of services resulting, directly or indirectly, from acts of nature, civil or military authority, acts of public enemy, war, strikes, labor disputes, pandemics, or any other similar cause beyond the reasonable control of the Sub-Recipient, SCAG or Consultant, provided that the Party seeking to delay or excuse its performance as a result of such event shall notify the other Party in writing of such circumstances within not more than ten (10) days following the first occurrence of the event forming the basis of the delay or excuse of performance. In the event that the Party seeking to delay or excuse its performance fails to timely deliver the notice described in the previous sentence, then such event shall not relieve the Party from its timely performance.

## 32. Execution of MOU or Amendment

This MOU, or any amendment related thereto (Amendment), may be executed in multiple counterparts, each of which shall be deemed to be an original, but all of which shall constitute one and the same agreement. The signature page of this MOU or any Amendment may be executed by way of a manual or authorized digital signature. Delivery of an executed counterpart of a signature page to this Agreement or an Amendment by electronic transmission scanned pages shall be deemed effective as a delivery of a manually or digitally executed counterpart to this Agreement or any Amendment.

## 33. Effective Date

This MOU shall be effective as of the last date in which the document is executed by both Parties.

## 34. Entire MOU

This MOU, including the attached Exhibits A, B C, and D represents and contains the entire agreement of the Parties with respect to the matters set forth herein. This MOU supersedes any and all prior negotiations, discussions and, if any, previous agreements between the Parties.

## 35. Authority

The Sub-recipient warrants and certifies that it possesses the legal authority to execute this Agreement and to undertake administration of the proposed Project, and that a resolution, motion, or similar action has been fully adopted or passed, as an official act of the Sub-recipient's governing body, authorizing receipt of SCAG Grant Funds, and directing and designating the authorized representative(s) of the Sub-recipient to act in connection with the Project specified and to provide such additional information as may be required by SCAG.

**ATTACHMENT A**

**SIGNATURE PAGE TO**
**MEMORANDUM OF UNDERSTANDING**
**NO. M-00x-21**

IN WITNESS WHEREOF, the Parties have caused this MOU to be executed by their duly authorized representatives as of the dates indicated below:

**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS ("SCAG")**

By: _____ _____
Cindy Giraldo Date
Chief Financial Officer

APPROVED AS TO FORM:

By: _____ _____
Michael R.W. Houston Date
Chief Counsel

**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ("LACMTA")**

By: _____ _____
Holly Rockwell Date
Senior Executive Officer

APPROVED AS TO FORM:

RODRIGO A. CASTRO-SILVA
County Counsel

By: _____ _____
Michelle Acosta Date
Senior Deputy County Counsel

# Exhibit A
# Scope of Work Approval Form

Regional Early Action Planning (REAP) Grant
Subregional Partnership Program
Scope of Work Approval Form - Project Summary

**Subregional Partner:** _____

☐Original Scope of Work Approval ☐Add or Remove Project Manager
☐Revision Requested to Projects (Please check all that apply)
☐Revise/Delete a Previously Approved Project or Task ☐Change Funding Allocation Between Projects
☐Add a New Project ☐Project/Task Date Change ☐Change in Deliverable
☐ RHNA Adjusted Allocation Initiated by SCAG
☐Other (Please describe)

SCAG Approval Date: _____

Revision Request Date: _____

**Approved Summary of Projects and Activities (application approved on XX.XX.XXX)**

| | Project/Activity Name | Phase 1 funding | Phase 2 funding | Total Project Funding |
|---|---|---|---|---|
| 1 | | | | |
| 2 | | | | |
| 3 | | | | |
| 4 | | | | |
| 5 | | | | |
| 6 | | | | |
| 7 | | | | |
| | **Phase Total** | | | |
| | **Total Approved Funding Amount** | | | |

*Please check the box below if you are intending to use funding for administrative costs. If you do not elect to utilize the 5% admin allowance, the award amount will not be affected, but all funds must be used for program activities. This decision can not be changed later, so please choose carefully.*

☐ A portion of the requested funding amount above will be applied as "administrative costs", which can be up to 5% of the total project funding.

*If you checked the box above, please indicate if you plan to utilize:*

☐ The entire 5% allowable under the grant terms.
☐ A different percentage: Click or tap here to enter text.
☐ A specific dollar amount: Click or tap here to enter text.

**Approved Summary of Projects and Activities (Revision)** *If a revision is requested, please also update the appropriate individual project outline(s) on the following pages. If a new project is being requested, please fill out a new project outline using the template on the last three pages of this form.*

| | Project/Activity Name and requested change | Total Amount |
|---|---|---|
| 1 | | |
| 2 | | |
| 3 | | |
| 4 | | |
| 5 | | |
| 6 | | |
| 7 | | |
| | **Total Approved Funding Amount** | |

**Approval Requested By:**
SUBRECIPIENT PROJECT MANAGER
Name and Title

Signature Date

**Approved By:**
SCAG PROJECT MANAGER
Ma'Ayn Johnson, Housing Programs Manager

Signature Date

**Note to Subrecipient(s):**

*If the approved Scope of Work includes the adoption or amendment of ordinances or any other support activities, those activities, e.g., ADU ordinances, must support the creation of additional housing and be in compliance with applicable current State and Federal laws and statutes. If the project is found to be non-compliant with any current laws or statutes, reimbursement will be denied, and any funds previously disbursed may be subject to repayment by the Subrecipient. If the Subrecipient is unclear as to the legality of their proposed ordinance or amendment, the SCAG Project Manager can offer technical assistance. The California Department of Housing and Community Development has a website for current ADU law and resources for agencies at https://www.hcd.ca.gov/policy-research/accessorydwellingunits.shtml.*

**Project Metrics**

Each REAP project requires a metric to qualitatively measure the outcome of the project. Project metrics selected on this form will be included in the REAP SRP quarterly progress reporting form for your subregion. *Please select **all metrics** that will apply to your approved projects:*

1. Accessory dwelling unit projects
   - ☐ Number of ordinances updated or adopted resulting from the project
   - ☐ Range of weeks (or other time period) saved to approve permits from streamlined process *(compared to baseline/current conditions)*
   - ☐ Units permitted under project implementation/affordable units permitted under project implementation
   - ☐ Number of pre-approved plans designed and approved
   - ☐ Other: *(please specify)*
2. Outreach/public engagement projects
   - ☐ Number of events/meetings
   - ☐ Number of participants
   - ☐ Number of elected official/decisionmaker participants
   - ☐ Number of website hits
   - ☐ Number of video hits
   - ☐ Number of tool users or downloads
   - ☐ Other: *(please specify)*
3. GIS-related projects
   - ☐ Increase in total residential capacity and/or affordable residential capacity *(compared to baseline/current capacity)*
   - ☐ Other: *(please specify)*
4. AFFH-related projects
   - ☐ Number of adopted/implemented programs that increase access to fair housing
   - ☐ Other: *(please specify)*
5. Housing trust fund projects
   - ☐ Number of loan documents generated
   - ☐ Number of additional identified funding sources and amounts
   - ☐ Grants applied for and awarded if successful
   - ☐ Other: *(please specify)*
6. Plans and/or policies for implementation that are not related to ADUs (e.g., zoning ordinance updates, streamlined permitting processes, adoption of zoning strategies, etc)
   - ☐ Additional unit capacity resulting from drafting or adopting plan *(compared to baseline/current conditions)*
   - ☐ Range of weeks (or other time period) saved to approve permits from streamlined process *(compared to baseline/current conditions)*
   - ☐ Other: *(please specify)*

*Use the space below to indicate any metrics not listed above that will be used to measure progress on your project(s), and indicate the project number(s) measured by the metric(s).*

Other projects *(please specify metrics)*

Click or tap here to enter text.

