

Metro

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



Agenda - Final

Thursday, April 26, 2018

9:00 AM

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

Board of Directors - Regular Board Meeting

*Eric Garcetti, Chair
Sheila Kuehl, Vice Chair
James Butts, 2nd Vice Chair
Kathryn Barger
Mike Bonin
Jacquelyn Dupont-Walker
John Fasana
Robert Garcia
Janice Hahn
Paul Krekorian
Ara Najarian
Mark Ridley-Thomas
Hilda Solis
Carrie Bowen, non-voting member
Phillip A. Washington, Chief Executive Officer*

**A written request to address the Board should be submitted to the Board Secretary in person at the meeting prior to the item being called for discussion. Once discussion on an item begins, requests to speak on that item will no longer be accepted.*

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

PUBLIC INPUT

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

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.

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

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

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

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

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

INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD

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DISCLOSURE OF CONTRIBUTIONS

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

ADA REQUIREMENTS

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Español

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中文

русский

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TDD line (800) 252-9040

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

CALL TO ORDER**ROLL CALL**

1. APPROVE Consent Calendar Items: 2, 7, 8, 10, 11, 16, 17, 19, 20, 21, 22, 23, 31, 35, and 38.

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

CONSENT CALENDAR

2. **SUBJECT: MINUTES** [2018-0154](#)

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held March 22, 2018.

Attachments: [MTA Regular Board Meeting Minutes - March 22, 2018](#)

AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE (4-0-1) AND FINANCE, BUDGET AND AUDIT COMMITTEE (3-0-1) MADE THE FOLLOWING RECOMMENDATION:

7. **SUBJECT: EXPRESSLANES TOLL BOND POOL** [2018-0128](#)

RECOMMENDATION

ESTABLISH a Toll Bond Pool of underwriters, listed in Attachment A, from which underwriters will be selected for future negotiated debt issues for toll revenue bonds and other toll revenue backed debt issued under the ExpressLanes program through June 30, 2021, with two further 1-year options to extend.

Attachments: [Attachment A - Summary of Underwriter Selection.pdf](#)

AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

8. **SUBJECT: MEASURE R HIGHWAY SUBREGIONAL PROGRAM SEMI-ANNUAL UPDATE** [2018-0006](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING \$20.841 million of additional programming within the capacity of the Measure R Highway Subregional Programs and funding changes via the updated project list, as shown in Attachment A for:

- Highway Operational Improvements in Arroyo Verdugo
- Highway Operational Improvement in Las Virgenes Malibu
- I-405, I-110, I-105 and SR-91 Ramp and Interchange Imp. (South Bay)
- I-605 Corridor “Hot Spots” Interchange Imp. In Gateway Cities
- I-710 South and/or Early Action Projects in Gateway Cities

B. AUTHORIZING the CEO or his designee to negotiate and execute all necessary agreements for approved projects

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

FINANCE, BUDGET, AND AUDIT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0)

**10. SUBJECT: HOLLYWOOD ENTERTAINMENT DISTRICT
BUSINESS IMPROVEMENT DISTRICT**

[2018-0160](#)

RECOMMENDATION

APPROVE Metro’s participation in the Hollywood Entertainment District Business Improvement District for a period of ten years beginning January 1, 2019 to December 31, 2028 for an estimated amount of \$2,891,282 through 2028.

Attachments: [Attachment A – BID Benefit Boundaries](#)
[Attachment B – Map of Proposed BID Boundaries](#)
[Attachment C – Evaluation of BID Benefits to Metro](#)
[Attachment D – Metro Parcels included in BID](#)

FINANCE, BUDGET, AND AUDIT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0)

**11. SUBJECT: UPGRADE AGING BUS FAREBOXES AND STATION
VALIDATORS**

[2018-0120](#)

RECOMMENDATION

APPROVE programming of up to \$55 million to upgrade aging bus farebox equipment and rail station validators that will enhance security, prepare for new payment technologies, ensure near real time communications, simplify regional fares and requirements, and ensure that customers and future 2028 Summer Olympic visitors experience a convenient and barrier-free fare payment system.

Attachments: [Attachment A – Draft Timeline for TAP Equipment Procurement and Installation](#)

FINANCE, BUDGET, AND AUDIT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0)**16. SUBJECT: PROPERTY INSURANCE PROGRAM**[2018-0014](#)**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to negotiate and award All Risk Property and Boiler and Machinery insurance policies for all property at the current policy limits at a not to exceed price of \$2.5 million for the 12-month period May 10, 2018 through May 10, 2019.

Attachments: [Attachment A - Premium History.pdf](#)
[Attachment B - Recommended Program.pdf](#)
[Attachment C - Alternatives Considered.pdf](#)

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):**17. SUBJECT: METROPOLITAN PLANNING AGREEMENT UPDATE WITH SCAG AND LOS ANGELES COUNTY TRANSIT OPERATORS**[2018-0064](#)**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to execute a revised Memorandum of Understanding (MOU) between the Southern California Association of Governments (SCAG), the Los Angeles County Metropolitan Transportation Authority (Metro) and Los Angeles County Transit Operators.

Attachments: [Attachment A - Memorandum of Understanding](#)

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):**19. SUBJECT: BLUE LINE FIRST/LAST MILE PLAN**[2017-0928](#)**RECOMMENDATION**

CONSIDER:

- A. ADOPTING Blue Line First/Last Mile Plan, and
- B. AUTHORIZING the Chief Executive Officer to seek grant funding for Plan implementation.

C. AUTHORIZING the CEO to negotiate and enter into an agreement for the future repayment of state funds with Caltrans.

Attachments: [Attachment A - Project Descriptions for SR 138 Segments 4, 6 & 13](#)
[Attachment B - 2018 STIP Adjustments for SR 138, Segments 4, 6 & 13](#)

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

22. SUBJECT: DENSO SPARK PLUGS SUPPLIER [2018-0074](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a two-year, firm fixed price Contract No. MA48271000 to Romaine Electric Corporation, the lowest responsive and responsible bidder for Spark Plugs (Denso). The Contract one-year base amount is \$701,158.68, inclusive of sales tax, and the one-year option amount is \$701,158.68, inclusive of sales tax, for a total contract amount of \$1,402,317.36, subject to resolution of protest(s), if any.

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

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

23. SUBJECT: RIGGING SERVICES FOR METRO RED LINE AND PURPLE LINE STATIONS [2017-0835](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. OP97901000-48045 for rigging services at the Metro Red Line and Purple Line stations to United Riggers & Erectors, Inc. for the five-year period covering May 1, 2018 through May 1, 2023, for an amount not-to-exceed \$2,893,200.

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

CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

31. **SUBJECT: METRO GOLD LINE EASTSIDE ACCESS 1ST/CENTRAL STATION IMPROVEMENT PROJECT** [2018-0095](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Modification No. 4 to Contract No. AE439330011938, with Ted Tokio Tanaka Architects (TTTA), for the Metro Gold Line Eastside Access 1st/Central Station Improvement Project (Eastside Access), for additional design services in the amount of \$487,959, increasing the Total Contract Value from \$2,060,492 to \$2,548,451; and
- B. INCREASE Contract Modification Authority (CMA) specific to Contract No. AE439330011938 for Eastside Access in the amount of \$412,041, increasing the total CMA amount from \$268,954 to \$680,995, to support additional services related to Eastside Access.

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

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

35. **SUBJECT: PERMEABLE PAVEMENT AND BIORETENTION PILOT PROJECT, DIVISION 4 MAINTENANCE FACILITY** [2018-0094](#)

RECOMMENDATION

APPROVE an increase in the Life of Project Budget (LOP) for Permeable Pavement and Bioretention Pilot Project (Project) in the amount of \$1.16 million increasing the LOP from \$940,000 to \$2.1 million to complete construction of the Project.

Attachments: [Attachment A - Procurement Summary C1160](#)
[Attachment B - DEOD Summary](#)

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

38. **SUBJECT: MICROTRANSIT PILOT PROJECT (MTP)** [2018-0117](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award the following firm fixed price contracts to firms to partner with Metro for planning, designing, testing and

evaluating a new transportation technology-based service for traveling short distances, subject to resolution of protest(s), if any:

- A. Contract No. PS46292001 to RideCo in the amount of \$219,650.26 for 6 months;
- B. Contract No. PS46292002 to NoMad Transit LLC in the amount of \$348,684.69 for 6 months; and
- C. Contract No. PS46292003 to Transdev in the amount of \$316,912.31 for 6 months.

Attachments: [Attachment A - Procurement Summary RFP No](#)
[Attachment B - DEOD Summary](#)

NON-CONSENT

3. **SUBJECT: REPORT BY THE CHAIR** [2018-0200](#)

RECOMMENDATION

RECEIVE report by the **Chair**.

4. **SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER** [2018-0201](#)

RECOMMENDATION

RECEIVE report by the **Chief Executive Officer**.

AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE FORWARDED THE FOLLOWING WITHOUT RECOMMENDATION:

6. **SUBJECT: EXPRESSLANES CLEAN AIR VEHICLE POLICY** [2017-0800](#)

RECOMMENDATION

ADOPT the Clean Air Vehicle toll discount policy.

Attachments: [Attachment A - Impacts of 5 Percent Reduction in ExpressLanes Traffic Volume.pdf](#)
[Attachment B - CAV Treatment on Express Lanes Facilities in the US.pdf](#)
[Attachment C - CAV Treatment on FasTrak Roadway Facilities in CA.pdf](#)
[Attachment D - Importance of Managing Demand.pdf](#)
[CAV Board Presentation v5](#)

**20.1 SUBJECT: MOTION BY DUPONT-WALKER, BARGER, SOLIS,
KREKORIAN, AND NAJARIAN**

[2018-0196](#)

METROLINK SURPLUS FUNDS

APPROVE Motion by Dupont-Walker, Barger, Solis, Krekorian, and Najarian that the Board direct the CEO to:

- A. Allocate \$950,000 of "Metro surplus funds" to fund Metro's portion of the CMF West Entrance project design cost included in Metrolink FY19 Capital Budget contingent upon matching funds from other Member Agencies;
- B. Partner with Metrolink and other Member Agencies to identify grant funding opportunities for the estimated \$9.7 million construction cost of the CMF West Entrance project; and
- C. Report back to the Planning and Programming Committee on all the above in 90 days.

**20.2 SUBJECT: MOTION BY SOLIS, GARCETTI, FASANA,
KREKORIAN, AND BARGER**

[2018-0233](#)

**AUTHORIZE THE METROLINK SAN BERNARDINO LINE FARE
DISCOUNT PILOT PROGRAM FOR ONE FULL YEAR**

APPROVE Motion by Solis, Garcetti, Fasana, Krekorian, and Barger that the Board authorize the recommended 25% Fare Discount Pilot Program on the Metrolink San Bernardino Line for one full year and report back to the board on a quarterly basis.

**26.1 SUBJECT: MOTION BY SOLIS, KUEHL, FASANA, KREKORIAN,
AND BARGER**

[2018-0197](#)

MOBILE HYGIENE AND SHOWER FACILITIES AT METRO STATIONS

APPROVE Motion by Solis, Kuehl, Fasana, Krekorian and Barger that the Board directs the CEO to report back in 120 days with a preliminary implementation plan to establish a hygiene and mobile shower program for the homeless population in or near Metro stations. The plan shall include but not be limited to:

- A. An initial analysis and methodology, in consultation with the Los Angeles County Sheriff Department's MET (Mental Evaluation Team) unit, the Los Angeles Police Department's SMART (System-Wide Mental Assessment Response Team) unit, and the Los Angeles Homeless Services Authority, to identify and prioritize high-need stations;
- B. Identify practical and effective solutions to promote hygiene and prevent the

spread of infectious diseases (e.g. on-board hand sanitizers, tissue, masks, etc.);

- C. Establish a multi-phase, pilot program at select stations, including Westlake/MacArthur Park Red/Purple Line Station and North Hollywood Red Line Station;
- D. Develop a long-term plan for incorporating complete public restrooms at all new rail stations on the system;
- E. Identify necessary resources and eligible funding sources required to achieve the aforementioned direction; and
- F. Collaborate with Los Angeles County's Office of Homeless Initiative, Department of Public Health, Department of Public Works, and other relevant Departments, along with the Los Angeles Homeless Services Authority, on implementation and effectiveness of the County's Hygiene Station Program and Mobile Shower pilot program.

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE FORWARDED THE FOLLOWING DUE TO ABSENCES AND CONFLICTS:

29. SUBJECT: POWER SWEEPING SERVICES

[2017-0905](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a three-year firm fixed unit rate Contract No. OP962800003367 to Nationwide Environmental Services Inc., to provide power sweeping services for Metro transit facilities for a not-to-exceed amount of \$5,314,860 effective June 1, 2018 through May 31, 2021.

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

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE FORWARDED THE FOLLOWING DUE TO ABSENCES AND CONFLICTS:

30. SUBJECT: ENGINEERING SUPPORT FOR RAIL MAINTENANCE AND ENGINEERING

[2018-0061](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award Contract No. PS46172000 to Gannett Fleming Transit & Rail Systems for on-call engineering support services in support of Rail Maintenance and Engineering, for a total not-to-exceed amount of \$31,000,000, inclusive of \$16,000,000 for the initial two-year base, and \$5,000,000 for each of the three, one-year options (effective May 2018 through April 2023); subject to resolution of protest(s), if

any.

Attachments: [Attachment A - List of Proposed Project Uses](#)
[Attachment B - Procurement Summary](#)
[Attachment C - DEOD Summary](#)
[Attachment D - Estimated Engineering Support Services](#)

33. **SUBJECT: FISCAL YEAR 2019 PROGRAM MANAGEMENT ANNUAL PROGRAM EVALUATION** [2018-0018](#)

RECOMMENDATION

RECEIVE AND FILE report on FY2019 Program Management Annual Program Evaluation.

Attachments: [Presentation](#)

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

34. **SUBJECT: SYSTEMS ENGINEERING AND SUPPORT SERVICES** [2018-0066](#)

RECOMMENDATION

AUTHORIZE:

- A. the Chief Executive Officer to award a Task Order (TO) based seven-year cost plus fixed fee contract plus three one-year options, Contract No. AE47810E0128, to SECOTrans (Joint Venture of LTK Engineering Services, NBA Engineering Inc., Pacific Railway Enterprises Inc., and Ramos Consulting Services, Inc) for systems engineering and support services for design of rail and transit projects;
- B. an initial two year not-to-exceed amount of \$28,932,000 for Task Orders issued through Fiscal Year 2020; and
- C. the Chief Executive Officer to execute individual Task Orders and changes within the Board approved not-to-exceed amount for the contract.

Attachments: [Attachment A-Procurement Summary.pdf](#)
[Attachment B - DEOD Summary \(2\).pdf](#)

EXECUTIVE MANAGEMENT COMMITTEE RECOMMENDED APPROVAL OF ITEM A (3-0) AS AMENDED:

37. **SUBJECT: STATE LEGISLATION** [2018-0134](#)

RECOMMENDATION

ADOPT staff recommended positions:

A. Assembly Bill 2417 (Rodriguez) - Metro Foothill Gold Line Construction Authority **OPPOSE UNLESS AMENDED**

B. Assembly Bill 1912 (Rodriguez) - Public Employees' Retirement: Joint Powers Agreements: Liability **OPPOSE**

Attachments: [Attachment A - AB 2417 \(Rodriguez\)](#)

[Attachment B - AB 1912 \(Rodriguez\)](#)

40. **SUBJECT: METRO STRATEGIC PLAN UPDATE** [2018-0148](#)

RECOMMENDATION

RECEIVE AND FILE the draft Metro Strategic Plan for release and public review.

42. **SUBJECT: MOTION BY HAHN AS AMENDED BY DUPONT-WALKER** [2018-0194](#)

FEASIBILITY STUDY ON EXPRESSLANES

APPROVE Motion by Hahn as amended by Dupont-Walker that the CEO report back in 180 days to the Board on:

- A. The current performance of the ExpressLanes;
- B. A comparison of the Metro ExpressLanes system to other major congestion-pricing toll systems in the country; and
- C. The viability of Metro ExpressLanes implementing a "Pay-as-You-Use" model for all drivers.

43. **SUBJECT: MOTION BY FASANA** [2018-0195](#)

I-10 EXPRESSLANE/BUSWAY PILOT

APPROVE Motion by Fasana that:

- A. Metro staff work with Caltrans and other stakeholders to develop, within existing federal and state guidelines, a pilot exclusively for the I-10 ExpressLane / Busway that would define carpools as registered vanpools with all other vehicles (other than passenger buses) subject to fees through a "Pay-as-You-Use" model. The Zero Emission Vehicles using the corridor would be eligible for discounts in effect at the time the pilot commences; and
- B. Report back to the Metro Board within 180 days on potential effects, key decision points and milestones necessary to implement this pilot.

44. SUBJECT: UPDATE ON SENATE BILL 1 IMPLEMENTATION[2018-0205](#)**RECOMMENDATION**

RECEIVE oral update on the efforts related to Senate Bill 1 implementation.

END OF NON-CONSENT ITEMS**45. SUBJECT: CLOSED SESSION**[2018-0206](#)**RECOMMENDATION**

CLOSED SESSION:

- A. Conference with Legal Counsel - Existing Litigation - G.C. 54956.9(d)(1)
 - 1. Michael Grant v. LACMTA, LASC Case No. BC551062
 - 2. April Shannon-Vance v. LACMTA, LASC Case No. BC595048

- B. Conference with Legal Counsel - Anticipated Litigation - G.C. 54956.9(d)(2)

Significant Exposure to Litigation (two cases)

- C. Conference with Real Estate Negotiator - G.C. 54956.8

Property Description: 1119-1137 East Redondo Boulevard, Inglewood
Agency Negotiator: Carol A. Chiodo
Negotiating Party: C.T. Inc., 2974 Properties, Inc., and 6 Angels, LLC.
Under Negotiation: Price and Terms

- D. Public Employment - G.C. 54957(b)(1)

Title: Chief Ethics Officer

SUBJECT: GENERAL PUBLIC COMMENT**2018-0235**

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



Board Report

File #: 2018-0154, **File Type:** Minutes

Agenda Number: 2.