*SCAG will provide enough copies of the following two pages for each approved project.*

| 1 | Project Name |
|---|---|

☐ Metrics for this project have been selected in the "Project Metrics" portion of this form.

*Please consult with the SCAG Project Manager if you need assistance in determining appropriate metrics for this project.*

**Brief Description of Project:**

*As provided in initial approved application*

**Alignment with SCAG Connect SoCal regional priorities:**

*As provided in initial approved application*

Housing element progress

*Subregional partners must demonstrate jurisdictional progress toward housing element preparation before projects and activities that are not directly related to housing element preparation can be funded. In the section below, please list the jurisdictions your subregional area covers, planned SB 2 and LEAP activities (if any), and housing element progress. If a LEAP grant has not yet been awarded, please also indicate in the table. The rubric below can be used to indicate housing element progress: Use additional space or add additional lines, if needed.*

A. *The jurisdiction has either consultant or dedicated staff resources for their housing element updates, with all updates underway; no additional REAP support is proposed.*

B. *The jurisdiction has either consultant or dedicated staff resources for their housing element updates. A REAP support project for housing element updates is proposed by our subregion.*

C. *The jurisdiction has neither consultant nor dedicated staff resources for their housing element updates. A REAP support project for housing element updates by our subregion is NOT proposed. This jurisdiction will need technical assistance resources for their housing element update.*

D. *Our subregion is unaware of the status of housing element updates for this jurisdiction*

| Jurisdiction | SB 2 or LEAP (Local Early Action Program) Tasks re: Housing Element | Housing element progress (A., B., C. or D.) |
|---|---|---|
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |






| 1 | Project Name |
|---|---|

Project/Activity Tasks

| Task and sub-tasks | Staff/Consultant/Both | Estimated cost | Phase 1 or 2 | Begin date | End date | Deliverable |
|---|---|---|---|---|---|---|
| *As provided in initial approved application* | | | | | | |
| | | | | | | |
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| | | | | | | |
| | | | | | | |
| | | | | | | |
| **Total projected cost** | | | | | | |

*Please provide more information about the new requested project. Use additional pages if needed, and copy the template if more than one new project is being requested.*

| New Project Name: | |
|---|---|
| Estimated cost | |
| Expected start date | |
| Expected end date | |
| Does this project require the procurement of at least one consultant? | ☐no<br>☐yes<br>__ total number of consultant firms expected for projects |
| Agency expected to procure consultant | ☐subregional partner<br>☐SCAG<br>☐Other, please specify: |
| Agency expected to administer or implement project or activity* | ☐subregional partner<br>☐SCAG<br>☐Other, please specify: |
| Which agency will be directly paying consultant invoices? | ☐subregional partner (SCAG will reimburse the subregional partner)<br>☐SCAG |
| Does this project require adoption or approval by a local decision-making body for implementation? | ☐no<br>☐yes<br>If yes, please specify the expected adoption/approval date: _____ |

**The implementing agency cannot have any unresolved audit findings from prior government contracts and cannot be party to pending land use, housing, or environmental litigation which could impact the proposed activities.*

Please provide more details about the project or activity, including:

- Brief description of project key deliverables and tasks, proposed performance indicators
- Nexus to housing production and why the task necessary for the adoption or implementation of the listed eligible activities for any tasks that are considered indirect to housing production (e.g., EIRs or General Plan amendments)
- Expected outcome of project or activity (i.e., plans for adoption or implementation)
- Related tasks that will be funded from other funding sources besides REAP (e.g., LEAP, SB 2) and the amount
- You may add additional space, as needed

| |
|---|
| |

**Alignment with SCAG Connect SoCal regional priorities** (refer to Program Guidelines and attachment)
*Please describe below how the project or activity aligns and advances Connect SoCal and Housing Program regional priorities and framework. You may add additional space, as needed.*

| |
|---|
| |




Regional Early Action Planning (REAP) Grant
Subregional Partnership Program
Scope of Work Approval Form

| New Project Name: |
|---|

Project/Activity Tasks

| Task and sub-tasks | Staff/Consultant/Both | Estimated cost | Phase 1 or 2 | Begin date | End date | Deliverable |
|---|---|---|---|---|---|---|
| | | | | | | |
| | | | | | | |
| | | | | | | |
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| | | | | | | |
| | | | | | | |
| **Total projected cost** | | | | | | |

# Exhibit B
# Invoice Report Format

**Use Agency Letterhead**

SAMPLE

**INVOICE**

**Email invoice to:**
accountspayable@scag.ca.gov
Cindy Giraldo
Chief Financial Officer
Southern California Association of Governments
900 Whilre Blvd., Ste 1700
Los Angeles, CA 90017

Date: _____
Invoice #: _____
Invoice Period: _____

MOU #: _____
OWP #: _____
Project Title: _____

| *Cost Categories* | | *Hourly Rate* | *Hours* | *Budget* | *Current Invoice* | *Previously Invoiced* | *YTD Expenditure* | *Balance* |
|---|---|---|---|---|---|---|---|---|
| ***Tasks (labor only)*** | | | | | | | | |
| ***Task 1*** | | | | | $0.00 | $0.00 | $0.00 | $0.00 |
| ***Task 2*** | | | | | $0.00 | $0.00 | $0.00 | $0.00 |
| ***Task 3*** | | | | | $0.00 | $0.00 | $0.00 | $0.00 |
| ***Task 4*** | | | | | $0.00 | $0.00 | $0.00 | $0.00 |
| ***Task 5*** | | | | | $0.00 | $0.00 | $0.00 | $0.00 |
| ***Task 6*** | | | | | $0.00 | $0.00 | $0.00 | $0.00 |
| ***Task 7*** | | | | | $0.00 | $0.00 | $0.00 | $0.00 |
| | | | | | | | | |
| **Subtotal - Tasks** | | | - | **$0.00** | **$0.00** | **$0.00** | **$0.00** | **$0.00** |
| | | | | | | | | |
| ***Overhead & Fringe (if applicable)*** | | | | | | | | |
| Overhead | 0.00% | | | | $0.00 | $0.00 | $0.00 | $0.00 |
| Fringe | 0.00% | | | | $0.00 | $0.00 | $0.00 | $0.00 |
| | | | | | | | | |
| **Subtotal - Overhead & Fringe:** | | | | **$0.00** | **$0.00** | **$0.00** | **$0.00** | **$0.00** |
| | | | | | | | | |
| ***Fixed Fee (if applicable)*** | | | | | | | | |
| Fixed Fee | 0.00% | | | | $0.00 | $0.00 | $0.00 | $0.00 |
| | | | | | | | | |
| **Subtotal - Fixed Fee:** | | | | **$0.00** | **$0.00** | **$0.00** | **$0.00** | **$0.00** |
| | | | | | | | | |
| ***Other Direct Costs ( ODCs)*** | | | | | | | | |
| Travel | | | | | $0.00 | $0.00 | $0.00 | $0.00 |
| Printing - Directly Chargeable only | | | | | $0.00 | $0.00 | $0.00 | $0.00 |
| Other | | | | | $0.00 | $0.00 | $0.00 | $0.00 |
| | | | | | | | | |
| **Subtotal - ODCs:** | | | | **$0.00** | **$0.00** | **$0.00** | **$0.00** | **$0.00** |
| | | | | | | | | |
| ***Consultant/Subconsultant*** | | | | | | | | |
| Consultant 1 | | | | | $0.00 | $0.00 | $0.00 | $0.00 |
| Consultant 2 | | | | | $0.00 | $0.00 | $0.00 | $0.00 |
| Consultant 3 | | | | | $0.00 | $0.00 | $0.00 | $0.00 |
| Consultant 4 | | | | | $0.00 | $0.00 | $0.00 | $0.00 |
| | | | | | | | | |
| **Subtotal - Consultant/Subconsultant:** | | | | **$0.00** | **$0.00** | **$0.00** | **$0.00** | **$0.00** |
| | | | | | | | | |
| **GRAND TOTAL** | | | | **$0.00** | **$0.00** | **$0.00** | **$0.00** | **$0.00** |

**Please send check to:**
CITY OF TBD
Address
City/Sate/ZIP

By signing this report, I certify to the best of my knowledge and belief that the report is true, complete, and accurate, and the expenditures, disbursements and cash receipts are for the purposes and objectives set forth in the terms and conditions of the award. I am aware that any false, fictitious, or fraudulent information, or the omission of any material fact, may subject me to criminal, civil or administrative penalties for fraud, false statements, false claims or otherwise.

Signature of an Authorized Official

Title

Full Name of An Official who is authorized to legally bind the Organization

Date

# Exhibit C

Regional Early Action Planning (REAP) Grant
Subregional Partnership Program
Sub-Recipient Reporting Form

**Subrecipient:** _____

**Reporting Period** *Please check the appropriate reporting period.*

☐ Quarterly Report ☐ Annual Report ☐Final Report Date Submitted: _____

☐Jan-Mar ☐Apr-Jun ☐Jul-Sep ☐Oct-Dec ☐2021 ☐2022 ☐2023

**Current Approved Summary of Projects and Activities Per Scope of Work Dated XX-XX-XXXX**

| | Project/Activity Name | Total Project Funding | Expenditures This Period | Expenditures to Date | Balance to be Spent by 6/30/23 | Uses LEAP or SB2 Funding |
|---|---|---|---|---|---|---|
| 1 | | | | | | None |
| 2 | | | | | | Choose an item. |
| 3 | | | | | | Choose an item. |
| 4 | | | | | | Choose an item. |
| 5 | | | | | | Choose an item. |
| 6 | | | | | | Choose an item. |
| 7 | Administrative Fee | | | | | None |
| | **Total Approved Funding Amount** | | | | | |

**Report Submitted By:**
SUBRECIPIENT PROJECT MANAGER
Name and Title

_____
Signature Date

**Report Reviewed and Accepted By:**
SCAG PROJECT MANAGER
Ma'Ayn Johnson, Housing Program Manager

_____
Signature Date

Report Received by SCAG Date: _____

1

**Report Template**

**Project/Activity Task Tracker** *Required for Quarterly and Annual Reports*

*Please write a brief description of progress for each task/subtask. Narrative reporting on overall project will be reported in the Project Progress Narrative section of this form. Indicate if the task is complete, and the date the deliverable was completed. Please attach any and all deliverables to this report.*

| Task and sub-tasks | Staff/Consultant/Both | Estimated cost | Begin date | End date | Deliverable | Deliverable Completion Date |
|---|---|---|---|---|---|---|
| 1. | | | | | | Click or tap to enter a date. |
| ☐Task Completed<br>☐Deliverable Attached | *Description of progress:* | | | | | |
| 2. | | | | | | Click or tap to enter a date. |
| ☐Task Completed<br>☐Deliverable Attached | *Description of progress:* | | | | | |
| 3. | | | | | | Click or tap to enter a date. |
| ☐Task Completed<br>☐Deliverable Attached | *Description of progress:* | | | | | |
| 4. | | | | | | Click or tap to enter a date. |
| ☐Task Completed<br>☐Deliverable Attached | *Description of progress:* | | | | | |
| 5. | | | | | | Click or tap to enter a date. |

| Task and sub-tasks | Staff/Consultant/Both | Estimated cost | Begin date | End date | Deliverable | Deliverable Completion Date |
|---|---|---|---|---|---|---|
| ☐Task Completed<br>☐Deliverable Attached | *Description of progress:* | | | | | |
| 6. | | | | | | Click or tap to enter a date. |
| ☐Task Completed<br>☐Deliverable Attached | *Description of progress:* | | | | | |
| 7. | | | | | | Click or tap to enter a date. |
| ☐Task Completed<br>☐Deliverable Attached | *Description of progress:* | | | | | |
| 8. | | | | | | Click or tap to enter a date. |
| ☐Task Completed<br>☐Deliverable Attached | *Description of progress:* | | | | | |
| 9. | | | | | | Click or tap to enter a date. |
| ☐Task Completed<br>☐Deliverable Attached | *Description of progress:* | | | | | |
| 10. Administrative | Staff | | | | | |
| **Total projected cost** | | | | | | |

**Project Metrics** *Required for Quarterly and Annual Reports*

*Below are the metrics for this project as approved in consultation with SCAG Project Manager. Please provide the data for the applicable reporting period. Add as many lines as necessary, and you may include other metrics that are also applicable, as appropriate.*

| Metric | Baseline | As of 3/31/21 | As of 6/30/21 | As of 9/30/21 | As of 12/31/21 | As of 3/31/22 | As of 6/30/22 | As of 9/30/22 | As of 12/31/22 | As of 3/31/23 | As of 6/30/23 | Change |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| Other Quantitative Metrics: *(optional)* | | | | | | | | | | | | |
| Other Qualitative Metrics: *(optional)* | | | | | | | | | | | | |

**Project Progress Narrative** *Required for Quarterly and Annual Reports*

**Project:** _____

*Please describe in narrative format the progress for this project during the reporting period. Include any actions taken to further project tasks and indicate if the project is proceeding according to the timeline in the Scope of Work Approval Form. List any challenges to progress that occurred during the reporting period and plans to address those challenges. If project was completed during this reporting period, please indicate the date completed, and include any outstanding deliverables with your report.*

| |
|---|
| ☐**Project Complete Date Completed:** Click or tap to enter a date. |
| ***Briefly describe the status of the project as of the end of the reporting period:*** |
| ***List actions taken to further project tasks:*** |
| ***Identify any delays to project schedule and plans to address the delays. (If none, please indicate N/A):*** |
| ***List any other challenges to progress during this reporting period. (If none, please indicate N/A):*** |
| ***Identify any needs for additional technical assistance from SCAG. (If none, please indicate N/A):*** |