**REGULAR BOARD MEETING
APRIL 26, 2018**

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held March 22, 2018.

Metro

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



MINUTES

Thursday, March 22, 2018

9:00 AM

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

Board of Directors - Regular Board Meeting

DIRECTORS PRESENT:

Eric Garcetti, Chair
Sheila Kuehl, Vice Chair
James Butts, 2nd Vice Chair
Kathryn Barger
Mike Bonin
Jacquelyn Dupont-Walker
John Fasana
Janice Hahn
Paul Krekorian
Ara Najarian
Mark Ridley-Thomas
Carrie Bowen, non-voting member
Phillip A. Washington, Chief Executive Officer

CALLED TO ORDER AT: 9:15 a.m.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, 5, 6, 8, 9, 10, 11, 17, 20, 21, 22, 24, and 32.

| PK | JF | JH | MB | HS | JB | EG | SK | KB | JDW | MRT | AN | RG |
|----|----|----|----|----|----|----|----|----|-----|-----|----|----|
| Y | Y | Y | Y | A | Y | Y | Y | A | Y | A | Y | A |

2. **SUBJECT: MINUTES** **2018-0091**

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held March 1, 2018.

3. **SUBJECT: REPORT BY THE CHAIR** **2018-0124**

RECEIVED report by the Chair.

| PK | JF | JH | MB | HS | JB | EG | SK | KB | JDW | MRT | AN | RG |
|----|----|----|----|----|----|----|----|----|-----|-----|----|----|
| P | P | P | P | A | P | P | P | A | P | A | P | A |

4. **SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER** **2018-0125**

RECEIVED report by the Chief Executive Officer.

| PK | JF | JH | MB | HS | JB | EG | SK | KB | JDW | MRT | AN | RG |
|----|----|----|----|----|----|----|----|----|-----|-----|----|----|
| P | P | P | P | A | P | P | P | A | P | P | P | A |

5. **SUBJECT: TRANSFER ON 2ND BOARDING CUSTOMER READINESS EFFORTS** **2018-0051**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. REPLACE Day Pass sales onboard bus with ability to purchase Stored Value and Metro base fare onboard bus;
- B. ELIMINATE tokens and transition to TAP;
- C. IMPLEMENT a consistent \$2 fee for TAP cards system-wide; and

(Continued on next page)

| | | | |
|-------------------|------------------|------------------------|----------------|
| PK = P. Krekorian | HS = H. Solis | KB = K. Barger | RG = R. Garcia |
| JF = J. Fasana | JB = J. Butts | JDW = J. Dupont-Walker | |
| JH = J. Hahn | EG = E. Garcetti | MRT = M. Ridley-Thomas | |
| MB = M. Bonin | SK = S. Kuehl | AN = A. Najarian | |

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

(Item 5 – continued from previous page)

D. FIND that the proposed change in adding Stored Value sales aboard buses results in a Disparate Impact (See Attachment D) but there is substantial legitimate justification for the proposed change and there are no alternatives that would have a less disparate impact on minority riders.

6. SUBJECT: VERMONT/SANTA MONICA STATION JOINT DEVELOPMENT PROJECT 2017-0688

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute an 18-month Exclusive Negotiation Agreement and Planning Document ("ENA") with Little Tokyo Service Center Community Development Corporation ("LTSC" or "the Proposer") for the development of 1.06 acres of Metro-owned property at the Vermont/Santa Monica Station ("Site"), subject to resolution of protest(s), if any.

| | | | | | | | | | | | | |
|----|----|----|----|----|----|----|----|----|-----|-----|----|----|
| PK | JF | JH | MB | HS | JB | EG | SK | KB | JDW | MRT | AN | RG |
| | | C | | | | | | | | | | |

7. SUBJECT: OPEN STREETS CYCLE 3 2017-0888

AUTHORIZED AS AMENDED the Metro Open Streets Grant Program Cycle Three Application and Guidelines (Attachment B).

AMENDMENT BY FASANA AND GARCETTI that the Open Streets Grant Program Cycle Three Application and Guidelines Funding Eligibility will be amended as follows:

- A. \$500,000 funding ceiling per event;
- B. retain Board Motion 72 annual funding cap of \$2,000,000;
- C. minimum of 4 events per year; and
- D. Staff will return to the Board in September 2018 with scored applications and request for direction on funding award for Cycle Three.

| | | | | | | | | | | | | |
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| PK | JF | JH | MB | HS | JB | EG | SK | KB | JDW | MRT | AN | RG |
| Y | Y | Y | Y | A | Y | Y | Y | Y | Y | A | Y | A |

8. SUBJECT: METRO BIKE SHARE EXPANSION ENVIRONMENTAL AND TITLE VI ANALYSES 2017-0916

APPROVED ON CONSENT CALENDAR:

- A. ADOPTING the Metro Bike Share Phase III through V Expansion Environmental Analysis findings that the expansion qualifies for a Categorical Exemption under Section 15303 (Class 3), New Construction or Conversion of Small Structures (Attachment A);
- B. AUTHORIZING staff to file the Notice of Exemption for the Phase III through V Expansion;
- C. ADOPTING the Phase III through V Expansion Title VI and Environmental Justice Analysis findings that there is no Disparate Impact and no Disproportionate Burden associated with the expansion (Attachment B); and
- D. AUTHORIZING the CEO to negotiate and execute an amendment to the Memorandum of Understanding (MOU) between the City of Los Angeles and Metro to expand the Metro Bike Share service area with reallocated equipment within these Environmentally, Title VI, and Environmental Justice cleared areas.

9. SUBJECT: CAP-AND-TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) 2018-0007

APPROVED ON CONSENT CALENDAR the Resolution in Attachment A to:

- A. AUTHORIZE the Chief Executive Officer (CEO) or his designee to claim \$24,719,649 in fiscal year (FY) 2017-18 LCTOP grant funds for one year of Gold Line Foothill Extension Phase 2A operations and one year of Expo Line Phase 2 operations;
- B. CERTIFY that Metro will comply with LCTOP Certification and Assurances and the Authorized Agent requirements; and
- C. AUTHORIZE the CEO or his designee to execute all required documents and any amendments with the California Department of Transportation.

10. SUBJECT: ASSIGNMENT OF BUSES TO GARDENA MUNICIPAL BUS LINES 2018-0004

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to negotiate and execute an Assignment Agreement with Gardena Municipal Bus Lines (GTrans) for 46 of the Option 40-foot CNG transit buses under Contract No. OP28367-000, Part A from El Dorado National (California), Inc. ("ENC") at no cost to Metro.

11. SUBJECT: MEMBERSHIP ON METRO SERVICE COUNCILS 2017-0900

APPROVED ON CONSENT CALENDAR the nominee for membership on Metro’s San Gabriel Valley Service Council.

14. SUBJECT: QUARTERLY UPDATE ON METRO’S HOMELESS OUTREACH EFFORTS 2018-0047

RECEIVED oral update on Metro’s Homeless Outreach Efforts.

14.1 APPROVED REVISED Motion by Ridley-Thomas, Garcetti, Fasana, Kuehl and Bonin that the Metro Board of Directors:

- A. ~~RECEIVE AND FILE the report entitled “Metro’s Homeless Outreach Efforts”; and~~
- B. DIRECT the Chief Executive Officer to return to the Board of Directors in May 2018, as part of the FY19 Budget deliberations, with recommendations on extending the Pilot Multidisciplinary Homeless Outreach Program on an ongoing basis, including a potential expansion of the program to other lines and stations which are experiencing a large homeless population, inventory Metro-owned real estate to determine what can be used for temporary housing and/or services for the homeless and look into whether or not it would be fiscally prudent for Metro to invest or buy into the County’s master leasing program.

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| PK | JF | JH | MB | HS | JB | EG | SK | KB | JDW | MRT | AN | RG |
| Y | Y | Y | Y | A | A | Y | Y | A | Y | Y | Y | A |

17. SUBJECT: PROCUREMENT OF FIVE 60’ ARTICULATED ZERO EMISSION TRANSIT BUSES 2016-0836

APPROVED ON CONSENT CALENDAR:

- A. AUTHORIZING the Chief Executive Officer (CEO) to execute Modification No. 1 to the firm fixed price Contract No. OP28367-001, Part D, awarded to New Flyer of America (NF) for the:
 1. Increase in the base contract procurement of 60 foot zero emission vehicles from a quantity of thirty-five (35) to forty (40);
 2. Increase in the quantity of On-Route chargers from seven (7) to eight (8) and Shop chargers from one (1) to two (2); and

(Continued on next page)

(Item 17 – continued from previous page)

3. Increase the contract amount by \$7,371,287, from \$51,211,033 to \$58,582,320.
- B. AUTHORIZING the CEO to increase the price for Optional Vehicle Features, Spare Parts, and Training Aids by \$530,575 from a not-to-exceed amount of \$8,839,064 to a not-to-exceed amount of \$9,369,639; and
- C. INCREASING the life-of-project budget of CP 201073 from \$72,101,419 to \$80,003,282 for the purchase of forty zero emission buses, charging equipment, installation costs, infrastructure upgrades, and contingency.

20. SUBJECT: ENWAVE LOS ANGELES UTILITY COOPERATIVE AGREEMENT 2018-0016

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute the Utility Cooperative Agreement (UCA) between Metro (Authority) and Enwave Los Angeles (“Enwave”) for support services associated with Metro’s construction projects.

21. SUBJECT: METRO BLUE LINE TRACK AND SYSTEM REFURBISHMENT 2018-0011

ESTABLISHED ON CONSENT CALENDAR a Life-of-Project (LOP) Budget of \$90,779,817, utilizing \$44,581,402 available FY19 funds from existing capital projects, for the Metro Blue Line Track and System Refurbishment Project (205115).

22. SUBJECT: METRO TALENT DEVELOPMENT BENCH 2018-0025

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. AWARD four-year, fixed rate task order based bench Contract Nos. PS45898000 through PS45898010, with the following firms: Grawbowski Collaborative Consulting, Insight Strategies, Inc., Kaygen Inc., Lopez and Company, LLP., MilliMicro Systems Inc., Newleaf Training and Development, OGX Consulting, Organic Communications, LLC., PROTRANS, Cynthia M. Ruiz & Associates, and The Greg Group, for Talent Development Services, for a not-to-exceed amount of \$931,054 for the two-year base term effective April 1, 2018 through March 31, 2020, plus \$465,526 for each of the two, one-year options, for a combined total amount not-to-exceed \$1,862,106, subject to resolution of protest(s) if any; and

(Continued on next page)

(Item 22 – continued from previous page)

B. EXECUTE Task Orders under these Contracts for Talent Development services in a total amount not-to-exceed \$1,862,106.

| PK | JF | JH | MB | HS | JB | EG | SK | KB | JDW | MRT | AN | RG |
|----|----|----|----|----|----|----|----|----|-----|-----|----|----|
| | | | | | | C | | | | | | |

24. SUBJECT: FEDERAL LEGISLATION 2018-0002

ADOPTED ON CONSENT CALENDAR staff recommended positions:

- A. S.B. 2320 (Cornyn) - Building United States Infrastructure and Leveraging Development Act or the BUILD Act - **SUPPORT**
- B. H.R. 1458 (Blumenauer) - Raise And Index to Sustainably and Efficiently Invest in Transportation Act of 2017 or the RAISE IT Act - **SUPPORT**

32. SUBJECT: CONTRACTED BUS SERVICES - NORTH REGION 2018-0052

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 3 to Contract No. OP35903018 with Transdev Services, Inc. (Transdev) for North Region Contract Bus Services, increasing the total not-to-exceed contract value by \$10,250,000 from \$62,245,053 to \$72,495,053.

31. SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2 STATUS UPDATE 2018-0088

RECEIVED oral status update on Eastside Transit Corridor Phase 2.

| PK | JF | JH | MB | HS | JB | EG | SK | KB | JDW | MRT | AN | RG |
|----|----|----|----|----|----|----|----|----|-----|-----|----|----|
| P | A | P | P | A | P | P | P | A | P | P | P | A |

34. SUBJECT: SB1 STATUS AND IMPLEMENTATION 2018-0090

RECEIVED oral update on SB1 Status and Implementation.

| PK | JF | JH | MB | HS | JB | EG | SK | KB | JDW | MRT | AN | RG |
|----|----|----|----|----|----|----|----|----|-----|-----|----|----|
| P | P | P | P | A | P | P | P | A | P | A | P | A |

35. SUBJECT: FREE METRO TRANSIT SERVICE ON EARTH DAY 2018 2018-0121

APPROVED free METRO transit service on Earth Day (April 22, 2018).

| PK | JF | JH | MB | HS | JB | EG | SK | KB | JDW | MRT | AN | RG |
|----|----|----|----|----|----|----|----|----|-----|-----|----|----|
| Y | Y | Y | Y | A | Y | Y | Y | A | Y | A | Y | A |

36. SUBJECT: CLOSED SESSION 2018-0126

CLOSED SESSION:

- A. Conference with Legal Counsel - Existing Litigation - G.C. 54956.9(d)
(1)
City of Beverly Hills v. LACMTA, LASC Case No. BS144164

NO REPORT.

- B. Conference with Real Estate Negotiator - G.C. 54956.8

- 1. Property Description: 9385 and 9393 Wilshire Boulevard,
Beverly Hills
Agency Negotiator: Velma C. Marshall
Negotiating Party: Martin C. May
Under Negotiation: Price and Terms

APPROVED settlement in the amount of \$14,250,000 plus statutory costs and interest, as full settlement of all claims by the Owner arising from this case for the purposes of the extension of the Purple Line.

| PK | JF | JH | MB | HS | JB | EG | SK | KB | JDW | MRT | AN | RG |
|----|----|----|----|----|----|----|----|----|-----|-----|----|----|
| Y | Y | Y | Y | A | Y | Y | Y | A | Y | Y | Y | A |

- 2. Property Description: 5804 Crenshaw Boulevard, Los Angeles
Agency Negotiator: Carol A. Chiodo
Negotiating Party: Lee Family Trust
Under Negotiation: Price and Terms

NO REPORT.

- 3. Property Description: 1137 East Redondo Boulevard, Inglewood
Agency Negotiator: Carol A. Chiodo
Negotiating Party: Youth Justice Center
Under Negotiation: Price and Terms

NO REPORT.

(Item 36 – continued from previous page)

C. Public Employment - G.C. 54957(b)(1)
Title: Chief Ethics Officer

NO REPORT.

ADJOURNED AT 12:09 p.m. in memory of Seymour Rosen.

Prepared by: Deanna Phillips
Administrative Analyst, Board Administration


Michele Jackson, Board Secretary



Board Report

File #: 2018-0128, **File Type:** Program

Agenda Number:

**AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE
FINANCE, BUDGET AND AUDIT COMMITTEE
APRIL 11, 2018**

SUBJECT: EXPRESSLANES TOLL BOND POOL

ACTION: ESTABLISH AND APPOINT TOLL BOND POOL OF UNDERWRITERS

RECOMMENDATION

ESTABLISH a Toll Bond Pool of underwriters, listed in Attachment A, from which underwriters will be selected for future negotiated debt issues for toll revenue bonds and other toll revenue backed debt issued under the ExpressLanes program through June 30, 2021, with two further 1-year options to extend.

ISSUE

To expand ExpressLanes in Los Angeles County and to construct the Tier 1 and Tier 2 projects identified in the 2017 ExpressLanes Strategic Plan (ELSP), Metro needs to determine how these projects will be funded and whether it is feasible to accelerate them. The ELSP assumes that virtually all the ExpressLanes projects will need to be funded by financing mechanisms.

At the September 2017 meeting, the Board approved the staff recommendation to develop solutions and programs based on a system financing approach and to present these to the Board for approval as they are finalized, as appropriate.

Staff has determined that establishing an underwriting pool for toll revenue bonds and any other toll revenue backed debt is an appropriate step in developing a process for the use of inter-fund borrowing of net toll revenues to support creation of the ExpressLanes network.

DISCUSSION

Establishment of a Toll Bond Pool

To date, no debt has been issued for the ExpressLanes projects now in operation. Almost all of Metro's existing debt has been secured by, and repaid from, three of its four sales tax revenue measures. No debt secured by Measure M sales taxes has been issued yet.

In 2016, an unsolicited proposal was submitted to the Office of Extraordinary Innovation that identified financing strategies that would enable acceleration of ExpressLanes projects consistent with a system financing approach.

Staff recommends the establishment of a Toll Bond Pool of underwriters with expertise in issuing debt for ExpressLanes, supplementary to Metro's current pool of underwriters (which expires in June 2019), because of the unique nature of toll backed debt. Since Metro has never issued toll revenue backed debt and it is relatively uncommon for toll revenue bonds to be issued via competitive sales, it is likely that Metro will utilize negotiated sales for debt issuance as discussed in the Board-approved Debt Policy.

The Toll Bond Pool will be used in future negotiated debt issues for toll revenue bonds and any other toll revenue backed debt issued under the ExpressLanes program. For negotiated sales, staff will select underwriters using a mini-RFP process. Consistent with Metro's Debt Policy, the selection of the underwriting team will assure the participation of Small Business Enterprise (SBE), Disabled Veterans Business Enterprise (DVBE), and Disadvantaged Business Enterprise (DBE) firms, subject to board approval of the financing. The senior manager(s) will be selected from the Toll Bond Pool. The other members of the underwriting team for toll revenue transactions may include members of both the Toll Bond Pool and members of Metro's existing underwriting pool, as appropriate. A complete list of our existing underwriting pool is included in Attachment A. Participation in any transaction will depend on the size of the debt issue, timing and the type of debt issued.

Advantages of a Toll Bond Pool

While Metro is developing potential financing structures for the delivery of Tier 1 and Tier 2 Projects, the Toll Bond Pool will be able to provide market information and insight. The pool will also enable Metro to move quickly in forming financing teams if a negotiated sale is the recommended approach for a bond issue. The ability to select underwriters early in the underwriting process will enable us to benefit from their participation in structuring the debt, bond document development, and preparation for credit presentations.