**Housing Element Progress** *Required by April 10, 2021 and thereafter on Annual Reports Only*

*In the section below, please list the jurisdictions your subregional area covers and housing element progress. The rubric below can be used to indicate housing element progress: Use additional space or add additional lines, if needed.*

A. *Work on housing element update has not been initiated*
B. *Draft housing element update is underway/proceeding, but not yet submitted to HCD*
C. *Draft housing element update has been submitted to HCD; HCD review is pending or has been received*
D. *Revised Draft housing element update pursuant to initial HCD review is proceeding*
E. *Revised Draft housing element update has been submitted to HCD, HCD review is pending or has been received*
F. *Housing element update has been Adopted and submitted to HCD, certification pending*
G. *Adopted housing element being revised pursuant to HCD review noncompliance findings*
H. *Housing element update has been adopted, submitted to HCD, found in compliance with State law, and is being implemented*

| Jurisdiction | Housing element progress as reported in application | Housing element progress (A-F) April 2021 | Housing element progress (A-F) February 2022 | Housing element progress (A-F) February 2023 | Housing element progress (A-F) June 2023 |
|---|---|---|---|---|---|
| | | Choose an item. | Choose an item. | Choose an item. | Choose an item. |
| | | Choose an item. | Choose an item. | Choose an item. | Choose an item. |
| | | Choose an item. | Choose an item. | Choose an item. | Choose an item. |
| | | Choose an item. | Choose an item. | Choose an item. | Choose an item. |
| | | Choose an item. | Choose an item. | Choose an item. | Choose an item. |
| | | Choose an item. | Choose an item. | Choose an item. | Choose an item. |
| | | Choose an item. | Choose an item. | Choose an item. | Choose an item. |
| | | Choose an item. | Choose an item. | Choose an item. | Choose an item. |



# Partnership for Housing Acceleration

Planning & Programing Committee

July 14, 2021

Legistar File #2021-0409

# Recommended Action

AUTHORIZE the Chief Executive Officer to execute a Memorandum of Understanding between the Southern California Association of Governments and Metro for reimbursement of up to $1,600,000 for work associated with the implementation of the updated Joint Development Policy, the proposed Housing Lab, and accelerating the production of housing through the Joint Development program.

Metro

# Background

- Updated Joint Development (JD) Policy adopted June 2021
- JD Policy Goal:

  *Create high-quality homes, jobs, and places near transit for those who need them most, as soon as possible.*
- SCAG Regional Early Action Planning (REAP) program provides funding to help meet Regional Housing Needs Assessment (RHNA) allocations.
- SCAG and Metro JD have identified a scope of work for $1,600,000 of REAP funding over the next two years to accelerate JD housing.




Metro

# Scope of Work

| JD Policy Value | Equity & Inclusion | Access | Performance | Innovation |
| --- | --- | --- | --- | --- |
| **Housing Accelerator Tasks** | Neighborhood AMI Methodology | Parking and Access Studies | Advanced Feasibility Studies | Housing Lab |
| | Community Asset Mapping | Community Outreach | Metrics and Dashboard | Industry Knowledge Share |

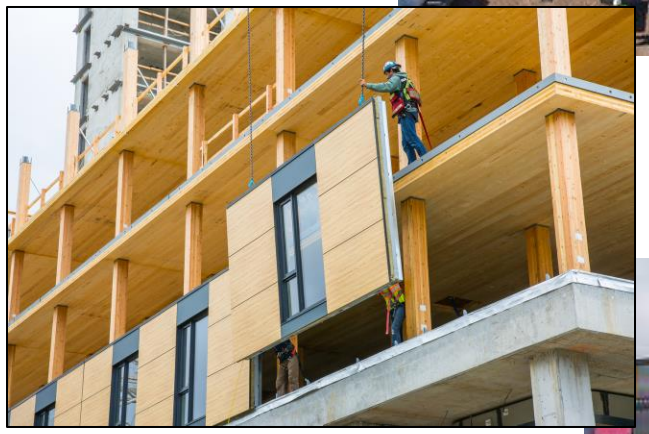
Metro

# Potential Housing Lab Elements

- Land banking
- Community land trusts
- Public-private financing partnerships
- Preservation strategies
- Modular and prefabricated units
- Micro-units and co-housing
- Mass timber Construction

California Community Land Trust Network
*Perpetual Affordability*







Freddie Mac

Metro

# Next Steps

- Execute 2-year MOU
- Hire Fellows
- Retain consultants as needed
- Launch Housing Lab in 2022

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

Metro

# Board Report

**File #:** 2021-0377, **File Type:** Ordinance / Administrative Code **Agenda Number:** 33.

**EXECUTIVE MANAGEMENT COMMITTEE**
**JULY 15, 2021**

**SUBJECT: MEASURE R ORDINANCE AMENDMENT**

**ACTION: APPROVE RECOMMENDATIONS**

## RECOMMENDATION

CONSIDER:

A. APPROVING the Measure R Ordinance Amendment (Attachment A);

B. APPROVING the Measure R Transit Program Guidelines (Attachment B);

C. PROGRAMMING of projects in the Measure R South Bay Transit Investments program, as shown in Attachment C; and

D. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects, including:

1. the potential future reassignment to the Inglewood Transit Connector Joint Exercise of Powers; and

2. advancement of $1.9 million in working capital funds as part of the funding agreement.

(REQUIRES 2/3 VOTE OF THE FULL BOARD)

## ISSUE

This Board action approves an amendment to the Measure R Ordinance (the Ordinance) to allow transfers between the highway and transit subfunds and adds a program of transit projects requested by the South Bay subregion.

The added program of projects is for transit uses and would be the first Measure R transit program. This action approves Measure R Transit Guidelines that create a process and eligibility requirements to ensure the requested uses of funds for this program are consistent with the provisions of the Ordinance, existing Board policy, and other statutory requirements.

Should the Board approve the amendment and guidelines, this item would program $233.7 million of funding from Fiscal Year (FY) 2021-22 through FY26 for the Inglewood Transit Connector (ITC) project, as a component of the South Bay Transit Investments program. The Board's approval will serve as the basis for Metro to enter into a funding agreement with the implementing agency.

The City of Inglewood intends to transfer the ITC assets, including any grant and funding agreement, to a joint powers authority. Metro's Measure R funding agreements have historically included a provision that the grantee cannot assign it without the approval of the Metro CEO or designee. This Board item gives authorization to allow an assignment to the joint powers authority as a provision in the planned funding agreement.

The City of Inglewood has requested that $1.9 million is advanced to the city, as opposed to the standard process where Metro reimburses the recipient of Measure R funds for documented expenditures. The city has requested the advance to avoid a loss of interest earnings on city cash balances and or interest cost on any loaned funds.

## BACKGROUND

The Metro Board approved the amendment language at the June 2020 Board meeting. The approval started a 365-day notice period to the Los Angeles County representatives in the state legislature. The Ordinance requires that any proposed amendment be presented at a public meeting, which is noticed to the Los Angeles County Board of Supervisors and the city council of each city in Los Angeles County, and reviewed by the Measure R Oversight Committee. The Measure R Oversight Committee reviewed the amendment language and approved a resolution that the amendment furthers the purpose of the Ordinance at its November 2020 meeting.

The Measure R Ordinance can be amended upon two-thirds vote of the Board. However, any amendment to provide for a transfer of moneys between the highway and transit subfunds can only occur every ten years, beginning 2020.

## DISCUSSION

The amendment transfers $400,000,000 of Measure R highway funds to the transit subfund, resulting in funding for a new Measure R transit program. The South Bay subregion was the only entity to request an amendment and asked that $400,000,000 from the "Interstate 405, I-110, I-105, and SR-91 Ramp and Interchange Improvements (South Bay)" Measure R highway program is transferred to a new "South Bay Transit Investments" program. South Bay identified a list of project names that could potentially be submitted to Metro for funding from the new transit program, and this list is added as a footnote to the Expenditure Plan.

The amendment also allows surplus funds, which exist if less than the amount of funding identified in the Measure R Ordinance Expenditure Plan is spent on a project or program, to be used on either highway or transit. This will allow any surplus from a Measure R highway project, including the "Interstate 5 North Capacity Enhancements from SR-14 to Kern County Line (Truck Lanes)" and "I-5 Capacity Enhancement from SR-134 to SR-170," to be spent on transit uses.

The Board action approves guidelines for requesting and obtaining funding from Metro for the new transit program, to ensure compliance with Ordinance restrictions and Board policies that affect subregional programs. The guidelines give South Bay the opportunity to submit information on requested uses of funds, including a project description, cost estimate, project schedule, and proposed uses of funds. Upon a compliance review by Metro staff, the proposed uses will be presented to the Board. There is no restriction on the annual or total dollar amount requested or programmed to South Bay, up to $400,000,000, as there were no comparable restrictions on the Measure R Highway Programs.

South Bay Transit Investments Program

The South Bay subregion is represented by the South Bay Cities Council of Governments (SBCCOG) and includes the cities of Carson, El Segundo, Gardena, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Lomita, Manhattan Beach, Palos Verdes Estates, Rancho Palos Verdes, Redondo Beach, Rolling Hills, Rolling Hills Estates, Torrance, and communities of the City of Los Angeles, and unincorporated areas of the County of Los Angeles. The SBCCOG submitted the required information for the Inglewood Transit Connector project to Metro staff in June 2021, in accordance with the draft guidelines (Attachment B). The SBCCOG will be given the opportunity to submit additional project information to be funded from the South Bay Transit Investments program for Metro Board consideration in September 2021.

## EQUITY PLATFORM

The Measure R amendment affects a funding program where the use of the funds is determined by the South Bay subregion. The amendment will fund and help deliver transit investments in the subregion, which may provide access to opportunity for communities in need and historically underserved, presuming the future ridership reflects the current rider demographics in the regional Los Angeles County transit system. It is unclear whether this amendment helps respond to or address an identified or expressed need from marginalized communities, or there are disparities in access to transit in the South Bay, as public information on the potential uses is limited and has yet to be submitted to Metro, with the exception of the ITC. The list of potential uses includes the cities of Gardena and Carson, which have Equity Focus Communities as identified by Metro. The City of Inglewood has prepared a draft environmental impact report for the ITC and this document does not specifically include information on marginalized communities or disparities in access to transit. However, the report states that the ITC would be consistent with the city's Environmental Justice Element of its general plan, which focuses on issues of equity when planning for future growth and development in the city. Environmental Justice is a prominent issue in the city as residents primarily reside in disadvantaged communities and the City of Inglewood ranks among the top 25 percent in California with the highest pollution burden and socioeconomic vulnerabilities. The ITC project would also be entirely within or adjacent to Equity Focus Communities as identified by Metro.

## FINANCIAL IMPACT

Impact to Budget

Funding for the new South Bay Transit Investments program is not included in the FY22 budget.

Should the Board approve the amendment and guidelines, and South Bay submit acceptable transit uses, the program may need to be funded in FY22. The source of funding would be a transfer of available cash from the Measure R highway subfund.

Multi-Year Financial Impact

The amendment would transfer highway funds to transit and defund ten Measure R highway projects that were approved as part of the Measure R Highway Program, received $62 million for planning work, but have not yet started construction. If these projects continue to be pursued, a source of funding for the estimated $412 million (excluding contingency) would be needed to complete construction. If construction is pursued after a delay to any of the projects, this may require that environmental and or design work is redone given the time lapsed.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

This item may help provide high-quality mobility options that enable people to spend less time traveling (Goal #1) and provides responsive, accountable, and trustworthy governance within the Metro organization (Goal #5).

## NEXT STEPS

Upon Board adoption, the amendment will take effect in forty-five days. Metro staff will contact the South Bay subregion and solicit any proposes uses for the new Measure R Transit Program.

## ATTACHMENTS

Attachment A - Measure R Ordinance Amendment
Attachment B - Measure R Transit Program Guidelines
Attachment C - South Bay Transit Investments Project List

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Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920

Stephanie N. Wiggins
Chief Executive Officer

SECTION 18. TRANSFERRING NET REVENUES BETWEEN SUBFUNDS

a. Net Revenues not to exceed $400,000,000 shall be transferred from the Highway Capital Subfund to the Transit Capital Subfund no later than January 2030 for use on eligible Transit Capital Projects within the South Bay subregion. The amount of Net Revenues for the "Interstate 405, I-110, I-105, and SR-91 Ramp and Interchange Improvements (South Bay)" project on line 33 in Attachment A is reduced from $906,000,000 to $506,000,000. The "South Bay Transit Investments" project is added to the Transit Capital Projects as shown in Amended Attachment A.

b. Any surplus Net Revenues under Section 7(d)(4) may be transferred from the Transit Capital Subfund to the Highway Capital Subfund no later than January 2030 for one or more Highway Projects within the same subregion as the completed Transit Project.

c. Any surplus Net Revenues under Section 7(e)(4) may be transferred from the Highway Capital Subfund to the Transit Capital Subfund no later than January 2030 for one or more Transit Projects within the same subregion as the completed Highway Project.