All proposed debt transactions for the ExpressLanes will be presented to the Board for consideration with relevant financing documents, a proposed underwriting syndicate, and any other required documents consistent with Metro's current financing approval process.

Toll Bond Pool Selection Process

Consistent with our Debt Policy, the Toll Bond Pool is recommended based on a competitive Request for Proposal (RFP) process conducted by Sperry Capital Inc., the ExpressLanes financial advisor. RFPs were distributed on December 11, 2017, to 43 firms and 19 proposals were received. Members of the Congestion Reduction Department, Treasury and the ExpressLanes financial advisor reviewed the proposals, evaluating them based on the criteria listed in the RFP.

The four firms that were ranked the highest by the review team are recommended for inclusion in the Pool. All firms have relevant experience and expertise, specific to the structuring and sale of toll backed debt, including the use of TIFIA loans. Additionally, each firm has a local presence with an investment banking office in Los Angeles County. The Toll Bond Pool will be retained through June 30, 2021 with two further 1-year options. See Attachment A, Summary of Underwriter Selection.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety.

FINANCIAL IMPACT

There is no cost related to the establishment of a Toll Bond Pool of underwriters. The Toll Bond Pool is not guaranteed any compensation.

ALTERNATIVES CONSIDERED

The selection of an underwriting pool may be deferred or the Board may elect not to establish a pool. These options are not recommended. The Debt Policy identifies that for a negotiated bond sale, the financial advisor will conduct a competitive process to select underwriters, either for a specific bond issue or through the establishment of a pool of underwriters to be used for bond issues over a defined time period. With a pool, it will be faster and easier to move forward with negotiated transactions because a full solicitation process will not have to be completed each time, which could save several months. The time saved would likely translate into construction cost savings by avoiding escalating costs as well as a lower rate in a volatile interest rate environment.

NEXT STEPS

- Notify underwriters of their appointment to the Toll Bond Pool.
- Continue developing solutions and programs to support implementing a system financing.
- Present solutions and programs to the Board for approval.

ATTACHMENTS

Attachment A - Summary of Underwriter Selection

Prepared by:

Shahrazad Amiri, Executive Officer - Congestion Reduction Programs (213) 922-3061


LuAnne Edwards Schurtz, Deputy Executive Officer - Finance (213) 922-2554

Danny Ray Jasper, Jr. - Debt Manager (213) 922-4026

Reviewed by:

Stephanie Wiggins - Deputy Chief Executive Officer (213) 922-1023

Nalini Ahuja - Chief Financial Officer (213) 922-3088



Phillip A. Washington
Chief Executive Officer

**Summary of Underwriter Selection
for the
ExpressLanes Toll Bond Pool**

Recommended Firms for Toll Bond Pool (in alphabetical order):

| |
|---|
| Bank of America Merrill Lynch Barclays Citigroup Goldman Sachs |
|---|

Members of Metro's Existing Underwriting Pool (eligible for participation as Co-Managers)

Bank of America Merrill Lynch
Barclays Capital Inc.
Citigroup Global Markets Inc.
Drexel Hamilton LLC (Disabled veteran owned firm)
J.P. Morgan Securities LLC
Loop Capital Markets LLC (Minority owned firm)
Morgan Stanley
Ramirez & Co., Inc. (Minority owned firm)
RBC Capital Markets, LLC
Siebert Cisneros Shank & Co., L.L.C (formerly Siebert Brandford Shank) (Minority owned firm)
Stifel, Nicolaus & Company, Incorporated
Wells Fargo Bank, N.A.

Evaluation of Proposals:

The Request for Proposals ("RFP") for ExpressLanes Toll Revenue Bond Underwriting Services was sent on December 11, 2017, to 43 firms who had previously expressed interest in serving as an underwriter on Metro's debt issuances or were known as active in the California municipal bond market. All members of Metro's existing bond underwriting pool were sent the RFP. Proposals were due on January 26, 2018. Metro received proposals from the 19 firms listed alphabetically below:

| <u>List of Proposers</u> |
|--|
| Bank of America Merrill Lynch Barclays Cabrera Capital Markets Citigroup Fidelity Capital Markets Goldman Sachs Hutchinson Shockey Erley |

| |
|--|
| Janney Montgomery Scott Jefferies J.P. Morgan Loop Capital Markets Morgan Stanley Piper Jaffray Ramirez RBC Capital Markets Siebert Cisneros Shank Stifel Nicolaus UBS Wells Fargo Securities |
|--|

Proposals were evaluated in accordance with the guidelines and the following criteria established in the RFP:

- Relevant experience of the firm (15%);
- Relevant experience of the personnel assigned to Metro's ExpressLanes (15%);
- Quality of the proposal (20%);
- Firm's understanding of Metro's ExpressLanes (20%);
- Indicative cost (10%); and
- Capabilities of the firm of underwriting and distributing toll revenue debt (especially for express lanes) (20%).

The RFP requested proposers to describe the relevant experience of their firm and personnel including experience as senior managing underwriter for express lanes and toll revenue backed debt, as well as advisory experience with project sponsors of tolled facilities utilizing the U.S. Department of Transportation TIFIA credit program. The RFP requested case studies which highlighted the firm's experience with express lanes and toll revenue backed debt. The RFP also requested references.

Additionally, the RFP included questions to determine the firm's understanding of Metro's ExpressLanes program. Responders were asked to provide specific suggestions related to:

- System financings using interfund borrowing
- The use of Measure M sales tax revenues to accelerate Metro's ExpressLanes network
- Rating agency considerations for express lanes projects
- Relevant debt structuring considerations for express lanes debt financings.

Firms were also asked to provide a detailed debt capacity analysis for Metro's existing ExpressLanes facilities.

The selection committee, made up of Metro Staff and our ExpressLanes financial advisor, Sperry Capital Inc., reviewed all proposals and scored the firms based on the evaluation criteria. Following the proposed evaluation process, the top ranked firms were shortlisted to participate in oral interviews with the selection committee. The seven shortlisted firms are listed alphabetically below:

| Shortlist of Proposers |
|-------------------------------|
| Bank of America Merrill Lynch |
| Barclays |
| Citigroup |
| Goldman Sachs |
| J.P. Morgan |
| Morgan Stanley |
| RBC Capital Markets |

The oral interviews overseen by the selection committee consisted of a 15-minute presentation from the proposer followed by a 30-minute question and answer period. The four firms that ranked the highest after the oral interviews are being recommended for inclusion in the Toll Bond Pool.



Board Report

File #: 2018-0006, File Type: Program

Agenda Number: 8.

AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE
APRIL 11, 2018

SUBJECT: MEASURE R HIGHWAY SUBREGIONAL PROGRAM
SEMI-ANNUAL UPDATE

ACTION: APPROVE ADOPTION OF UPDATED SUBREGIONAL PROJECT LIST

RECOMMENDATION

CONSIDER:

- A. APPROVING \$20.841 million of additional programming within the capacity of the Measure R Highway Subregional Programs and funding changes via the updated project list, as shown in Attachment A for:
 - Highway Operational Improvements in Arroyo Verdugo
 - Highway Operational Improvement in Las Virgenes Malibu
 - I-405, I-110, I-105 and SR-91 Ramp and Interchange Imp. (South Bay)
 - I-605 Corridor “Hot Spots” Interchange Imp. In Gateway Cities
 - I-710 South and/or Early Action Projects in Gateway Cities
- B. AUTHORIZING the CEO or his designee to negotiate and execute all necessary agreements for approved projects

ISSUE

The Measure R Highway Subregional Program update allows the 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 already 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.

DISCUSSION

The Measure R Expenditure Plan included the following Highway Capital Project Subfunds:

- Highway Operational Improvements in Arroyo Verdugo
- Highway Operational Improvements in Las Virgenes Malibu
- I-405, I-110, I-105 and SR-91 Ramp and Interchange Imp. (South Bay)
- I-605 Corridor “Hot Spots” Interchange Imp. In Gateway Cities
- I-710 South and/or Early Action Projects in Gateway Cities
- State Route 138 Capacity Enhancements in North County

These Highway Capital Projects are not fully defined in the Measure R Expenditure Plan. Definition and development of specific projects with independent utility are advanced through collaborative efforts by Metro’s Highway Program staff, the subregional authorities/Councils of Governments for the subfund, the project sponsor, and Caltrans for projects on their facilities.

At the October 2017 Board meeting (File#2017-0573), revised project lists and funding allocations for the Highway Capital were approved. This update recommends changes requested by each subregion.

The changes in this update include \$20.841 million in additional programming for 35 projects which are either new or existing, in four subregions - Arroyo Verdugo, Las Virgenes Malibu, Gateway Cities and South Bay - as detailed in Attachment A. Highway Program staff will continue to work closely with each subregion and/or lead agency to identify and deliver Highway Operational Improvement Projects.

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

Highway Operational Improvements in Arroyo Verdugo

The subregion had listed 44 projects to be funded by Measure R Subregional Funds. Of those, 11 projects have been completed. The subregion has invested \$29.3 million of their funds in projects. The 22 active projects are in planning, design, or construction phases. This funding adjustments to 3 existing projects recommended as follows:

City of Glendale

- Allow design phase work to be reimbursed as eligible expenses for MR310.04 - Grandview and Sonora Ave at-grade Rail Crossing Improvements. The effective date of eligible design work expenses was July 1, 2009, the first collection date of Measure R Sales Taxes. This modification will allow project charges for both design and construction to be eligible expenses for the project. Total expenses for both phases of work are within the life of project budget.
- Program an additional \$370,000 for MR310.13 - Glendale Narrows Bikeway Project. Funds will be programmed in FY18 for a total programmed budget of \$1,246,500. Required coordination with LA County and the U.S. Army Corps of Engineers to obtain construction permits caused significant delays at the beginning of construction, which resulted in escalation

in construction bid item costs.

- Allow design phase work to be reimbursed as eligible expenses for MR310.18 - Sonora Ave. At-grade Rail Safety Upgrade. The effective date of eligible design work expenses was July 1, 2009, the first collection date of Measure R Sales Taxes. This modification will allow project charges for both design and construction to be eligible expenses for the project. Total expenses for both phases of work are within the life of project budget.
- Program an additional \$250,000 for MR310.37 - Verdugo Blvd Traffic Signal Modifications at Vahili Way and SR-2. The \$250,000 will be programmed in FY19, adding to the current \$600,000 budget. The revised project budget is \$850,000. The current signal design required additional roadway modifications. As a result, the construction bids received were higher than the original engineers estimate.
- Program an additional \$250,000 for MR310.41 - Doran St. (from Brand Blvd. to Adams St). The funds will be programmed in FY19 for a total project budget of \$1,450,000. Construction bids for the project came in higher than the engineer's estimate and additional funds are required for construction.
- Reprogram funding for MR310.43 - Verdugo Road Street Improvements Project (Traffic Signal Modification). Move the \$585,000 in previous years programming to FY20. Also, change the title to Verdugo Road Traffic Signal Modifications. While the city will incorporate non traffic signal work in the construction contract the city will provide a segregated estimate to isolate the Measure R work from the non-measure R work.

Highway Operational Improvements in Las Virgenes Malibu Subregion

The subregion had listed 22 projects to be funded by Measure R Subregional Funds. Of those, 9 projects have been completed. The subregion has invested \$94.8 million of their funds in projects. The 11 active projects are in planning, design, or construction phases. This update includes funding adjustments to 4 projects as follows:

City of Agoura Hills

- Deobligate \$350,000 for MR311.05 - Agoura Road Widening. The revised project budget is \$36,500,000. Funds are being deobligated due to construction capital cost saving. The city desires to reprogram the deobligate funds to another city project MR311.14 - The Kanan Road Overpass Expansion Project Study Report (PSR).
- Program an additional \$350,000 in FY18 for MR311.14 - Kanan Road Overpass (PSR) to cover the anticipated cost of the consultant contract. The additional funds will be programmed in FY18. The revised project budget is \$500,000. Moreover, the project title will be revised to "Kanan Road Corridor from Thousand Oaks Blvd. to Cornell PSR" to reflect the modified project limits.

City of Calabasas

- Deobligate \$500,000 from MR311.20 - Off-ramp for US 101 at Las Virgenes Road. The revised project budget is \$0. The city had programmed funds to improve the operations at the off-ramp as mitigation measure to handle anticipated increases in traffic volumes due to construction at a nearby interchange. Anticipated traffic impacts due to the adjacent project did not materialize and the city no longer wants to move forward with this project. The executed funding agreement for the project will be canceled.
- Program an additional \$2,500,000 for MR310.06 - Lost Hills Overpass and Interchange. The funds will be programmed in FY18 and the revised project budget is \$35,500,000. \$2,000,000 of the additional funding for the project is from the Las Virgenes Malibu Subregion and \$500,000 is from the deobligation of project funds for MR311.20. Design changes are driving change orders which have resulted in construction cost growth.

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

The subregion had listed 77 projects to be funded by Measure R Subregional Funds. Of those, 11 projects have been completed. The subregion has invested \$65.5 million of their funds in projects. The 33 active projects are in planning, design, or construction phases. This update includes 10 new projects and funding adjustments to 4 existing projects recommended as follows:

Metro

- Program an additional \$281,000 in FY18 for MR312.55 - Feasibility Study on I-405 from I-110 to I-105 and I-105 from I-405 to I-110. The total revised project budget is \$881,000. Funds are being added to the project to cover the full cost of the Project Study Report. Additionally, the project title will be revised to reflect the correct project limits (PSR on I-405 from El Segundo Blvd to Artesia Blvd).

Caltrans

- Program \$150,000 for Caltrans IQA reviews of the I-405 PSR from El Segundo Blvd to Artesia Blvd. Caltrans, as the owner operator of the state highways, will review and approve the PSR being prepared for I-405 and requires compensation for their staff time.

County of Los Angeles

- Deobligate \$14,756,700 from MR312.16 - Del Amo Blvd Improvements Project. The revised project budget is \$307,000. The project was completed and a final invoice was submitted for reimbursement. Total invoices for the project at this time are \$306,104.42. Staff will audit and close out the project. The excess funds are being reprogrammed into other projects which will commence work in the coming fiscal year.

City of Hawthorne:

- Program \$1,995,000 for the Imperial Highway Signal Improvements and Intersection Capacity Project from Prairie Ave to Inglewood Ave. The funds will be programmed over 4 fiscal years, FY19, FY20, FY21 and FY22. The total project budget is \$1,995,000. Imperial Highway is a major east-west parallel arterial to I-105 and carries over 34,000 vehicles daily. This project will widen the intersections of Imperial Highway at Hawthorne Blvd, Inglewood Ave, and Freeman Ave to provide additional turning movements. The traffic signals will also be upgraded within the project limits.

Measure R NEXUS to Highway Operational Definition: This is Highway eligible Highway Operational Improvement project which will widen intersections on Imperial Highway and upgrade traffic signals and timing within the project limits. Improvements on Imperial Highway will improve traffic flow, enhance intersection capacity, public transit efficiency and pedestrian safety.

- Program \$3,200,000 for the Rosecrans Ave Signal Improvements and intersection capacity enhancements project over 4 fiscal years FY19, FY20, FY21 and FY22. The total project budget is \$3,200,000. Rosecrans Ave is a major east-west arterial which provides access to I-405 and carries approximately 70,000 vehicles per day. This project will widen the intersections of Rosecrans at Isis Ave, Inglewood Ave, and Prairie Ave to provide additional turning movements. The traffic signals will also be upgraded within the project limits.

Measure R NEXUS to Highway Operational Definition: This is Highway eligible Highway Operational Improvement project which will widen intersections on Imperial and upgrade traffic signals and timing within the project limits. Improvements on Rosecrans Ave will improve traffic flow, enhance intersection capacity, public transit efficiency and pedestrian safety.

- Program \$2,000,000 for El Segundo Boulevard Improvements Project (Phase I) from Van Ness Ave. to Aviation Blvd. The funds will be programmed over 4 fiscal years FY19, FY20, FY21, and FY22. The total project budget is \$2,000,000. El Segundo Ave is a major east-west arterial which provides direct access to I-405 and carries approximately 45,000 vehicles per day. This project will widen the intersections of El Segundo at Van Ness Ave and Isis Ave to provide additional turning movements. The traffic signals will also be upgraded within the project limits.

Measure R NEXUS to Highway Operational Definition: This is Highway eligible Highway Operational Improvement project which will widen intersections on El Segundo Blvd and upgrade traffic signals and timing within the project limits. Improvements on El Segundo Blvd will improve traffic flow, enhance intersection capacity, public transit efficiency and pedestrian safety.

- Program \$600,000 for the El Segundo Blvd at I-405 North Bound and South Bound on/off ramp improvements. The funds will be programmed over 3 fiscal years FY19, FY20 and FY21. The total project budget is \$600,000. El Segundo Blvd is a major east-west arterial which

provides direct access to I-405 and carries approximately 45,000 vehicles per day. This project will environmentally clear and develop preliminary designs for intersection improvements at the I-405 at El Segundo on/off ramps and at intersections of El Segundo Blvd at La Cienega Blvd and Ocean Gate Ave.

Measure R NEXUS to Highway Operational Definition: This is an eligible Highway Operational Improvement project which will widen intersections on El Segundo Blvd at the I-405 on/off ramps and upgrade traffic signals and timing within the project limits. Improvements on El Segundo Blvd will improve traffic flow, enhance intersection capacity, public transit efficiency and pedestrian safety.

City of Inglewood

- Program \$80,000 for the La Cienega Boulevard Signal Synchronization Project between Hill St. and Arbor Vitae St. The funds will be programmed in FY19. The total project budget is \$80,000. La Cienega Blvd is a major north-south arterial which provides direct access to I-405 and carries approximately 85,000 vehicles a day. This project will design and implement traffic signal improvements and develop AM peak, mid-day, PM peak coordination plans for each intersection on La Cienega within the project limits.

Measure R NEXUS to Highway Operational Definition: This is an eligible Highway Operational Improvements project which will improve traffic flow and reduce congestion by developing morning, mid-day, and afternoon traffic signal coordination on La Cienega Boulevard.

- Program \$130,000 for the Arbor Vitae Signal Synchronization Project from Aviation Blvd to Prairie Ave. The funds will be programmed in FY19. The total project budget is \$130,000. Arbor Vitae is a major east-west arterial which provides access to I-405, carries 23,000 vehicles a day and experiences delays during peak AM and PM traffic hours. This project will design and implement signal improvements and develop AM, mid-day and PM peak traffic coordination plans for each signalized intersection on Arbor Vitae.

Measure R NEXUS to Highway Operational Definition: This is an eligible Highway Operational Improvements project which will improve traffic flow and reduce congestion by developing morning mid-day and afternoon traffic coordination plan on Arbor Vitae.

- Program \$255,000 for the Florence Ave Signal Synchronization Project from Manchester Blvd. to High St. The funds will be programmed in FY19. The total project budget is \$255,000. Florence Avenue is a major east-west arterial which provides direct access to I-405 and carries approximately 35,000 vehicles a day and experiences delays during the am and pm peak traffic hours. This project will design and implement signal improvements and develop, AM, mid-day and PM peak traffic coordination plans on Florence Ave.

Measure R NEXUS to Highway Operational Definition: This is an eligible Highway Operational Improvements project which will improve traffic flow and reduce congestion by developing morning mid-day and afternoon traffic coordination plan on Arbor Vitae.

- Deobligate \$1,000,000 from MR312.12 - Intelligent Transportation System (ITS): City of Inglewood Phase IV Master Plan. The revised project budget is \$2,500,000. Funds are being deobligated due to project scope items being reduced and bids coming in below the conceptual project estimate. Additionally, the construction contract has been awarded and the project will be completed within the revised project budget.

City of Los Angeles

- Program \$3,580,000 for the Alameda St. Widening Project - East Side Improvements Project. The total project budget for Project Development, Design and ROW is \$3,580,000. Alameda St. is a major north-south arterial which provides direct access to SR-1, SR-47 and the Ports of Los Angeles and Long Beach. Alameda St. experiences delays during the AM and PM peak traffic hours. This project will widen Alameda to a Major Class II Highway from Anaheim St to 300 ft. south of PCH.

Measure R NEXUS to Highway Operational Definition: This is an eligible Highway Operational Improvement project which will widen Alameda St to a Class II Highway for improved capacity and operation.

Port of Los Angeles

- Program an additional \$2,930,000 for MR312.32 the SR-47/Vincent Thomas Bridge and Front St./Harbor Boulevard Interchange Reconfiguration Project. The funds will be programmed over two fiscal years FY19 and FY20. The total revised project budget for PAED/PS&E is \$3,830,000.

City of Redondo Beach

- Program \$992,000 for Kingsdale Ave and Artesia Boulevard Intersection improvement project. The funds will be programmed in FY19. The total project budget is \$992,000. Kingsdale Ave is a north south arterial which provides direct access to the Redondo Beach Transit Center, The South Bay Galleria, Artesia Blvd, and SR-107. This project will fund construction of dual right turn lane on Kingsdale Ave.

Measure R Nexus to Highway Operational Definition: This is an eligible Highway Operational Improvement project which will widen the intersection of Kingsdale Ave at Artesia Blvd to reduce congestion and improve mobility on major arterials.

City of Torrance

- Project limits revision for MR312.60 - Del Amo Blvd to Dominguez Street Improvements. The City recently advertised a construction contract and bids came in higher than the original estimated cost for the project. To complete the project, will down scope the proposed improvements. The revised project limits will be Crenshaw Blvd at the intersection of 208th St.

and Torrance Transit Center. There is no impact to the project budget and construction is scheduled to start in summer of 2018.

- Program \$2,784,000 for the Plaza del Amo at Western Ave (SR-213) Mobility Enhancements Project. The funds will be programmed over 4 fiscal years FY18, FY19, FY20 and FY21. Plaza del Amo between W 223rd St and S.Western Ave is not utilized as through street and restricts access to SR-213. This project will provide a new east-west route between 223rd and Western Ave.

Measure R NEXUS to Highway Operational Definition: This is an eligible Highway Operational Improvement project which will provide additional roadway capacity and operational improvements by filling a gap in the local arterial street system.

I-605 Corridor “Hot Spots” Interchanges

The Gateway Cities subregion had listed 54 projects to be funded by Measure R Subregional Funds, investing \$71.8 million of their funds in projects. The 37 active projects are in planning, design, or construction phases. This update includes 2 new projects and adjustments to 6 existing projects recommended by the SR-91/I-605/I-405 Technical Advisory Committee as follows:

Gateway Cities COG

- Program an additional \$800,000 for MOU.306.03 - Gateway Cities Council of Governments Engineering Support Services. The revised project budget has increased from \$300,000 to \$1,100,000. Funds will be programmed as follows: \$900,000 in Prior Years and \$200,000 in FY19. The revised budget is \$1,100,000. The programming of additional funds is to cover support services required and to equally cost share expenditures between the I-710 Early Action Projects and the I-605 Hot Spots programs. The additional funds will cover only 1 year of work, through April 30, 2019.

City of Bellflower

- Program an additional \$1,132,800 for MR315.16 - Bellflower Blvd at Artesia Blvd Intersection Improvement Project. The funds will be programmed in FY18. The revised project budget is \$8,442,800. The project budget increase is the result of changes in scope including additional property acquisition and new improvements, required by Caltrans for approval. These funds will be for the construction phase of the project.
- Program an additional \$358,000 for MR315.33 - Lakewood Blvd at Alondra Blvd Intersection Improvement Project. The funds will be programmed in FY18. The revised project budget is \$1,002,000. The project budget increase is the result of additional scope requirements, including traffic signal modifications, deeper pavements sections, and more extensive pavement replacement within the intersection.

City of Downey

- Project limits revision for MR315.14 - Lakewood Blvd at Imperial Hwy Intersection Improvements. In October 2017, board report number 2017-5373, identified the following incorrect project limits, Lakewood Blvd at Firestone Blvd Improvements. The correct project limits are Lakewood Blvd at Imperial Hwy. There is no change in funding to the project budget.
- Program an additional \$3,615,000 for MR315.27 - Lakewood Blvd at Florence Ave Intersection Improvements. Funds will be programmed as follows: \$3,615,000 in FY18. The revised budget is \$4,945,000. This project proposes to widen Lakewood Blvd in both directions by adding additional SB and NB left turn lane, and a WB right turn lane reducing the queuing during peak periods. The additional funding is for the environmental, PS&E, right-of-way acquisition, and utility relocation. The original budget was based on a planning-level estimate and did not consider required ADA clearances. Funding for construction will be requested once Final Design is completed.
- Program an additional \$1,300,000 for Lakewood Blvd at Firestone Blvd Intersection Improvements. The funds will be programmed in FY18. Lakewood Blvd, formerly State Route - 19 (SR-19), at the intersection of Firestone Blvd, experiences heavy traffic delays in morning and in the afternoon from 4-7 pm. This intersection is operating at a deficient level of service.

Measure R NEXUS to Highway Operational Definition: This project proposes intersection improvements to reduce congestion at the Lakewood Blvd and Firestone Blvd Intersection. The improvements will improve traffic flow on this major arterial. This is an eligible Measure R Highway Operational Improvement.

City of Long Beach

- Program \$1,450,000 for the Artesia Boulevard Project. The funds will be programmed in FY18. The total project cost estimate is \$22,500,000. The city has other funding totaling \$6,500,000. The funding is requested for the Preliminary Engineering and Environmental Document phase.

Measure R NEXUS to Highway Operational Definition: This project proposes operational improvements to reduce congestion along Artesia Boulevard and improve speed and reliability for general purpose traffic flow. Improving operational conditions along Artesia Blvd. will enhance conditions on arterials parallel to SR-91 and improve both safety and mobility. This is an eligible Measure R Highway Operational Improvement.

City of Norwalk

- Program \$2,000,000 for the Firestone Boulevard Widening Project. The funds will be programmed as follows: \$2,000,000 in FY18. The funding is being requested for Environmental document and preliminary Engineering Phase (PAED). This project proposes to add an additional travel lane in each direction, install Class II and III bike lanes, and reconstruct sidewalks and medians. The project cross section will reduce bottlenecks along

the Firestone corridor once the I-605 Freeway Interchange is constructed.

Measure R NEXUS to Highway Operational Definition: This eligible Highway Operational Improvement project will address operational deficiencies, improve traffic flow, and increase mobility within the region.

I-710 South and/or Early Action Projects

The Gateway Cities subregion had listed 16 projects to be funded by Measure R Subregional Funds. Of those, 3 projects have been completed. The subregion has invested \$75 million of their funds in projects. The 10 active projects are in planning, design, or construction phases. This update includes 1 new project and funding adjustments to 5 existing projects recommended by the I-710 Technical Advisory Committee as follows:

Metro

- Program an additional \$200,000 in FY19 for utility relocation design services to Southern California Edison (SCE) in support of the I-710 Soundwall Early Action Package 3 (MR306.47). The total revised programmed amount for utility relocation design of SCE is \$400,000.

Gateway Cities COG

- Deobligate \$600,000 for MOU.306.03 - Gateway Cities Council of Governments Engineering Support Services. Funds will be programmed in Prior Years. The revised budget is \$1,100,000. The reduction of programmed funds from the I-710 South/Early Action project list is to cost share required support services utilized for both I-605 Hots Spots Program and I-710 Early Action Project programs. Funds for engineering and support services will cover only 1 year of work, through April 30, 2019.

City of Bell

- Deobligate \$2,173,153 from MR306.44 - Gage Avenue Bridge Improvement Project. The programmed amount for this project will be reduced from \$2,240,000 to \$66,847. The funds are being programmed by phase and Measure R funds is being used as the local contribution to a federally awarded Highway Bridge Program (HBP) grant. The initial phase to be programmed is Project Approval and Environmental Document. The funds will be reprogrammed as follows: \$66,847 in FY19 for a total project budget of \$66,847.
- Deobligate \$2,000,112 from MR306.45 - Slauson Avenue Bridge Improvement Project. The programmed amount for this project will be reduced from \$2,040,000 to \$39,888. The funds are being programmed by phase and Measure R is being used as the local contribution to a federally awarded Highway Bridge Program (HBP) grant. The initial phase to be programmed is Project Approval and Environmental Document. The funds will be reprogrammed as follows: \$39,888 in FY19 for a total project budget of \$39,888.

City of Bell Gardens

- Deobligate \$36,400 from MR306.30 - Eastern Avenue and Florence Avenue RSTI Project. The programmed amount for this project will be reduced from \$1,221,000 to \$1,184,713. Measure R is being used as a local match to Call for Project number F7120. Project costs have been revised to a lower amount and Measure R can only contribute a specific percentage of the total project cost. As a result, Measure R contributions have been lowered to match the revised project cost. The remaining funds will be reprogrammed as follows: \$623,044 in FY17 and \$561,669 in FY18 for a total project budget of \$1,184,713..

City of Downey

- Program \$3,185,000 for the Paramount Boulevard/Imperial Highway Intersection Improvement Project. Funding will be programmed over two Fiscal Years: \$1,185,000 in FY19 and \$2,000,000 in FY20. The total project budget is \$3,185,000. This project includes double left-turn lanes in the southbound and westbound directions, widening along the east and west sides of Paramount Boulevard to provide sufficient width for the double left-turn lanes, the reconstruction of the raised median islands along Paramount Blvd., pavement reconstruction and rehabilitation of the intersection and approaches, modification of traffic signal, and incidental striping, signage, and pavement markings.

Measure R NEXUS to Highways Operational Definition: This project is to address current and future traffic projections reflected in the I-710 Corridor Project EIR/EIS. The Paramount Boulevard/Imperial Highway intersection is defined as a major intersection and operates at a LOS of "F" during peak hours. Paramount Boulevard and Imperial Highway are both major arterials that carry regional traffic. The project is necessary in order to alleviate congestion at the intersection by improving the LOS at the intersections to "C" and "D" during peak hours.

Long Beach

- Program an additional \$5,500,000 for FY19 and FY20 for the Shoemaker Bridge Replacement Project (MR306.19). The funds will be re-programmed as follows: \$4,000,000 in Prior Years, \$1,500,000 in FY17, \$2,000,000 in FY19 and \$3,500,000 in FY20. The additional funding is necessary to support the finalization of the project's environmental phase, including preliminary design. The total re-programmed amount for Shoemaker Bridge Replacement Project is \$11,000,000.

State Route 138 Capacity Enhancements

The subregion has executed 11 agreements for projects along the SR-138/SR-14 in Palmdale and Lancaster, which are in planning, design, or construction phases, and has invested \$28 million of their funds in projects.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Funding for the highway projects is from the Measure R 20% Highway Capital subfund earmarked for the subregions. Funds are available for Arroyo Verdugo (Project No. 460310), Las Virgenes Malibu (Project No. 460311), and South Bay (Project No. 460312) subregions in FY18 budget. These three programs are in the FY18 Budget under Cost Center 0442 in Account 54001 (Subsidies to Others).

Funding for the SR-138 Project Approval and Environmental Document (September 2012 Board Action) is included in the FY18 budget under project No. 461330, Cost Center 4730 in Account 50316. 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).

Funding for the I-605 Corridor "Hot Spots" Projects, is included in Project No. 460314, Cost Center 0442, Account 54001 (Subsidies to Others), 461314, Task 5.2.100; 462314, Task 5.2.100; 463314, Task 5.2.100; 463714, Task 5.2.100; 468314, Task 5.3.100; 469314, Task 5.3.100; 460345, Task 5.2.100; 460346, Task 5.2.100; in Cost Centers 4720 and 4730, Account 50316 (Professional Services); and for I-710 Early Action Projects, in Project No. 460316 in Cost Center 0442, Account 54001 (Subsidies to Others) and also under 462316, Task 5.2.100; 463316, Task 5.3.100; 463416, Task 5.3.100; and 463516, Task 5.3.100 in Account 50316 (Professional Services) in Cost Center 4720, are all included in the FY18 budget.

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

Should additional funds be required for FY18, staff will revisit the budgetary needs using the mid-year adjustment process.

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.

ALTERNATIVES CONSIDERED

The Board may choose to not approve the revised project lists and funding allocation. However, this option is not recommended as it will be inconsistent with Board direction given at the time of the 2009 L RTP adoption and may delay the development and delivery of projects.

NEXT STEPS

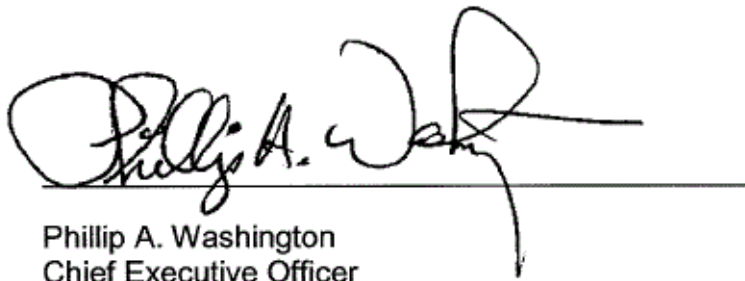
Metro Highway Program Staff will continue to work with the subregions to identify and deliver projects. As work progresses, updates will be provided to the Board on a semi-annual and as-needed basis.

ATTACHMENT

Attachment A - Measure R Highway Subregional Project List

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Reviewed by: Richard F. Clarke, Chief Program Management Officer, (213) 922-7557



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

| Measure R Highway Operational Improvements Projects | | | | | | | | | | | | | |
|--|--------------------------|--|------------------------------------|-----------------|--------------|---------------------|----------------------|-------------------------|----------------|----------------|----------------|-------------|-------------|
| <i>(Dollars in Thousands)</i> | | | | | | | | | | | | | |
| | | | HIGHWAY OPS IMP GRAND TOTAL | | | | | | | | | | |
| | | | | 1,014,561 | | 20,841 | 1,035,403 | 729,940 | 130,460 | 106,684 | 70,699 | 14,025 | 1,695 |
| Lead Agency | Fund Agr (FA) No. | PROJECT/LOCATION | Notes | Prior | Alloc | Alloc Change | Current Alloc | Prior Yr Program | FY18 | FY19 | FY20 | FY21 | FY22 |
| Arroyo Verdugo Operational Improvements | | | | 67,506.3 | 870.0 | 68,376.3 | 37,352.2 | 14,175.2 | 7,350.0 | 2,135.0 | 7,364.0 | 0.0 | |
| Burbank | MR310.06 | San Fernando Blvd. / Burbank Blvd. Intersection | | 2,325.0 | 0.0 | 2,325.0 | 590.0 | 1,735.0 | | | | | |
| Burbank | MR310.07 | Widen Magnolia Blvd / I-5 Bridge for center-turn lane | | 3,967.0 | 0.0 | 3,967.0 | 0.0 | 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 | | 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 | 0 | 250.0 | | | | 3,647.0 | |
| Burbank | MR310.11 | Olive Ave. / Verdugo Ave. Intersection Improvement | | 1,600.0 | 0.0 | 1,600.0 | 1,600.0 | | | | | | |
| Burbank | MR310.23 | Chandler Bikeway Extension (call match) F7506 | | 659.8 | 0.0 | 659.8 | 185.8 | 474.0 | | | | | |
| Burbank | MR310.31 | SR-134 Corridor Arterial Signal Improvements - Phase 2 | | 1,300.0 | 0.0 | 1,300.0 | 0.0 | 1,300.0 | | | | | |
| Burbank | MR310.33 | Media District Traffic Signal Improvements | | 1,400.0 | 0.0 | 1,400.0 | 0.0 | 1,400.0 | | | | | |
| Burbank | MR310.38 | I-5 Corridor Arterial Signal Improvements - Phase 2 | | 800.0 | 0.0 | 800.0 | 0.0 | 800.0 | | | | | |
| Burbank | MR310.46 | Glenoaks Blvd Arterial and First St Signal Improvements | | 1,900.0 | 0.0 | 1,900.0 | 0.0 | 500.0 | 1,400.0 | | | | |
| TOTAL BURBANK | | | | 23,423.8 | 0.0 | 23,423.8 | 7,950.8 | 6,709.0 | 1,400.0 | 0.0 | 7,364.0 | 0.0 | |
| 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) | Chg | 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 | Chg | 876.5 | 370.0 | 1,246.5 | 876.5 | 370.0 | | | | | |
| 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 | | 1,585.5 | 0.0 | 1,585.5 | 1,585.5 | | | | | | |
| Glendale | MR310.17 | Ocean View Blvd. Traffic Signals Installation and Modification | | 1,000.0 | 0.0 | 1,000.0 | 1,000.0 | | | | | | |
| Glendale | MR310.18 | Sonora Avenue At-Grade Rail Crossing Safety Upgrade (Completed) | Chg | 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 | | | | | | |