REVISED, INCLUDING MOTION 7.1 #2020-0418
ATTACHMENT A

**Proposed One-Half Cent Sales Tax for Transportation: Expenditure Plan**
**30 Years, Fiscal Year (FY) 2010 - 2039**
**As Adopted by the Los Angeles County Metropolitan Transportation Authority Board of Directors July 24, 2008 and Amended _____, 2021**
($ in millions)

| for reference only - not priority order | Subfund | Potential Project in Alphabetical Order by Category (project definition depends on final environmental process) | Cost Estimate | New Sales Tax (Assembly Bill 2321) Minimum | New Sales Tax (Assembly Bill 2321) Additional | New Sales Tax (Assembly Bill 2321) Total | Other Funds Federal Funding | Other Funds State Funding | Other Funds Local Funding (Rail is 3% except as noted) | Funds Available Beginning | Expected Completion |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | ***Transit Projects:New Rail and/or Bus Rapid Transit Capital Projects.Could include rail improvements or exclusive bus rapid transit improvements in designated corridors.*** | | | | | | | | | |
| 2 | | | **Escalated $** | | | | | | | | |
| 3 | | Eastside Light Rail Access (Gold Line) | $ 30 | $ 30 | $ - | $ 30 | $ - | $ - | $ - | FY 2010 | FY 2013 |
| 4 | | Exposition Boulevard Light Rail Transit | $ 1,632 [a] | $ 925 | $ - | $ 925 | $ - | $ 353 | $ 354 | FY 2010-12 | FY 2013-15 |
| 5 | | Metro and Municipal Regional Clean Fuel Bus Capital Facilities and Rolling Stock (Metro's share to be used for clean fuel buses) | $ 150 | $ 150 | $ - | $ 150 | $ - | $ - | $ - | FY 2010 | FY 2039 |
| 6 | | Regional Connector (links local rail lines) | $ 1,320 | $ 160 | $ - | $ 160 | $ 708 | $ 186 | $ 266 [b] | FY 2014-16 | FY 2023-25 |
| 7 | | | **Current 2008 $** | | | | | | | | |
| 8 | Transit Capital Projects | Crenshaw Transit Corridor - **project acceleration** | $ 1,470 | $ 235.5 | $ 971.5 | $ 1,207 | To be determined | | $ 263 [c] | FY 2010-12 | FY 2016-18 |
| 9 | | Gold Line Eastside Extension | $ 1,310 | $ - | $ 1,271 | $ 1,271 | | | $ 39 | FY 2022-24 | FY 2033-35 |
| 10 | | Gold Line Foothill Light Rail Transit Extension | $ 758 | $ 735 | $ - | $ 735 | | | $ 23 | FY 2010-12 | FY 2015-17 |
| 11 | | Green Line Extension to Los Angeles International Airport | $ 200 | $ - | $ 200 | $ 200 | | | TBD [d] | FY 2010-12 | FY 2015-28 [d] |
| 12 | | Green Line Extension: Redondo Beach Station to South Bay Corridor | $ 280 | $ - | $ 272 | $ 272 | | | $ 8 | FY 2028-30 | FY 2033-35 |
| 13 | | San Fernando Valley I-405 Corridor Connection (match to total project cost) | TBD | $ - | $ 1,000 | $ 1,000 | | | $ 31 | FY 2030-32 | FY 2038-39 |
| 14 | | San Fernando Valley North-South Rapidways (Canoga Corridor) - **project acceleration** | $ 188 | $ 32 [e] | $ 150 | $ 182 | | | $ 6 | FY 2010-12 | FY 2014-16 |
| 15 | | San Fernando Valley East North-South Rapidways - **project acceleration** | $ 70 | $ 68.5 [e] | $ - | $ 68.5 | | | $ 2 | FY 2013-15 | FY 2016-18 |
| 16 | | West Santa Ana Branch Corridor (match to total project cost) | TBD | $ - | $ 240 | $ 240 | | | $ 7 | FY 2015-17* | FY 2025-27* |
| 17 | | Westside Subway Extension - to be opened in segments | $ 4,200 [f] | $ 900 | $ 3,174 | $ 4,074 | | | $ 126 | FY 2013-15 | FY 2034-36 |
| 17a | | South Bay Transit Investments | ~~$ 500~~ $ 400 [n] | $ - | $ - | ~~$ 500~~ $ 400 | $ - | $ - | $ - | As funds become available | |
| 18 | | Capital Project Contingency (Transit)-Escalation Allowance for lines 8-17 to be based on year of construction | $ 7,331 | $ 173 | $ 3,103 | $ 3,276 | $ 2,200 | $ 1,015 | $ 840 [g] | FY 2010 | FY 2039 |
| 19 | | ***Total New Rail and/or Bus Rapid Transit Capital Projects*** | ~~***$ 18,939***~~ [h] ~~***$ 19,439***~~ ***$ 19,339*** | ***$ 3,408.5*** | ***$ 10,381.5*** | ~~***$ 13,790***~~ ~~***$ 14,290***~~ ***$ 14,190*** | ***$ 2,908*** | ***$ 1,554*** | ***$ 1,965*** | FY 2010 | FY 2039 |

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| for reference only - not priority order | Subfund | Potential Project in Alphabetical Order by Category (project definition depends on final environmental process) | Cost Estimate | New Sales Tax (Assembly Bill 2321) Minimum | New Sales Tax (Assembly Bill 2321) Additional | New Sales Tax (Assembly Bill 2321) Total | Other Funds: Federal Funding | Other Funds: State Funding | Other Funds: Local Funding (Rail is 3% except as noted) | Funds Available Beginning | Expected Completion |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 20 | Highway Capital Projects | ***Highway Projects: Capital Projects - Carpool Lanes, Highways, Goods Movement, Grade Separations, and Soundwalls*** | | | | | | | | | |
| 21 | | | **Escalated $** | | | | | | | | |
| 22 | | Alameda Corridor East Grade Separations Phase II | $ 1,123 | $ 200 | $ 200 | $ 400 | $ 200 | $ 336 | $ 187 [i] | As funds become available | |
| 23 | | BNSF Grade Separations in Gateway Cities | $ 35 | $ - | $ 35 | $ 35 | $ - | $ - | $ - | As funds become available | |
| 24 | | Countywide Soundwall Construction (Metro regional list and Monterey Park/SR-60) | $ 250 | $ 250 | $ - | $ 250 | $ - | $ - | $ - | FY 2010 | FY 2039 |
| 25 | | High Desert Corridor (environmental) | $ 33 | $ - | $ 33 | $ 33 | $ - | $ - | $ - | As funds become available | |
| 26 | | Interstate 5 / St. Route 14 Capacity Enhancement | $ 161 | $ 90.8 | $ - | 90.8 | $ 15 | $ 41 | $ 14 [j] | FY 2010 | FY 2013-15 |
| 27 | | Interstate 5 Capacity Enhancement from I-605 to Orange County Line | $ 1,240 | $ 264.8 | $ - | $ 264.8 | $ 78 | $ 834 | $ 63 [j] | FY 2010 | FY 2016-17 |
| 28 | | I-5 Capacity Enhancement from SR-134 to SR-170 | $ 610 | $ 271.5 | $ - | $ 271.5 | $ 50 | $ 264 | $ 24 [j] | FY 2010 | FY 2013 |
| 29 | | I-5 Carmenita Road Interchange Improvement | $ 389 | $ 138 | $ - | $ 138 | $ 97 | $ 154 | $ - [j] | FY 2010 | FY 2015 |
| 30 | | | **Current 2008 $** | | | | | | | | |
| 31 | | Highway Operational Improvements in Arroyo Verdugo subregion | $ 170 | $ - | $ 170 | $ 170 | To be determined | | | As funds become available | |
| 32 | | Highway Operational Improvements in Las Virgenes/Malibu subregion | $ 175 | $ - | $ 175 | $ 175 | | | | | |
| 33 | | Interstate 405, I-110, I-105, and SR-91 Ramp and Interchange Improvements (South Bay) | $ 906 | $ - | ~~$ 906~~<br>~~$ 406~~<br>$ 506 | ~~$ 906~~<br>~~$ 406~~<br>$ 506 | | | | | |
| 34 | | Interstate 5 North Capacity Enhancements from SR-14 to Kern County Line (Truck Lanes) | $ 2,800 | $ - | $ 410 | $ 410 | | | | | |
| 35 | | Interstate 605 Corridor "Hot Spot" Interchanges | $ 2,410 | $ - | $ 590 | $ 590 | | | | | |
| 36 | | Interstate 710 North Gap Closure (tunnel) | $ 3,730 | $ - | $ 780 | $ 780 | | | | | |
| 37 | | Interstate 710 South and/or Early Action Projects | $ 5,460 | $ - | $ 590 | $ 590 | | | | | |
| 38 | | State Route 138 Capacity Enhancements | $ 270 | $ - | $ 200 | $ 200 | | | | | |
| 39 | | Capital Project Contingency (Highway)-Escalation Allowance for lines 31-38 to be based on year of construction | $ 2,575 | $ - | $ 2,575.9 | $ 2,576 | | | | | |
| 40 | | ***Total Capital Projects Highway: Carpool Lanes, Highways, Goods Movements, Grade Separations, and Soundwalls*** | ***$ 22,337*** | **$ 1,215.1** | ~~***$ 6,664.9***~~<br>~~***$ 6,164.9***~~<br>***$ 6,264.9*** | ~~***$ 7,880***~~<br>~~***$ 7,380***~~<br>***$ 7,480*** | ***TBD*** | ***TBD*** | ***$ 288*** | FY 2010 | FY 2039 |