ATTACHMENT A

| Lead Agency | Fund Agr (FA) No. | PROJECT/LOCATION | Notes | Prior Alloc | Alloc Change | Current Alloc | Prior Yr Program | FY18 | FY19 | FY20 | FY21 | FY22 |
|----------------------|-------------------|--|-------|-----------------|--------------|-----------------|------------------|-----------------|----------------|----------------|----------------|------------|
| 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 | 0.0 | 1,520.0 | 3,000.0 | | | |
| Glendale | MR310.26 | Bicycle Facilities, Phase 2 (Class III Bike Routes) | | 165.0 | 0.0 | 165.0 | 165.0 | | | | | |
| Glendale | MR310.28 | Pennsylvania Ave Signal at I-210 On/Off-Ramps | | 400.0 | 0.0 | 400.0 | 400.0 | | | | | |
| Glendale | MR310.32 | Regional Arterial Performance Measures (Call Match) F7321 | | 100.0 | 0.0 | 100.0 | 0.0 | 100.0 | | | | |
| Glendale | MR310.34 | Regional Bike Stations (Call Match) F7709 | | 332.1 | 0.0 | 332.1 | 0.0 | 332.1 | | | | |
| Glendale | MR310.36 | Signalizations of SR-2 Fwy Ramps @ Holly | | 600.0 | 0.0 | 600.0 | 0.0 | | 100.0 | 500.0 | | |
| Glendale | MR310.35 | Signal Installations at Various Locations | | 1,500.0 | 0.0 | 1,500.0 | 1,500.0 | | | | | |
| Glendale | MR310.37 | Verdugo Boulevard Traffic Signal Modification at Vahili Way and SR-2 | Chg | 600.0 | 250.0 | 850.0 | 0.0 | 50.0 | 800.0 | | | |
| 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 | | 3,315.0 | 0.0 | 3,315.0 | 3,315.0 | | | | | |
| Glendale | MR310.41 | Doran St. (From Brand Blvd. to Adams St.) | Chg | 1,200.0 | 250.0 | 1,450.0 | 1,200.0 | | 250.0 | | | |
| 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) | Chg | 585.0 | 0.0 | 585.0 | 0.0 | | | 585.0 | | |
| Glendale | MR310.47 | Traffic Signals on Glenwood Rd. and Modificaitons on La Crescenta and Central Ave. | | 1,200.0 | 0.0 | 1,200.0 | 0.0 | 1,200.0 | | | | |
| Glendale | MR310.48 | San Frenando Rd and Los Angeles Street Traffic Signal Installation & Intersection Modification | | 400.0 | 0.0 | 400.0 | 0.0 | 400.0 | | | | |
| Glendale | MR310.49 | Traffic Signal Modification & Upgrades on Honolulu Ave | | 1,800.0 | 0.0 | 1,800.0 | 0.0 | 150.0 | 1,650.0 | | | |
| | | TOTAL GLENDALE | | 33,950.5 | 870.0 | 34,820.5 | 22,613.4 | 4,122.1 | 5,950.0 | 2,135.0 | 0.0 | 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 | 1,200.0 | 600.0 | | | | |
| | | TOTAL LA CANADA FLINTRIDGE | | 6,388.0 | 0.0 | 6,388.0 | 5,788.0 | 600.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LA County | MR310.44 | Soudwalls on Interstate I-210 in LA Crescenta-Montrose | | 3,044.0 | 0.0 | 3,044.0 | 1,000.0 | 2,044.0 | | | | |
| | | TOTAL LA COUNTY | | 3,044.0 | 0.0 | 3,044.0 | 1,000.0 | 2,044.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Metro/Caltrans | MR310.29 | NBSSR on I-210 frm Pennsylvania Ave. to West of SR-2 | | 700.0 | 0.0 | 700.0 | 0.0 | 700.0 | | | | |
| | | TOTAL METRO | | 700.0 | 0.0 | 700.0 | 0.0 | 700.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | TOTAL ARROYO VERDUGO OPS IMPS | | 67,506.3 | 870.0 | 68,376.3 | 37,352.2 | 14,175.2 | 7,350.0 | 2,135.0 | 7,364.0 | 0.0 |

ATTACHMENT A

| Lead Agency | Fund Agr (FA) No. | PROJECT/LOCATION | Notes | Prior Alloc | Alloc Change | Current Alloc | Prior Yr Program | FY18 | FY19 | FY20 | FY21 | FY22 |
|---|-------------------|---|-------|-------------|--------------|---------------|------------------|----------|----------|------|------|------|
| Las Virgenes/Malibu Operational Improvements | | | | 154,651.0 | 2,000.0 | 156,651.0 | 128,301.0 | 16,350.0 | 12,000.0 | 0.0 | 0.0 | 0.0 |
| Westlake Village | MR311.01 | Lindero Canyon Road Interchange, Phase 3A Design | | 443.7 | 0.0 | 443.7 | 343.7 | 100.0 | | | | |
| 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 | | 9,419.0 | 0.0 | 9,419.0 | 9,419.0 | | | | | |
| 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 | | | | 18,301.0 | 0.0 | 18,301.0 | 18,201.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Agoura Hills | MR311.03 | Palo Comando Interchange | | 11,000.0 | 0.0 | 11,000.0 | 4,000.0 | 2,000.0 | 5,000.0 | | | |
| Agoura Hills | MR311.04 | Aguora Road/Kanan Road Intersection Improvements | | 1,000.0 | 0.0 | 1,000.0 | 1,000.0 | | | | | |
| Agoura Hills | MR311.05 | Agoura Road Widening (Completed) | Chg | 36,850.0 | (350.0) | 36,500.0 | 36,500.0 | | | | | |
| Agoura Hills | MR311.14 | Kanan Road Corridor from Thousand Oaks Blvd to Cornell Road PSR | Chg | 150.0 | 350.0 | 500.0 | 150.0 | 350.0 | | | | |
| Agoura Hills | MR311.15 | Agoura Hills Multi-Modal Center | | 100.0 | 0.0 | 100.0 | 100.0 | | | | | |
| TOTAL AGOURA HILLS | | | | 49,100.0 | 0.0 | 49,100.0 | 41,750.0 | 2,350.0 | 5,000.0 | 0.0 | 0.0 | 0.0 |
| Calabasas | MR311.06 | Lost Hills Overpass and Interchange | Chg | 33,000.0 | 2,500.0 | 35,500.0 | 33,000.0 | 2,500.0 | | | | |
| 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 | | 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) | Chg | 500.0 | (500.0) | 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 | | | | 47,550.0 | 2,000.0 | 49,550.0 | 47,050.0 | 2,500.0 | 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 | FY18 | FY19 | FY20 | FY21 | FY22 |
|--------------|-------------------|---|-------|------------------|----------------|------------------|------------------|-----------------|-----------------|------------|------------|------------|
| Malibu | MR311.24 | Malibu/Civic Center Way Widening | | 4,000.0 | 0.0 | 4,000.0 | 3,000.0 | 1,000.0 | | | | |
| Malibu | MR311.26 | PCH-Raised Median and Channelization from Webb Way to Corral Canyon Road | | 6,950.0 | 0.0 | 6,950.0 | 3,950.0 | 3,000.0 | | | | |
| Malibu | MR311.27 | PCH Intersections Improvements | | 1,000.0 | 0.0 | 1,000.0 | 1,000.0 | | | | | |
| 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) | | 2,500.0 | 0.0 | 2,500.0 | 1,000.0 | 1,000.0 | 500.0 | | | |
| 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 | Pacific Coast Highway Shoulder Improvements (Various Locations) | | 3,500.0 | 0.0 | 3,500.0 | 2,000.0 | 1,500.0 | | | | |
| Malibu | MR311.11 | PCH Signal System Improvements from John Tyler Drive to Topanga Canyon Blvd | | 13,700.0 | 0.0 | 13,700.0 | 4,300.0 | 4,900.0 | 4,500.0 | | | |
| | | TOTAL MALIBU | | 34,000.0 | 0.0 | 34,000.0 | 17,600.0 | 11,400.0 | 5,000.0 | 0.0 | 0.0 | 0.0 |
| Hidden Hills | MR311.34 | Long Valley Road/Valley Circle/US-101 On-Ramp Improvements | | 5,700.0 | 0.0 | 5,700.0 | 3,700.0 | | 2,000.0 | | | |
| | | TOTAL HIDDEN HILLS | | 5,700.0 | 0.0 | 5,700.0 | 3,700.0 | 0.0 | 2,000.0 | 0.0 | 0.0 | 0.0 |
| | | TOTAL LAS VIRGENES/MALIBU OPS IMPS | | 154,651.0 | 2,000.0 | 156,651.0 | 128,301.0 | 16,350.0 | 12,000.0 | 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 | FY18 | FY19 | FY20 | FY21 | FY22 |
|---|-------------------|---|-------|-------------|--------------|---------------|------------------|----------|----------|----------|---------|---------|
| South Bay I-405, I-110, I-105, & SR-91 Ramp / Interchange Imps | | | | 233,026.9 | 3,220.3 | 236,247.3 | 151,695.5 | 34,142.7 | 30,103.0 | 13,847.0 | 4,764.0 | 1,695.0 |
| SBCCOG | MR312.01 | South Bay Cities CCS Program Development & Oversight and Program Administration <i>(Project Development Budget Testbed)</i> | | 13,375.0 | 0.0 | 13,375.0 | 11,664.0 | 500.0 | 594.0 | 617.0 | | |
| | | TOTAL SBCCOG | | 13,375.0 | 0.0 | 13,375.0 | 11,664.0 | 500.0 | 594.0 | 617.0 | 0.0 | 0.0 |
| Caltrans | MR312.11 | ITS: I-405, I-110, I-105, SR-91 at Freeway Ramp/Arterial Signalized Intersections | | 5,357.0 | (0.0) | 5,357.0 | 5,357.0 | | | | | |
| Metro/Caltrans | MR312.24 | I-110 Aux lane from SR-91 to Torrance Blvd Aux lane & I-405/I-110 Connector | | 15,100.0 | 0.0 | 15,100.0 | 9,350.0 | 5,750.0 | | | | |
| Metro/Caltrans | MR312.25 | I-405 at 182nd St. / Crenshaw Blvd Improvements | | 24,400.0 | 0.0 | 24,400.0 | 4,000.0 | 5,900.0 | 7,900.0 | 6,600.0 | | |
| Caltrans | MR312.29 | ITS: Pacific Coast Highway and Parallel Arterials From I-105 to I-110 | | 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 | 0.0 | | 1,000.0 | | | |
| Caltrans | MR312.77 | I-405 IQA Review for PSR (El Segundo to Artesia Blvd) | Add | 0.0 | 150.0 | 150.0 | 0.0 | | 150.0 | | | |
| | | TOTAL CALTRANS | | 54,857.0 | 150.0 | 55,007.0 | 27,707.0 | 11,650.0 | 9,050.0 | 6,600.0 | 0.0 | 0.0 |
| Carson | MR312.37 | Sepulveda Blvd widening from Alameda Street to ICTF Driveway | | 0.0 | 0.0 | 0.0 | 0.0 | | | | | |
| Carson | MR312.46 | Upgrade Traffic Control Signals at the Intersection of Figueroa St and 234th St. and Figueroa and 228th st. | | 150.0 | 0.0 | 150.0 | 65.0 | 85.0 | | | | |
| Carson | MR312.41 | Traffic Signal Upgrades at 10 Intersections | | 1,400.0 | 0.0 | 1,400.0 | 500.0 | 900.0 | | | | |
| | | TOTAL CARSON | | 1,550.0 | 0.0 | 1,550.0 | 565.0 | 985.0 | 0.0 | 0.0 | 0.0 | 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 | | 350.0 | 0.0 | 350.0 | 350.0 | | | | | |
| | | TOTAL EL SEGUNDO | | 3,250.0 | 0.0 | 3,250.0 | 3,250.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

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| Lead Agency | Fund Agr (FA) No. | PROJECT/LOCATION | Notes | Prior Alloc | Alloc Change | Current Alloc | Prior Yr Program | FY18 | FY19 | FY20 | FY21 | FY22 |
|---------------|-------------------|--|-------|-------------|--------------|---------------|------------------|---------|---------|---------|---------|---------|
| 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 | MR312.02 | Traffic Signal Reconstruction on Vermont at Redondo Beach Blvd and at Rosecrans Ave. | | 1,500.0 | 0.0 | 1,500.0 | 40.0 | 1,460.0 | | | | |
| Gardena | MR312.09 | Artesia Blvd Arterial Improvements from Western Ave to Vermont Ave | | 2,523.0 | 0.0 | 2,523.0 | 80.0 | 180.0 | 2,263.0 | | | |
| | | TOTAL GARDENA | | 11,473.3 | 0.0 | 11,473.3 | 7,570.3 | 1,640.0 | 2,263.0 | 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) | | 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 | 200.0 | 418.0 | 619.0 | | | |
| Hawthorne | MR312.54 | Intersection widening & traffic signal modifications on Inglewood Ave at El Segundo Blvd; on Crenshaw Blvd At Pacific Beach on Grandview at 126th St. and on 120th St. | | 2,000.0 | 0.0 | 2,000.0 | 1,000.0 | 1,000.0 | | | | |
| Hawthorne | MR312.61 | Hawthorne Blvd Arterial Improvements, from 126th St to 111th St. | | 4,400.0 | 0.0 | 4,400.0 | 600.0 | 1,000.0 | 2,800.0 | | | |
| Hawthorne | MR312.66 | Imperial Ave Signal Improvements and Intersection Capacity Project | Add | 0.0 | 1,995.0 | 1,995.0 | 0.0 | 0.0 | 200.0 | 700.0 | 600.0 | 495.0 |
| Hawthorne | MR312.67 | Rosecrans Ave Signal Improvements and Intersection Capacity Enhancements. | Add | 0.0 | 3,200.0 | 3,200.0 | 0.0 | 0.0 | 500.0 | 1,000.0 | 1,200.0 | 500.0 |
| Hawthorne | MR312.68 | El Segundo Blvd Improvements Project Phase I | Add | 0.0 | 2,000.0 | 2,000.0 | 0.0 | 0.0 | 400.0 | 400.0 | 500.0 | 700.0 |
| Hawthorne | MR312.69 | El Segundo Blvd Improvements Project Phase II | Add | 0.0 | 600.0 | 600.0 | 0.0 | 0.0 | 100.0 | 300.0 | 200.0 | |
| | | TOTAL HAWTHORNE | | 20,888.0 | 7,795.0 | 28,683.0 | 15,051.0 | 2,418.0 | 4,619.0 | 2,400.0 | 2,500.0 | 1,695.0 |
| Hermosa Beach | MR312.05 | PCH (SR-1/PCH) Improvements between Anita St. and Artesia Boulevard | | 498.0 | 0.0 | 498.0 | 304.0 | 194.0 | | | | |
| Hermosa Beach | MR312.38 | Pacific Coast Highway at Aviation Blvd Intersection Improvements (Southbound left turn lanes) | | 872.0 | 0.0 | 872.0 | 872.0 | | | | | |
| Hermosa Beach | MR312.63 | PAVED on PCH from Aviation Blvd to Prospect Ave | | 1,800.0 | 0.0 | 1,800.0 | 400.0 | 1,400.0 | | | | |
| | | TOTAL HERMOSA BEACH | | 3,170.0 | 0.0 | 3,170.0 | 1,576.0 | 1,594.0 | 0.0 | 0.0 | 0.0 | 0.0 |

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| Lead Agency | Fund Agr (FA) No. | PROJECT/LOCATION | Notes | Prior Alloc | Alloc Change | Current Alloc | Prior Yr Program | FY18 | FY19 | FY20 | FY21 | FY22 |
|-------------|-------------------|---|-------|-------------|--------------|---------------|------------------|---------|---------|---------|---------|------|
| Inglewood | MR312.12 | Intelligent Transportation System (ITS): City of Inglewood Citywide ITS Master Plan | | 3,500.0 | (1,000.0) | 2,500.0 | 2,500.0 | | | | | |
| Inglewood | MR312.50 | ITS: Phase V - Communication Gap Closure on Various Locations, ITS Upgrade and Arterial Detection | | 384.0 | 0.0 | 384.0 | 0.0 | 192.0 | 192.0 | | | |
| Inglewood | MR312.70 | Prairie Ave Signal Synchronization Project | | 205.0 | 0.0 | 205.0 | 0.0 | 205.0 | | | | |
| Inglewood | MR312.71 | La Cienega Blvd Synchronization Project | Add | 0.0 | 80.0 | 80.0 | 0.0 | 0.0 | 80.0 | | | |
| Inglewood | MR312.72 | Arbor Vitae Synchronization Project | Add | 0.0 | 130.0 | 130.0 | 0.0 | 0.0 | 130.0 | | | |
| Inglewood | MR312.73 | Florence Ave Synchronization Project | Add | 0.0 | 255.0 | 255.0 | 0.0 | 0.0 | 255.0 | | | |
| | | TOTAL INGLEWOOD | | 4,089.0 | (535.0) | 3,554.0 | 2,500.0 | 397.0 | 657.0 | 0.0 | 0.0 | 0.0 |
| 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 | MR312.51 | Improve Anaheim St. from Farragut Ave. to Dominguez Channel (Call Match) F7207 | | 1,313.0 | (0.0) | 1,313.0 | 262.6 | 1,050.4 | | | | |
| LA City | MR312.48 | Alameda St. (South) Widening frm. Anaheim St. to Harry Bridges Blvd | | 2,875.0 | 0.0 | 2,875.0 | 0.0 | 2,875.0 | | | | |
| LA City | MR312.74 | Alameda St. (East) Widening Project | Add | 0.0 | 3,580.0 | 3,580.0 | 0.0 | 0.0 | 1,000.0 | 1,000.0 | 1,580.0 | |
| | | TOTAL LA CITY | | 4,288.0 | 3,580.0 | 7,868.0 | 362.6 | 3,925.4 | 1,000.0 | 1,000.0 | 1,580.0 | 0.0 |
| LA County | MR312.16 | Del Amo Blvd improvements from Western Ave to Vermont Ave | Chg | 15,063.7 | (14,756.7) | 307.0 | 307.0 | 0.0 | 0.0 | | | |
| LA County | MR312.52 | ITS: Improvements on South Bay Arterials | | 1,021.0 | 0.0 | 1,021.0 | 0.0 | 401.0 | 620.0 | | | |
| LA County | MR312.64 | South Bay Arterial System Detection Project | | 2,000.0 | 0.0 | 2,000.0 | 0.0 | 1,000.0 | 1,000.0 | | | |
| | | TOTAL LA COUNTY | | 18,084.7 | (14,756.7) | 3,328.0 | 307.0 | 1,401.0 | 1,620.0 | 0.0 | 0.0 | 0.0 |
| Lawndale | MR312.15 | Inglewood Ave Widening from 156th Street to I-405 Southbound on-ramp | Chg | 43.0 | 0.0 | 43.0 | 43.0 | | | | | |
| 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 | 273.0 | 766.3 | | | | |
| Lawndale | MR312.31 | Manhattan Bch Blvd at Hawthorne Blvd Left Turn Signal Improvements | | 508.0 | 0.0 | 508.0 | 0.0 | 300.0 | 208.0 | | | |
| | | TOTAL LAWDALE | | 2,468.6 | 0.0 | 2,468.6 | 1,194.3 | 1,066.3 | 208.0 | 0.0 | 0.0 | 0.0 |

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| Lead Agency | Fund Agr (FA) No. | PROJECT/LOCATION | Notes | Prior Alloc | Alloc Change | Current Alloc | Prior Yr Program | FY18 | FY19 | FY20 | FY21 | FY22 |
|---------------------|---------------------------------|--|-------|-------------|--------------|---------------|------------------|---------|-------|---------|------|------|
| Lomita | MR312.43 | Intersection Improvements at Western/Palos Verdes Dr and PCH/Walnut | | 1,506.0 | 0.0 | 1,506.0 | 900.0 | 606.0 | | | | |
| | | TOTAL LOMITA | | 1,506.0 | 0.0 | 1,506.0 | 900.0 | 606.0 | 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 | | | | | |
| 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 | Sepulveda Blvd Operational Improvements at Rosecrans Ave, 33rd St, Cedar Ave, 14th St and 2nd St. | | 900.0 | 0.0 | 900.0 | 50.0 | 850.0 | | | | |
| | | TOTAL MANHATTAN BEACH | | 12,826.5 | 0.0 | 12,826.5 | 11,976.5 | 850.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Metro/Caltrans | MR312.30 | Feasibility Study for I-405 from I-110 to I-105 and I-105 from I-405 to I-110 | | 600.0 | 0.0 | 600.0 | 0.0 | 600.0 | | | | |
| Metro/Caltrans | MR312.55 | PSR I-405 from El Segundo Blvd to Artesia Blvd | Chg | 600.0 | 281.0 | 881.0 | 0.0 | 881.0 | | | | |
| Metro/Caltrans | TBD | Western Ave. (SR-213) from Palos Verdes Drive North to Gardena -- PSR | | 170.0 | 0.0 | 170.0 | 70.0 | 100.0 | | | | |
| Metro/Caltrans | TBD | SR-1 from Eastern Boundary of Carson to Eastern Boundary of Torrance -- PSR | | 170.0 | 0.0 | 170.0 | 70.0 | 100.0 | | | | |
| Metro | 0000020331-9 4010-2540-01-40 | South Bay Arterial Baseline Conditions Analysis (Completed) | | 250.0 | 0.0 | 250.0 | 250.0 | | | | | |
| Metro | TBD | Inglewood Transit Center at Florence/La Brea | | 1,500.0 | 0.0 | 1,500.0 | 1,500.0 | | | | | |
| | | TOTAL METRO | | 3,290.0 | 281.0 | 3,571.0 | 1,890.0 | 1,681.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rancho Palos Verdes | MR312.39 | Western Ave. (SR-213) from Palos Verdes Drive North to 25th street -- PSR | | 90.0 | 0.0 | 90.0 | 30.0 | 60.0 | | | | |
| | | TOTAL RANCHO PALOS VERDES | | 90.0 | 0.0 | 90.0 | 30.0 | 60.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| POLA | MR312.32 | SR-47/Vincent Thomas Bridge on/off ramp Improvements at Harbor Blvd | Chg | 900.0 | 2,930.0 | 3,830.0 | 900.0 | | 700.0 | 2,230.0 | | |
| | | PORT OF LOS ANGELES | | 900.0 | 2,930.0 | 3,830.0 | 900.0 | 0.0 | 700.0 | 2,230.0 | 0.0 | 0.0 |

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| Lead Agency | Fund Agr (FA) No. | PROJECT/LOCATION | Notes | Prior Alloc | Alloc Change | Current Alloc | Prior Yr Program | FY18 | FY19 | FY20 | FY21 | FY22 |
|---------------|-------------------|---|-------|------------------|----------------|------------------|------------------|-----------------|-----------------|-----------------|----------------|----------------|
| 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) | | 586.0 | 0.0 | 586.0 | 586.0 | | | | | |
| Redondo Beach | MR312.08 | Pacific Coast Highway at Palos Verdes Blvd intersection improvements (WB right turn lane) | | 389.0 | 0.0 | 389.0 | 320.0 | 69.0 | | | | |
| 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) | | 847.0 | 0.0 | 847.0 | 847.0 | | | | | |
| 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 | Add | 0.0 | 992.0 | 992.0 | 0.0 | 0.0 | 992.0 | | | |
| | | TOTAL REDONDO BEACH | | 8,449.0 | 992.0 | 9,441.0 | 8,380.0 | 69.0 | 992.0 | 0.0 | 0.0 | 0.0 |
| Torrance | MR312.10 | Pacific Coast Highway at Hawthorne Blvd intersection improvements | | 19,600.0 | 0.0 | 19,600.0 | 19,600.0 | | | | | |
| 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 | 18,100.0 | | 7,600.0 | | | |
| Torrance | MR312.26 | I-405 at 182nd St. / Crenshaw Blvd Operational Improvements | | 15,300.0 | 0.0 | 15,300.0 | 10,300.0 | 5,000.0 | | | | |
| 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 | | 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 209th signal at Transit Center | Chg | 3,300.0 | 0.0 | 3,300.0 | 3,300.0 | | | | | |
| Torrance | MR312.76 | Plaza Del Amo at Western Ave (SR-213) Improvements | Add | 0.0 | 2,784.0 | 2,784.0 | | 300.0 | 800.0 | 1,000.0 | 684.0 | |
| | | TOTAL TORRANCE | | 68,471.9 | 2,784.0 | 71,255.9 | 55,871.9 | 5,300.0 | 8,400.0 | 1,000.0 | 684.0 | 0.0 |
| | | TOTAL SOUTH BAY | | 233,026.9 | 3,220.3 | 236,247.3 | 151,695.5 | 34,142.7 | 30,103.0 | 13,847.0 | 4,764.0 | 1,695.0 |

ATTACHMENT A

| Lead Agency | Fund Agr (FA) No. | PROJECT/LOCATION | Notes | Prior | Alloc | Alloc Change | Current Alloc | Prior Yr Program | FY18 | FY19 | FY20 | FY21 | FY22 |
|--|-------------------|--|-------|------------------|------------------|-----------------|------------------|------------------|-----------------|-----------------|----------------|----------------|------------|
| Gateway Cities: I-605/SR-91/I-405 Corridors "Hot Spots" | | | | | 195,112.6 | 10,675.8 | 205,788.4 | 134,097.8 | 40,220.1 | 20,239.6 | 9,516.8 | 1,714.1 | 0.0 |
| GCCOG | MOU.306.03 | GCCOG Engineering Support Services | Chg | 300.0 | 800.0 | | 1,100.0 | 900.0 | | 200.0 | | | |
| GCCOG | MR315.29 | Gateway Cities Third Party Support | | 100.0 | 0.0 | | 100.0 | 100.0 | | | | | |
| | | TOTAL GCCOG | | 400.0 | 800.0 | | 1,200.0 | 1,000.0 | 0.0 | 200.0 | 0.0 | 0.0 | 0.0 |
| Metro | PS4720-3334 | Program/Project Management Support of Measure R Funds | | 200.0 | 0.0 | | 200.0 | 200.0 | | | | | |
| Metro | PS4720-3252 | PAED for Santa Fe Springs/ Whittier, Painter/Whittier, & Colima Whittier | | 680.0 | 0.0 | | 680.0 | 680.0 | | | | | |
| Metro | PS4720-3250 | PAED for Lakewood/Alondra, Lakewood/Spring, and Artesia | | 572.7 | 0.0 | | 572.7 | 572.7 | | | | | |
| Metro | PS4720-3251 | PAED for Valley View/Rosecrans, Valley View/Alondra, Germantown/South, and Bloomfield/Artesia | | 560.7 | 0.0 | | 560.7 | 560.7 | | | | | |
| Metro | AE25081 | PS&E for Carmenita/South and Bloomfield/Artesia Intersection | | 100.0 | 0.0 | | 100.0 | 100.0 | | | | | |
| Metro | AE25083 | PS&E for Valley View/Rosecrans and Valley View/Alondra Intersection Improvements | | 100.0 | 0.0 | | 100.0 | 100.0 | | | | | |
| Metro | PS4603-2582 | Professional Services for I-605 Feasibility Study (Completed) | | 6,170.0 | 0.0 | | 6,170.0 | 6,170.0 | | | | | |
| 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 | PS4720-3235 | Professional Services for 605/60 PSR/PDS | | 3,040.0 | 0.0 | | 3,040.0 | 3,040.0 | | | | | |
| Metro | AE5204200 | Professional Services for 605/60 PA/ED | | 34,000.0 | 0.0 | | 34,000.0 | 10,000.0 | 8,000.0 | 8,000.0 | 8,000.0 | | |
| Metro | PS47203004 | Professional Services for the Gateway Cities Strategic Transportation Plan | | 10,429.5 | (0.0) | | 10,429.5 | 10,429.5 | | | | | |
| Metro | AE333410011375 | Professional Services for the I-605/I-5 PA/ED | | 20,698.0 | 0.0 | | 20,698.0 | 8,000.0 | 5,000.0 | 7,698.0 | | | |
| Metro | AE476110012334 | Professional Services for the I-605/SR-91 PA/ED | | 8,026.0 | 0.0 | | 8,026.0 | 3,463.0 | 3,100.0 | 1,463.0 | | | |
| Metro | AE322940011372 | Professional Services for 710/91 PSR/PDS | | 2,340.0 | 0.0 | | 2,340.0 | 2,340.0 | | | | | |
| Metro | MR315.49 | 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 | MR315.50 | Freeway Early Action Projects (PA/ED & PS&E) | | 14,500.0 | 0.0 | | 14,500.0 | 14,500.0 | | | | | |
| Metro | AE39064000 | I-605 Beverly Interchange Improvements (PR & PS&E) | | 3,000.0 | 0.0 | | 3,000.0 | 100.0 | 2,900.0 | | | | |
| Metro | AE38849000 | I-605 from SR-91 to South Street Improvements Project (PR & PS&E) | | 5,500.0 | 0.0 | | 5,500.0 | 100.0 | 5,400.0 | | | | |
| Metro | MR315.35 | SR-91 Atlantic Ave to Cherry Ave EB Aux Lane | | 500.0 | 0.0 | | 500.0 | 0.0 | 250.0 | 250.0 | | | |
| Metro | MR315.37 | SR-91 Central Ave Interchnage Improvements | | 500.0 | 0.0 | | 500.0 | 0.0 | 250.0 | 250.0 | | | |
| Metro | MR315.63 | I-605/7th Street Interchange Improvements | | 500.0 | 0.0 | | 500.0 | 0.0 | 250.0 | 250.0 | | | |
| Metro | MR315.64 | I-605 Valley Blvd Interchange Improvements | | 500.0 | 0.0 | | 500.0 | 0.0 | 250.0 | 250.0 | | | |
| | | TOTAL METRO | | 115,337.9 | (0.0) | | 115,337.9 | 63,776.9 | 25,400.0 | 18,161.0 | 8,000.0 | 0.0 | 0.0 |

ATTACHMENT A

| Lead Agency | Fund Agr (FA) No. | PROJECT/LOCATION | Notes | Prior Alloc | Alloc Change | Current Alloc | Prior Yr Program | FY18 | FY19 | FY20 | FY21 | FY22 |
|-------------|-------------------|--|-------|-------------|--------------|---------------|------------------|---------|---------|-------|------|------|
| Caltrans | MR315.28 | Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/SR-60 PSR-PDS | | 260.0 | 0.0 | 260.0 | 260.0 | | | | | |
| Caltrans | MR315.47 | Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/SR-60 PA/ED | | 3,650.0 | 0.0 | 3,650.0 | 1,250.0 | 800.0 | 800.0 | 800.0 | | |
| Caltrans | MR315.24 | Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/I-5 PA/ED | | 2,069.8 | 0.0 | 2,069.8 | 800.0 | 500.0 | 769.8 | | | |
| Caltrans | MR315.08 | Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/SR-91 PA/ED | | 802.6 | 0.0 | 802.6 | 346.3 | 310.0 | 146.3 | | | |
| Caltrans | MR315.48 | Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-605 Intersection Improvements | | 60.0 | 0.0 | 60.0 | 60.0 | | | | | |
| Caltrans | MR315.13 | Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-710/SR-91 PSR-PDS | | 234.0 | 0.0 | 234.0 | 234.0 | | | | | |
| Caltrans | MR315.30 | I-605 Beverly Interchange Improvements (Env. Doc.) | | 500.0 | 0.0 | 500.0 | 100.0 | 400.0 | | | | |
| Caltrans | MR315.31 | I-605 from SR-91 to South Street Improvements Project (Env. Doc.) | | 500.0 | 0.0 | 500.0 | 100.0 | 400.0 | | | | |
| | | TOTAL CALTRANS | | 8,076.4 | 0.0 | 8,076.4 | 3,150.3 | 2,410.0 | 1,716.1 | 800.0 | 0.0 | 0.0 |
| Bellflower | MR315.16 | Bellflower Blvd- Artesia Blvd Intersection Improvement Project | Chg | 7,310.0 | 1,132.8 | 8,442.8 | 7,310.0 | 1,132.8 | | | | |
| Bellflower | MR315.33 | Lakewood - Alondra Intersection Improvements: Construction | Chg | 644.0 | 358.0 | 1,002.0 | 644.0 | 358.0 | | | | |
| | | TOTAL BELLFLOWER | | 7,954.0 | 1,490.8 | 9,444.8 | 7,954.0 | 1,490.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| Cerritos | MR315.38 | Carmenita - South Intersection Improvements, Construction | | 292.0 | 0.0 | 292.0 | 292.0 | | | | | |
| Cerritos | MR315.39 | Bloomfield - Artesia Intersection Improvements, ROW & Construction | | 1,756.0 | 0.0 | 1,756.0 | 1,756.0 | | | | | |
| | | TOTAL CERRITOS | | 2,048.0 | 0.0 | 2,048.0 | 2,048.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Downey | MR315.03 | Lakewood - Telegraph Intersection Improvements | | 2,120.0 | 0.0 | 2,120.0 | 2,120.0 | | | | | |
| Downey | MR315.14 | Lakewood - Imperial Intersection Improvements | Chg | 4,060.0 | 0.0 | 4,060.0 | 2,760.0 | 1,300.0 | | | | |
| Downey | MR315.27 | Lakewood - Florence Intersection Improvements | Chg | 1,310.0 | 3,635.0 | 4,945.0 | 1,330.0 | 3,615.0 | | | | |
| Downey | MR315.18 | Bellflower - Imperial Highway Intersection Improvements | | 2,740.4 | 0.0 | 2,740.4 | 2,740.4 | | | | | |
| Downey | MR315.66 | Lakewood Blvd at Firestone Blvd Intersection Improvm. | Add | 0.0 | 1,300.0 | 1,300.0 | 0.0 | 1,300.0 | | | | |
| | | TOTAL DOWNEY | | 10,230.4 | 4,935.0 | 15,165.4 | 8,950.4 | 6,215.0 | 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 | FY18 | FY19 | FY20 | FY21 | FY22 |
|-------------|-------------------|---|-------|----------------|----------------|----------------|------------------|----------------|--------------|--------------|----------------|------------|
| LA County | MR315.07 | Painter - Mulberry Intersection Improvements | | 2,410.0 | 0.0 | 2,410.0 | 2,410.0 | | | | | |
| 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 | MR315.23 | Carmenita - Telegraph Intersection Improvements | | 1,400.0 | 0.0 | 1,400.0 | 1,400.0 | | | | | |
| LA County | MR315.22 | Norwalk-Washington Intersection Improvements | | 550.0 | 0.0 | 550.0 | 550.0 | | | | | |
| LA County | MR315.64 | South Whittier Bikeway Access Improvements (Call Match) F9511 | | 800.0 | 0.0 | 800.0 | 0.0 | 155.0 | | 645.0 | | |
| | | TOTAL LA COUNTY | | 9,630.0 | 0.0 | 9,630.0 | 8,830.0 | 155.0 | 0.0 | 645.0 | 0.0 | 0.0 |
| Lakewood | MR315.36 | Lakewood Blvd Regional Capacity Enhancement | | 3,600.0 | 0.0 | 3,600.0 | 3,600.0 | | | | | |
| Lakewood | MR315.04 | Lakewood - Del Amo Intersection Improvements | | 5,504.3 | 0.0 | 5,504.3 | 5,504.3 | | | | | |
| | | TOTAL LAKEWOOD | | 9,104.3 | 0.0 | 9,104.3 | 9,104.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 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 | | 800.0 | 0.0 | 800.0 | 0.0 | | | | 800.0 | |
| Long Beach | MR315.69 | Park or Ride (Call Match) F9808 | | 212.6 | 0.0 | 212.6 | 14.9 | 49.3 | 62.5 | 71.8 | 14.1 | |
| Long Beach | MR315.60 | Soundwall on I-605 near Spring Street, PAED and PSE | | 350.0 | 0.0 | 350.0 | 50.0 | 200.0 | 100.0 | | | |
| 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 | MR215.70 | Artesia Boulevard Improvements | Add | 0.0 | 1,450.0 | 1,450.0 | 0.0 | 1,450.0 | | | | |
| | | TOTAL LONG BEACH | | 3,209.7 | 1,450.0 | 4,659.7 | 1,012.0 | 1,699.3 | 162.5 | 71.8 | 1,714.1 | 0.0 |