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**As Adopted by the Los Angeles County Metropolitan Transportation Authority Board of Directors July 24, 2008 and Amended _____, 2021**
($ in millions)

| for reference only - not priority order | Subfund | Operating and Capital Programs | Percent of New Sales Tax Net Revenues | New Sales Tax (Assembly Bill 2321) Minimum | New Sales Tax (Assembly Bill 2321) Additional | New Sales Tax (Assembly Bill 2321) Total Escalated | Other Funds Federal Funding | Other Funds State Funding | Other Funds Local Funding (Rail is 3% except as noted) | Funds Available Beginning | Expected Completion |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 41 | Ops | Bus Operations (Countywide Bus Service Operations, Maintenance, and Expansion. Suspend a scheduled July 1, 2009 Metro fare increase for one year and freeze all Metro Student, Senior, Disabled, and Medicare fares through June 30, 2013 by instead using Metro's Formula Allocation Procedure share of this subfund.) | 20% | $ - | $ 7,880 | $ 7,880 [k] | Not Applicable | | | FY 2010 | FY 2039 |
| 42 | Ops | Rail Operations (New Transit Project Operations and Maintenance) | 5% | $ - | $ 1,970 | $ 1,970 [k] | | | | FY 2010 | FY 2039 |
| 43 | Local Return | Major street resurfacing, rehabilitation and reconstruction; pothole repair; left turn signals; bikeways; pedestrian improvements; streetscapes; signal synchronization; and transit. | 15% [l] | $ 250 | $ 5,660 | $ 5,910 [k] | | | | FY 2010 | FY 2039 |
| 44 | Tran. Cap. | Metro Rail Capital Projects - System Improvements, Rail Yards, and Rail Cars | 2% | $ - | $ 788 | $ 788 [k] | | | | FY 2010 | FY 2039 |
| 45 | Tran. Cap. | Metrolink Capital Improvement Projects within Los Angeles County (Operations, Maintenance, and Expansion) | 3% | $ 70 | $ 1,112 | $ 1,182 [k] | | | | FY 2010 | FY 2039 |
| 46 | | ***Subtotal Transit and Highway Capital Projects*** | ***$ 41,276*** [m] | ***$ 4,623.6*** | ***$ 17,046*** | ***$ 21,670*** | ***$ 2,908*** | ***$ 1,554*** | ***$ 2,253*** | FY 2010 | FY 2039 |
| 47 | | ***Subtotal page 4*** | | ***$ 320.0*** | ***$ 17,410*** | ***$ 17,730*** | Not Applicable | | | | |
| 48 | | 1.5% for Administration | N/A | $ 10 | $ 590 | $ 600 | | | | FY 2010 | FY 2039 |
| 49 | | ***Total*** | | ***$ 4,953.6*** | ***$ 35,046*** | ***$ 40,000*** | ***$ 2,908*** | ***$ 1,554*** | ***$ 2,253*** | FY 2010 | FY 2039 |

**REVISED, INCLUDING MOTION 7.1 #2020-0418**

**Proposed One-Half Cent Sales Tax for Transportation: Expenditure Plan** **ATTACHMENT A**

**30 Years, Fiscal Year (FY) 2010 - 2039**

**As Adopted by the Los Angeles County Metropolitan Transportation Authority Board of Directors July 24, 2008 and Amended _____, 2021**

($ in millions)

Notes:

a. The Exposition Blvd Light Rail Transit project includes the following funds: Prop 1B Transit Modernization funds ($250 M), State Transportation Improvement Program funds ($103 M), Metro Propositions A and C funds ($354 M).

b. Systemwide ridership forecasts indicate need for a Regional Connector downtown. This expenditure plan assumes that Metro Long Range Transportation Plan funds freed-up from the Exposition Phase II project by passage of this sales tax will be redirected to the Regional Connector project by the Metro Board.

c. Local funding for the Crenshaw Transit Corridor assumes a 3% local contribution ($44 M) and a Metro Long Range Transportation Plan contribution ($219 M).

d. Local funding target and project schedule to be determined due to potential LAX contribution. First segment is included in the Crenshaw project.

e. The San Fernando Valley North-South Rapidways minimum of $100 M is divided between the East and Canoga segments.

f. Unescalated cost estimate to Westwood.

g. Assumes a 3% local contribution to the Escalation Allowance ($225 M) and a Metro Long Range Transportation Plan contribution for project scheduling risk ($615 M).

h. Total new rail and/or bus rapid transit capital projects cost estimate subject to change when cost estimates are developed for the San Fernando Valley I-405 Corridor Connection (line 13) and the West Santa Ana Branch Corridor (line 16).

i. The precise amounts of Federal and local funding for the Alameda Corridor East Grade Separations Phase II project are subject to change.

j. For projects funded from other sources on or before December 31, 2008, the funds freed-up by passage of this sales tax shall remain in the subregion in which the project is located for projects or programs of regional significance (per AB 2321).

k. Amounts are estimates. Actual amounts will be based on percentage of actual sales tax receipts net of administration.

l. Local Return to the incorporated cities within Los Angeles County and to Los Angeles County for the unincorporated area of the County on a per capita basis per annual California Department of Finance population data.

m. The total project cost estimate for the transit and highway capital projects of $41.2 B includes $12.9 B in as yet unidentified federal, state, local, and public-private partnership funds for highway projects.

n. The South Bay Transit Projects listed below, depending on readiness, could be included with South Bay Highway projects submitted to Metro in the FY 2022 Metro Budget Request development process by October 31, 2020. Anticipated available funding could then be accessed as early as July 2021.

1. Carson Circuit Fashion Outlet Regional Transit Center
2. GTrans Purchase of up to 15 expansion buses
3. GTrans Solar Energy Generation/Bus Fueling Infrastructure Project
4. Beach Cities Transit: Transit Operations & Maintenance Facility
5. Torrance Transit Return of the Red Car Urban Circulator Trolley
6. Torrance Transit Expansion Buses
7. Torrance Transit Regional Transit Center Parking Structure
8. Torrance Transit MicroTransit Expansion of the Torrance Community Transit Program
9. Torrance Transit Construction of Heavy-Duty Electric Vehicle Charging Station
10. City of Inglewood: Inglewood Transit Connector Project

Legend: Ops = Operations; Tran. Cap. = Transit Capital; SR = State Route; I = Interstate

* The West Santa Ana Branch matching funds would be accelerated by utilizing Long Range Transportation Plan resources freed-up by the use of new sales tax funds on the Interstate 5 Capacity Enhancement from I-605 to Orange County Line project (line 27).

# MEASURE R TRANSIT PROGRAM GUIDELINES

**Introduction**

The Measure R Program includes two capital fund types – highway and transit – and allows for transfers between the two capital funds. These guidelines serve as administrative guidance for external partners who are programming transit capital projects within the designated Measure R transit program. These guidelines define a process and eligibility requirements to ensure the requested uses of funds for this program are consistent with the provisions of the Ordinance, existing Board policy as specified for subregional programs, and other statutory requirements.

For any subregional projects that are implemented by Metro or include an award of supplemental non-Measure R funding, use of Measure R transit funds must be consistent with all Board adopted policies and plans, and consistent with Metro goals for equity, sustainability, mobility, accessibility, and safety. Governing policies and plans include, but are not limited to:

- 2020 Long Range Transportation Plan (LRTP)
- Moving Beyond Sustainability (MBS)
- Complete Streets Policy
- Active Transportation Strategic Plan (ATSP)
- First/Last Mile Strategic Plan (FLMSP)
- Urban Greening Plan
- Bus Rapid Transit Vision and Principles Study (BRT V&P)

Any other applicable Board plans and policies adopted prior to the Board's approval of funding will apply to the project and remain in effect for the duration of the project's delivery. Additionally, to the degree that Metro assistance is required for project delivery, all Metro procurement policies and project standards will apply.

## Step 1 Fund Availability

Metro Board action is required to approve funding levels for project(s) and incorporating the funding in the annual Metro budget for payment of project expenses, pursuant to any agreements between Metro and project(s) sponsor(s).

In order to assist Metro with fund availability and budgeting so that such actions align with project delivery, project sponsors will submit reasonable expenditure estimates based on credible project readiness documentation. Metro can delay budgeting of funding if project readiness detail is unavailable.

Metro staff will provide concurrence of eligible projects and may request supplemental information to verify program nexus and funding eligibility prior to requesting Metro Board approval.

## Step 2 Project Eligibility

Coordination with Metro staff is required to determine project eligibility. The project must be a transit capital project to be eligible. Exceptions to the transit capital requirement are project sponsor overhead or support expenses not to exceed 0.5% of total project expenses in any given fiscal year. Examples of support or overhead expenses include but are not limited to planning activities prior to the environmental phase.

The amount and timing of the 0.5% overhead support funding will be defined in a funding agreement between Metro and the subregional entity/project sponsor. Any expenses applied to the 0.5% support funding must be directly related to project delivery or project development, and subject to all documentation requirements as defined by the funding agreement or Metro's invoice processing policies/practices/requirements.

The nexus for all expenses must be in conformity with Metro Board actions related to the project and the funding agreement.

The project sponsor is responsible for public outreach to ensure local stakeholder consultation in prioritizing the project and related funding.

## Step 3 Subregional Entity Adoption

The project sponsor(s) do not have to be a subregional entity, also known as Councils of Governments (COGs), as identified/defined in the Metro sales tax ordinance (Measure R and Measure M may differ). However, the COG (subregional entity) must also adopt the project for confirmed approval of the use of the funds, as a component of the Measure R transit program allocated to the subregion under the ordinance.

## Step 4 Metro Fund Agreements

Following Metro Board approval of funds, Metro staff will begin executing funding agreements with project sponsors.

**Project funding agreements will comprise project specific approvals**. Measure R funds requested for a project must not exceed available Measure R funding approved by the Metro Board. If Measure R funds required are in excess of available/approved funds, Metro may ask the project sponsor, and the approving subregional entity, to prioritize or delay certain projects. Project sponsor is defined as the entity developing and delivering the capital project. The project sponsor will develop a scope of work which will detail the following:

a) Specific project location/physical limits
b) Detailed project description including nature of transit capital investment

c) Detailed project schedule, including list of completed phases
d) Detailed funding plan – including phases of the project that will be funded, and source(s) of all funds
    - All funds must be committed
    - *Supplemental fund requirements* will be triggered if the project sponsor cannot fully fund the project
e) Possible need and justification for using funds for overhead or support expenses (not to exceed 0.5% of total expenses)
f) Final Jurisdictional Support/Community or Council actions (e.g., resolution)

There will be reporting and audit requirements of the projects once an agreement is executed. All reports, expenditures, agreements, and related project requirements are subject to audit and will require all appropriate documentation (such as contractor invoices, timesheets, receipts, etc.).

Payment will be issued once an invoice is approved by Metro staff, to ensure that the submitted expense is within the approved scope of work attached to the project funding agreement. Metro shall determine which expenditures qualify as eligible for payment, and that determination shall be final.

## Step 5 Project Changes

If the project sponsor would like to change their project scope, schedule or funding, the project sponsor will consult with both Metro and the subregional entity, subject to Metro Board approval.

Project sponsors seeking to amend the scope, request additional funding, or cease work on a project will provide a letter to Metro detailing the request and provide sufficient justification for Metro to review the proposed change. Project deletions are strongly discouraged where funds have been partially expended. Metro will require additional detailed information as to why a project cannot be completed prior to any substitutions. Funding agreements may include reimbursements for project expenses, loss of 10% retention (or less depending on grant requirements), or other penalties.

Metro will provide concurrence of *eligible* new project and modifications to existing projects consistent with the existing project description.

The Metro Board will approve funding agreement amendments and other related actions.

**South Bay Subregion**
**Measure R South Bay Transit Investments Program**

| | Agency | Project ID No. | Project/Location | Funding Phases | Note | Prior Alloc | Alloc Change | Current Alloc | Prior Year Prog | FY2021-22 | FY2022-23 | FY2023-24 | FY2024-25 | FY2025-26 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Inglewood | | City of Inglewood | PS&E, ROW Construction | | | | $ 233,700,000 | | $ 65,555,118 | $ 137,726,003 | $ 10,124,967 | $ 20,293,912 | $ - |