ATTACHMENT A

| Lead Agency | Fund Agr (FA) No. | PROJECT/LOCATION | Notes | Prior Alloc | Alloc Change | Current Alloc | Prior Yr Program | FY18 | FY19 | FY20 | FY21 | FY22 |
|------------------|-------------------|---|-------|------------------|-----------------|------------------|------------------|-----------------|-----------------|----------------|----------------|------------|
| 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 | | 920.0 | 0.0 | 920.0 | 920.0 | | | | | |
| Norwalk | MR315.17 | Pioneer - Imperial Intersection Improvements | | 1,509.0 | 0.0 | 1,509.0 | 1,509.0 | | | | | |
| 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 | Add | 0.0 | 2,000.0 | 2,000.0 | 0.0 | 2,000.0 | | | | |
| | | TOTAL NORWALK | | 7,959.4 | 2,000.0 | 9,959.4 | 7,959.4 | 2,000.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pico Rivera | MR315.05 | Rosemead - Beverly Intersection Improvements | | 8,474.0 | 0.0 | 8,474.0 | 8,474.0 | | | | | |
| Pico Rivera | MR315.09 | Rosemead - Whittier Intersection Improvements | | 1,388.0 | 0.0 | 1,388.0 | 1,388.0 | | | | | |
| Pico Rivera | MR315.21 | Rosemead - Washington Intersection Improvements | | 40.0 | 0.0 | 40.0 | 40.0 | | | | | |
| Pico Rivera | MR315.19 | Rosemead - Slauson Intersection Improvements | | 2,195.0 | 0.0 | 2,195.0 | 2,195.0 | | | | | |
| | | TOTAL PICO RIVERA | | 12,097.0 | 0.0 | 12,097.0 | 12,097.0 | 0.0 | 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 | 524.0 | 300.0 | | | | |
| 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) | | 600.0 | 0.0 | 600.0 | 50.0 | 550.0 | | | | |
| | | TOTAL SANTA FE SPRINGS | | 4,091.0 | 0.0 | 4,091.0 | 3,241.0 | 850.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Whittier | MR315.44 | Santa Fe Springs Whittier Intersection Improvements: PSE, ROW, Construction | | 1,567.9 | 0.0 | 1,567.9 | 1,567.9 | | | | | |
| Whittier | MR315.45 | Painter Ave - Whittier Intersection Improvements: PSE, ROW, Construction | | 1,760.3 | 0.0 | 1,760.3 | 1,760.3 | | | | | |
| Whittier | MR315.46 | Colima Ave - Whittier Intersection Improvements: PSE, ROW, Construction | | 1,646.2 | 0.0 | 1,646.2 | 1,646.2 | | | | | |
| | | TOTAL WHITTIER | | 4,974.4 | 0.0 | 4,974.4 | 4,974.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | TOTAL I-605/SR-91/I-405 "HOT SPOTS" | | 195,112.6 | 10,675.8 | 205,788.4 | 134,097.8 | 40,220.1 | 20,239.6 | 9,516.8 | 1,714.1 | 0.0 |

ATTACHMENT A

| Lead Agency | Fund Agr (FA) No. | PROJECT/LOCATION | Notes | Prior Alloc | Alloc Change | Current Alloc | Prior Yr Program | FY18 | FY19 | FY20 | FY21 | FY22 | |
|--|--------------------|---|-------|-----------------|------------------|-----------------|------------------|------------------|----------------|----------------|------------|--------------|------------|
| Gateway Cities: INTERSTATE 710 SOUTH EARLY ACTION PROJECT | | | | | 164,264.6 | 4,075.3 | 168,339.9 | 137,993.3 | 5,471.5 | 8,991.7 | 0.0 | 183.0 | 0.0 |
| GCCOG | MOU.306.03 | GCCOG Engineering Support Services | Chg | 1,700.0 | (600.0) | 1,100.0 | 1,100.0 | | | | | | |
| | | TOTAL GCCOG | | 1,700.0 | (600.0) | 1,100.0 | 1,100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Metro | PS4720-3334 | Program/Project Management Support of Measure R Funds | | 200.0 | 0.0 | 200.0 | 200.0 | | | | | | |
| Metro | PS-4010-2540-02-17 | I-710/I-5 Interchange Project Development | | 600.0 | 0.0 | 600.0 | 600.0 | | | | | | |
| 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 | PS4340-1939 | Professional Services contract for I-710 Corridor Project EIR/EIS | | 32,520.9 | 0.0 | 32,520.9 | 32,520.9 | | | | | | |
| Metro | PS-4710-2744 | Professional Services contract for I-710 Soundwall Project Development | | 10,878.4 | 0.0 | 10,878.4 | 10,878.4 | | | | | | |
| Metro | PS2198100 | I-710 Soundwall Package 2 | | 7,000.0 | 0.0 | 7,000.0 | 0.0 | | 1,000.0 | 6,000.0 | | | |
| Metro | MOU.Calstart2010 | Professional Services contract for development of zero emission technology report | | 150.0 | 0.0 | 150.0 | 150.0 | | | | | | |
| Metro | Bucket | I-710 ITS/Air Quality Early Action (Grant Match) | | 8,760.0 | 0.0 | 8,760.0 | 8,760.0 | | | | | | |
| Metro | MR306.41 | FRATIS Modernization (Grant Match) | | 3,000.0 | 0.0 | 3,000.0 | 0.0 | 3,000.0 | | | | | |
| Metro | MR306.38 | Sustainable Transportation Planning Grant (Grant Match) | | 64.8 | 0.0 | 64.8 | 64.8 | | | | | | |
| | | TOTAL METRO | | 88,220.1 | 0.0 | 88,220.2 | 78,220.2 | 3,000.0 | 1,000.0 | 6,000.0 | 0.0 | 0.0 | |
| 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 | 0.0 | |
| Metro | 13.01/USAGE | 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 | 0.0 | |
| 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 | | | | | | |
| 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 | Chg | 200.0 | 200.0 | 400.0 | 0.0 | 200.0 | 200.0 | | | | |
| | | TOTAL SCE | | 1,898.0 | 200.0 | 2,098.0 | 1,698.0 | 200.0 | 200.0 | 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 | FY18 | FY19 | FY20 | FY21 | FY22 |
|--------------|-------------------|--|-------|-------------|--------------|---------------|------------------|-------|---------|---------|-------|------|
| 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 | | | | | |
| | | TOTAL CALTRANS | | 5,050.0 | 0.0 | 5,050.0 | 5,050.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LA County | MR306.16 | Staff Support for the Review of the Draft I-710 South EIR/EIS | | 157.0 | 0.0 | 157.0 | 84.5 | 72.5 | | | | |
| | | TOTAL LA COUNTY | | 157.0 | 0.0 | 157.0 | 84.5 | 72.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| Bell | MR306.37 | Eastern at Bandini Rickenbacker Project (Call Match) F9200 | | 178.6 | (0.0) | 178.6 | 178.6 | | | | | |
| Bell | MR306.07 | Staff Support for the Review of the Draft I-710 South EIR/EIS | | 136.0 | 0.0 | 136.0 | 60.9 | 75.1 | | | | |
| Bell | MR306.44 | Gage Ave Bridge Replacement Project | Chg | 2,240.0 | (2,173.2) | 66.8 | 0.0 | | 66.8 | | | |
| Bell | MR306.45 | Slauson Ave Bridge Replacement Project | Chg | 2,040.0 | (2,000.1) | 39.9 | 0.0 | | 39.9 | | | |
| | | TOTAL BELL | | 4,594.6 | -4,173.3 | 421.3 | 239.5 | 75.1 | 106.7 | 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 | 68.1 | 84.2 | | | | |
| Bell Gardens | MR306.35 | Florence/Jaboneria Intersection Project (Call Match) F9111 | | 283.4 | 0.0 | 283.4 | 0.0 | | | 100.4 | 183.0 | |
| Bell Gardens | MR306.30 | Florence Ave/Eastern Ave Intersection Widening (Call Match) F7120 | Chg | 1,221.1 | (36.4) | 1,184.7 | 623.0 | 561.7 | | | | |
| | | TOTAL BELL GARDENS | | 1,656.8 | (36.4) | 1,620.5 | 691.1 | 645.9 | 0.0 | 100.4 | 183.0 | 0.0 |
| Commerce | MR306.23 | Washington Blvd Widening and Reconstruction Project | | 13,500.0 | 0.0 | 13,500.0 | 13,500.0 | | | | | |
| Commerce | MR306.09 | Staff Support for the Review of the Draft I-710 South EIR/EIS | | 75.0 | 0.0 | 75.0 | 75.0 | | | | | |
| | | TOTAL COMMERCE | | 13,575.0 | 0.0 | 13,575.0 | 13,575.0 | 0.0 | 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 | 0.0 |
| Downey | MR306.18 | Staff Support for the Review of the Draft I-710 South EIR/EIS | | 120.0 | 0.0 | 120.0 | 10.0 | 110.0 | | | | |
| Downey | MR306.20 | Paramount Blvd/Firestone Intersection Improvements (Complete) | | 3,069.0 | 0.0 | 3,069.0 | 3,069.0 | | | | | |
| Downey | MR306.42 | Firestone Blvd Improvement Project (Old River Rd. to West City Limits) | | 223.0 | 0.0 | 223.0 | 223.0 | 100.0 | | | | |
| Downey | MR306.31 | Lakewood Blvd Improvement Project | | 5,000.0 | 0.0 | 5,000.0 | 5,000.0 | | | | | |
| Downey | MR306.49 | Paramount Blvd at Imperial Highway Intersection Improvement Project | Add | 0.0 | 3,185.0 | 3,185.0 | 0.0 | | 1,185.0 | 2,000.0 | | |
| | | TOTAL DOWNEY | | 8,412.0 | 3,185.0 | 11,597.0 | 8,302.0 | 210.0 | 1,185.0 | 2,000.0 | 0.0 | 0.0 |

ATTACHMENT A

| Lead Agency | Fund Agr (FA) No. | PROJECT/LOCATION | Notes | Prior | Alloc | Alloc Change | Current Alloc | Prior Yr Program | FY18 | FY19 | FY20 | FY21 | FY22 |
|-----------------|-------------------|--|-------|-----------|---------|--------------|---------------|------------------|---------|---------|----------|-------|------|
| 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 | | | | | |
| | | TOTAL HUNTINGTON PARK | | 15.0 | 0.0 | | 15.0 | 15.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Long Beach | MR306.19 | Shoemaker Bridge Replacement Project | Chg | 5,500.0 | 5,500.0 | | 11,000.0 | 5,500.0 | | 2,000.0 | 3,500.0 | | |
| Long Beach | MR306.11 | Staff Support for the Review of the Draft I-710 South EIR/EIS | | 146.0 | 0.0 | | 146.0 | 46.0 | 100.0 | | | | |
| Long Beach | MR306.22 | Atlantic Ave/Willow St Intersection Improvements | | 300.0 | 0.0 | | 300.0 | 300.0 | | | | | |
| | | TOTAL LONG BEACH | | 5,946.0 | 5,500.0 | | 11,446.0 | 5,846.0 | 100.0 | 2,000.0 | 3,500.0 | 0.0 | 0.0 |
| Lynwood | MR306.51 | Staff Support for the Review of the Draft I-710 South EIR/EIS | | 20.0 | 0.0 | | 20.0 | 0.0 | 20.0 | | | | |
| | | TOTAL LYNWOOD | | 20.0 | 0.0 | | 20.0 | 0.0 | 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 | | | | | |
| | | TOTAL MAYWOOD | | 65.0 | 0.0 | | 65.0 | 65.0 | 0.0 | 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 | 50.0 | 80.0 | | | | |
| Paramount | MR306.32 | Garfield Ave Improvements | | 2,825.0 | 0.0 | | 2,825.0 | 2,075.0 | 750.0 | | | | |
| | | TOTAL PARAMOUNT | | 2,955.0 | 0.0 | | 2,955.0 | 2,125.0 | 830.0 | 0.0 | 0.0 | 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 | 84.5 | 100.0 | | | | |
| 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 | | 6,000.0 | 0.0 | | 6,000.0 | 6,000.0 | | | | | |
| South Gate | MR30650 | I-710 Soundwall Project - Package 1 Construction Phase | | 8,900.0 | 0.0 | | 8,900.0 | 0.0 | 200.0 | 4,500.0 | 4,200.0 | | |
| | | TOTAL SOUTH GATE | | 27,484.5 | 0.0 | | 27,484.5 | 18,484.5 | 300.0 | 4,500.0 | 4,200.0 | 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 | 52.2 | 18.0 | | | | |
| 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 | 2,122.2 | 18.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | TOTAL I-710 SOUTH & EARLY ACTION PROJ | | 164,264.6 | 4,075.3 | | 168,339.9 | 137,993.3 | 5,471.5 | 8,991.7 | 15,800.4 | 183.0 | 0.0 |

ATTACHMENT A

| Lead Agency | Fund Agr (FA) No. | PROJECT/LOCATION | Notes | Prior Alloc | Alloc Change | Current Alloc | Prior Yr Program | FY18 | FY19 | FY20 | FY21 | FY22 |
|---|-------------------|---|-------|------------------|---------------|------------------|------------------|------------------|-----------------|-----------------|-----------------|--------------|
| North County: SR-138 Capacity Enhancements | | | | | | 200,000.0 | 200,000.0 | 140,500.0 | 20,100.0 | 28,000.0 | 45,200.0 | 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 | 0.0 | | 5,600.0 | | | |
| | | TOTAL METRO | | 25,000.0 | 0.0 | 25,000.0 | 19,400.0 | 0.0 | 5,600.0 | 0.0 | 0.0 | 0.0 |
| Lancaster | MR330.02 | SR-138 (SR-14) Avenue K Interchange | | 15,000.0 | 0.0 | 15,000.0 | 15,000.0 | | | | | |
| Lancaster | MR330.03 | SR-138 (SR-14) Avenue G Interchange | | 15,000.0 | 0.0 | 15,000.0 | 3,100.0 | | | 11,900.0 | | |
| Lancaster | MR330.04 | SR-138 (SR-14) Avenue J Interchange | | 10,000.0 | 0.0 | 10,000.0 | 3,300.0 | | | 6,700.0 | | |
| Lancaster | MR330.05 | SR-138 (SR-14) Avenue L Interchange | | 5,000.0 | 0.0 | 5,000.0 | 300.0 | 900.0 | | 3,800.0 | | |
| Lancaster | MR330.06 | SR-138 (SR-14) Avenue M Interchange | | 20,000.0 | 0.0 | 20,000.0 | 4,400.0 | | 15,600.0 | | | |
| | | TOTAL LANCASTER | | 65,000.0 | 0.0 | 65,000.0 | 26,100.0 | 900.0 | 15,600.0 | 22,400.0 | 0.0 | 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 | 6,600.0 | | 6,800.0 | 11,600.0 | | |
| Palmdale | MR330.09 | SR-138 10th St. West Interchange | | 15,000.0 | 0.0 | 15,000.0 | 10,900.0 | 4,100.0 | | | | |
| Palmdale | MR330.10 | SR-138 (SR-14) Widening Rancho Vista Blvd. to Palmdale Blvd | | 25,000.0 | 0.0 | 25,000.0 | 15,400.0 | 9,600.0 | | | | |
| Palmdale | MR330.11 | SR-138 Avenue N Overcrossing | | 20,000.0 | 0.0 | 20,000.0 | 3,300.0 | 5,500.0 | | 11,200.0 | | |
| | | TOTAL PALMDALE | | 110,000.0 | 0.0 | 110,000.0 | 61,200.0 | 19,200.0 | 6,800.0 | 22,800.0 | 0.0 | 0.0 |
| | | TOTAL SR-138 CAPACITY ENH | | 200,000.0 | | 200,000.0 | 106,700.0 | 20,100.0 | 28,000.0 | 45,200.0 | 0.0 | 0.0 |
| | | Total Measure R Spent Inception to Date | | 1,014,561 | 20,841 | 1,035,403 | 696,140 | 130,460 | 106,684 | 86,499 | 14,025 | 1,695 |

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.

Current Allocation identifies the total current allocation planned for a project. This includes the prior year Programming and the sum of the future fiscal years



Board Report

File #: 2018-0160, File Type: Program

Agenda Number: 10.

FINANCE, BUDGET AND AUDIT COMMITTEE APRIL 11, 2018

**SUBJECT: HOLLYWOOD ENTERTAINMENT DISTRICT
BUSINESS IMPROVEMENT DISTRICT**

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE Metro's participation in the Hollywood Entertainment District Business Improvement District for a period of ten years beginning January 1, 2019 to December 31, 2028 for an estimated amount of \$2,891,282 through 2028.

ISSUE

The Hollywood Entertainment District Business Improvement District Ad-Hoc Steering Committee is seeking to renew a property-based Business Improvement District ("BID"). This BID will have an annual assessment to improve and convey special benefits to properties located within the Hollywood Entertainment District Business Improvement District ("District") area. The BID will provide improvements and activities, including implementation of a Clean and Safe Program, Communication Program, and Administrative/Office Program.

Improvements and activities are designed to meet the District's goals to:

- improve the safety of each individual parcel within the District;
- increase building occupancy and lease rates;
- encourage new business development;
- increase transit ridership thereby attracting more customers to businesses; and
- attract ancillary businesses and services for parcels within the District.

Metro is being asked as a property owner in the District to sign a petition confirming the inclusion of Metro-owned properties in the BID. Metro has participated in the original Hollywood Entertainment District BID since its inception through 2018.

DISCUSSION

Establishment of the BID is a two-step process that includes (1) submission of favorable petitions from property owners representing more than 50% of total assessments to be paid; and (2) return of mail ballots evidencing a majority of ballots cast in favor of the assessment. Ballots are weighted by each property owner's assessment as proportionate to the total proposed District assessment amount.

Metro has supported the formation of BIDs when the service or improvements provided a direct benefit to Metro properties, employees, and customers. Under Proposition 218, the assessing agency that proposes an assessment identifies all parcels that will receive a special benefit. The special benefit for each parcel is determined by: (1) the relationship of the capital cost of a public improvement; (2) the maintenance and operation of a public improvement; or (3) the cost of the property related services being provided. No assessment can be imposed on any parcel that exceeds the reasonable cost of the proportional special benefit on that parcel. All publicly-owned parcels are required to pay their proportional share of costs based on the special benefits conferred to those individual parcels. Only special benefits are assessable. The BID considers the special benefit to government assessed parcels to be an increase in District customers, an increased likelihood of attracting and retaining employees that follows from having a cleaner and safer area, increased use of the public facilities, and increased attraction to the neighborhood. Proposition 218 provides that parcels within a district that are owned or used by any agency "*...shall not be exempt from assessment unless the agency can demonstrate by clear and convincing evidence that the property will receive no benefit.*"

The Metro Board adopted Guidelines on Metro Participation in Proposed Assessment Districts ("Guidelines") in June 1998. The Guidelines require staff to analyze each assessment district based on whether it provides benefit to Metro properties, facilities, Metro employees, and/or Metro's passengers, or reduce costs for the agency. Staff is to provide the Board with an analysis, on a case-by-case basis, that determines whether Metro property benefits from the proposed services or improvements; and whether the benefit to the property exceeds the cost of the assessment. An evaluation of the Hollywood Entertainment District BID's benefits to Metro is attached (see Attachment C).

Description of BID

The Hollywood Entertainment District BID will have a ten (10) year life beginning January 1, 2019 and ending December 31, 2028 and will be governed by an Owner's Association which will oversee the day-to-day implementation of services as described in the BID's Management Plan.

The boundary of the Hollywood Entertainment District BID was created to include the Hollywood Entertainment District and the expiring Sunset and Vine Improvement District area of Hollywood. The boundary of the Hollywood Entertainment District incorporates two main east-west corridors in Hollywood, Hollywood Boulevard, and Sunset Boulevard. Commercial parcels up to a block north and south of both streets are included from Hollywood's western border (La Brea) and Sunset's western border (Cassil Place) to the 101 Freeway to the East. Significant north-south arteries are included, such as Highland (from Franklin to Selma); Cahuenga (from Yucca to De Longpre); Vine (from Yucca to Santa Monica Blvd.); and Gower (from Hollywood to Fountain).

The property uses within the general boundaries of the Hollywood Entertainment District BID are a

mix of retail, office, cultural, educational, religious, parking, hotel, production studio, residential, mixed-use, utility, and publicly-owned parcels. Services and improvements provided by the District are designed to provide special benefits in the form of improving economic vitality in the District by increasing building occupancy and lease rates and encouraging new business development.

There are different zones set up depending on the benefit provided. The zones are evaluated based on major street frontage, pedestrian traffic, and frequency of service. Metro has 23 parcels and all are in Zone 1. Among Zones 1-4, Zone 1 receives the highest benefit.

Services Provided

The District will provide Clean and Safe Programs and a Communications Program. The Safety Team Program will provide safety services for parcels located within the District in the form of patrolling bicycle personnel, and nighttime vehicle patrol. The purpose of the Safe Team Program is to prevent, deter, and report illegal activities taking place on the streets, sidewalks, storefronts, parking parcels and alleys. The presence of the Safe Team Program is intended to deter such illegal activities as public urination, indecent exposure, trespassing, drinking in public, prostitution, illegal panhandling, illegal vending, and illegal dumping.

The Clean Program provides services to assessed parcels within the District's boundaries. The services include sidewalk cleaning, trash collection and graffiti removal. The specific services include removal of litter, debris, and refuse from sidewalks and gutters, collecting trash from receptacles as needed, disposal of illegal food vendors' inventory, collection of illegally dumped large bulky items, and removal of graffiti. Graffiti removal is accomplished through painting, the use of solvent and pressure washing. The response time is within 24 hours on weekdays. This particular District also polishes the Walk of Fame stars.

In addition to the actual services, the District will maintain a web site to provide increased awareness of the businesses within the District and their individual offerings to attract new customers. The increase in commercial activity supports increases in lease rates and enhanced commerce. All of the services provided by the BID are services over and above the City's baseline of services and are not provided by the City.

DETERMINATION OF SAFETY IMPACT

The Board action will not have an impact on safety standards for Metro. However, the BID's safety program will increase safety and crime prevention in the area around Metro-owned properties.

FINANCIAL IMPACT

Metro's assessment for the Year 2019 under the proposed BID is \$252,208.88 and represents 3.4 % of total BID revenue collected from assessments. The assessments will be subject to annual increases ranging from 0.01% to 3% annually as approved by the BID's Board of Directors. The total estimated ten-year cost to Metro will be \$2,891,282.

Impact to Budget

Funding to participate in this BID is included in the Fiscal Year 2019 Operating Budget request for

Non- Departmental Real Estate (Cost Center 0651) to pay for bus and rail operations (Project No. 300044 and 306006), Account No. 50799 (Taxes). Funds for subsequent years will be budgeted annually. Funds are eligible for bus and rail operations.

ALTERNATIVES CONSIDERED

Metro could refrain from signing the petition and casting a ballot. This would not stop the assessment of Metro's parcels. Based on the evaluation of the benefits to Metro, participation in the BID is recommended.

NEXT STEPS

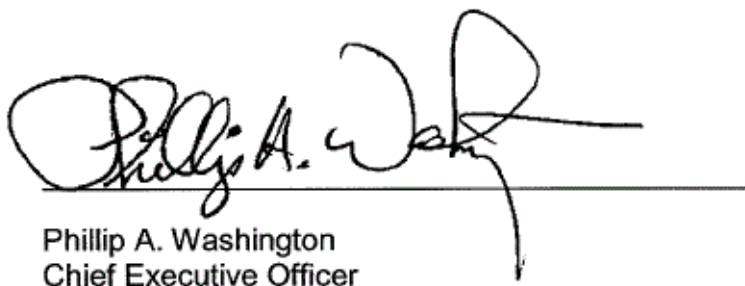
Upon approval of the recommendation, staff will authorize Metro's participation in the Hollywood Entertainment District BID by signing ballots accepting parcel assessments.

ATTACHMENTS

- Attachment A - BID Benefit Boundaries
- Attachment B - Map of Proposed BID Boundaries
- Attachment C - Evaluation of BID Benefits to Metro
- Attachment D - Metro Parcels included in BID

Prepared by: Nick Szamet, Sr. Admin. Analyst, Countywide Planning & Development, (213) 922-2441
John Potts, DEO, Countywide Planning & Development, (213) 922-2435

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

HOLLYWOOD ENTERTAINMENT DISTRICT BID BENEFIT ZONE BOUNDARIES

Zone 1 includes all property fronting on the following streets:

- Hollywood Boulevard from La Brea to Gower Street
- Sunset Boulevard from Cahuenga Boulevard to Gower Street
- Highland Avenue from Selma Avenue to Franklin Place
- Cahuenga Boulevard from Sunset Boulevard to Yucca Street
- Vine Street from De Longpre Avenue to Yucca Street
- Argyle Avenue from Sunset Boulevard to Yucca Street

Zone 2 includes all property fronting the following streets:

- Yucca Street from West of Wilcox Avenue to Argyle Avenue
- Hollywood Boulevard from Gower Street to 101 Freeway
- Selma Avenue from Highland Avenue to Gower Street
- Sunset Boulevard from Cassil Place to Cahuenga Boulevard
- Sunset Boulevard from Gower Street to 101 Freeway
- Vine Street from De Longpre Avenue to Santa Monica Boulevard
- Wilcox Avenue from De Longpre Avenue to Yucca Street
- Cahuenga Avenue from Homewood Avenue to Sunset Boulevard

Zone 3 includes all property fronting the following streets:

- Fountain Avenue from Ivar Avenue to Vine Street
- Homewood Avenue from Ivar Avenue to Vine Street
- De Longpre Avenue from Hudson Avenue to east of Vine Street
- De Longpre Avenue from El Centro Avenue to Gower Street
- Leland Way from Vine Street to El Centro Avenue
- Hawthorn Avenue from West of Orange Drive to McCadden Place
- Gower Street from Fountain Avenue to Hollywood Boulevard
- El Centro Avenue from De Longpre Avenue to Hollywood Boulevard
- Bronson Avenue north & south of Hollywood Boulevard
- Ivar Avenue from Fountain to Yucca Street
- Morningside Court from Sunset Boulevard to Selma Avenue
- Cole Avenue from De Longpre Avenue to Sunset Boulevard
- Schrader Boulevard from Sunset Boulevard to Hollywood Boulevard
- Hudson Avenue from Hollywood Boulevard to Yucca Street
- Whitley Avenue from Hollywood Boulevard to Yucca Street
- Cherokee Avenue from Hollywood Avenue to Yucca Street
- Las Palmas Avenue from Selma Avenue to Yucca street
- McCadden Place from Selma Avenue to Yucca street
- Orange Drive from Hawthorn Avenue to North Hollywood Boulevard
- Sycamore Avenue north & south of Hollywood Boulevard
- El Cerrito Place from north of Hollywood Boulevard
- La Brea Avenue north & south of Hollywood Boulevard
- Seward Street south of Sunset Boulevard
- Cassil Place north of Sunset Boulevard

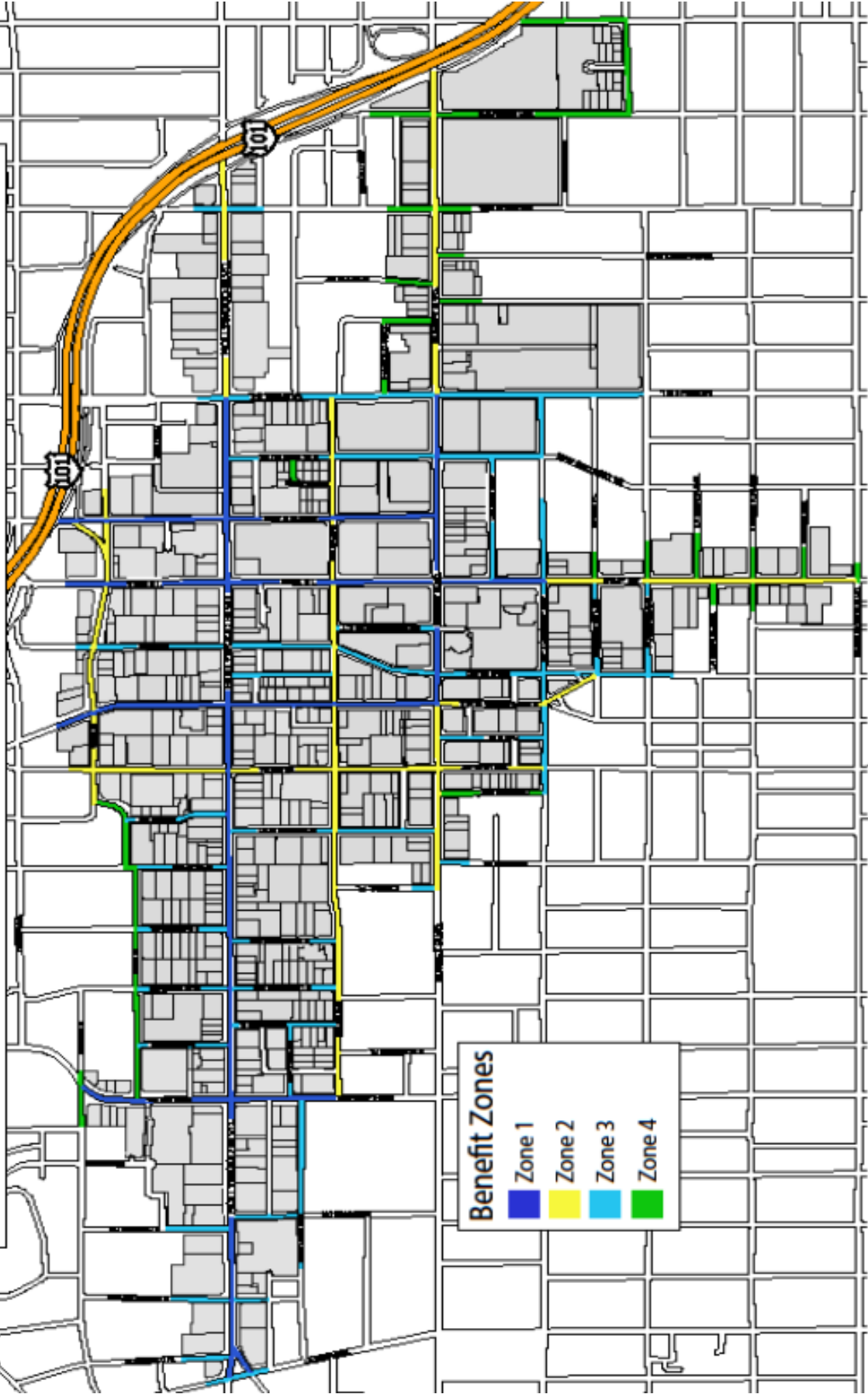
Zone 4 includes all property fronting the following streets:

- Yucca street from Highland Avenue to Hudson Avenue
- Vista Del Mar Avenue from Selma Avenue to El Centro Avenue
- Harold Way from Gower Street to La Baig Avenue
- La Baig Avenue from Harold Way to Sunset Boulevard
- Gordon Street north & south of Sunset Boulevard
- Tamarind Street south of Sunset Boulevard
- Bronson Avenue north & south of Sunset Boulevard
- Van Ness Avenue from Fountain Avenue to 101 Freeway

ATTACHMENT A

- Wilton Place from Fountain Avenue to 101 Freeway
- Alton Place east of Vine Street
- Fountain Avenue east of Vine Street
- La Mirada Avenue east & west of Vine Street
- Lexington Avenue east & west of Vine Street
- Banner Avenue east of Vine Street
- Santa Monica Boulevard east of Vine Street
- Hudson Avenue from De Longpre Avenue to Sunset Boulevard
- South side of Franklin Place from one parcel east & west of Highland Avenue

Map of Proposed Boundaries
Hollywood Entertainment District Property and Business Improvement District
2019-2028 (10 years)



**EVALUATION OF HOLLYWOOD ENTERTAINMENT DISTRICT BUSINESS
IMPROVEMENT DISTRICT BENEFITS TO MTA**

Evaluation of Benefits to MTA

The proposed BID includes twenty-three (23) parcels owned by MTA. The largest group of parcels is improved along the Metro Red Line.

The total proposed District budget for the 2019 year of operation is \$7,466,416. Assessments will be subject to annual increases not to exceed 3% each year. Revenue for the ten-year term of the BID is expected to total approximately \$ 85,594,100. The budget will cover improvements, activities and services which include (1) enhanced safety programs such as bicycle patrol, night vehicle patrol and foot patrol in the area; and (2) enhanced clean programs such as sidewalk sweeping, sidewalk pressure washing graffiti and handbill removal, trash removal, landscape programs and tree trimming. The proposed Hollywood Entertainment District BID assessment to MTA over the ten-year period is estimated to be \$2,891,223 which is approximately 3.4% of the total BID revenue.

Analysis of Benefit to MTA

The Guidelines on MTA Participation in Proposed Assessment Districts ("Guidelines") established general guidelines for determining benefits to MTA properties as outlined below. A list of MTA properties included in the proposed BID is attached, with an indication of the assessment to each parcel (ATTACHMENT D). The guidelines requires an analysis of each new assessment district service and/or improvement based on whether it improves MTA property or facilities, benefits MTA employees, benefits the MTA riding public or reduce costs for the MTA.

Following is the analysis of benefits to MTA from the Hollywood Entertainment District Business Improvement District based on the Guidelines.

TIER 1 – NO BENEFIT

- Subsurface easements
- Aerial easements
- Right of Way – Red Line
- Vacant Land
-

TIER 2 – MINOR OR NO POTENTIAL BENEFIT

- Parking Lots

TIER 3 – MINOR OR SOME POTENTIAL BENEFIT

- Bus Division – None
- Bus Terminals – Hollywood & Vine bus layover facility.
- Customer Service Centers - None
- USG Headquarters Building – None
- Maintenance Facilities –
- Rail Division –
- Rail Terminus –
- Stations – Implementation of the BID will decrease MTA's maintenance expenses associated with the properties in the area of sidewalk maintenance and graffiti removal from building and walls/fences. The District will enhance the environment of the area around the Metro Red Line Stations and will in all likelihood increase the desirability of the area for future development.
- Miscellaneous Buildings

TIER 4 – ACTUAL BENEFIT – APPLICABLE

Joint Development Projects – The existing Joint Development projects will benefit by being located in a well maintained neighborhood.

MTA Benefits – The MTA Property fronting on a public street benefits from the Hollywood Entertainment District BID services. The services provided are categorized as Safe and Clean Programs.

The Clean Team Program provides the following special services to MTA parcels:

- Provides maintenance services at and around MTA parcels 6 days/week from 7:30am-2pm
- Zone 1 MTA parcels receive increased frequency of maintenance services
- BID services/empties/disposes of trash bags at BID receptacles at and around MTA parcels
- BID sidewalk sweeper personnel sweep up trash/debris from sidewalks, gutters, tree wells, and fence lines around MTA parcels
- Monthly pressure washing of sidewalks and street furniture around MTA parcels, sidewalks in front of Red line stations are regular hot spots
- Graffiti and handbill removal from buildings, sidewalks, fencing, light standards, street trees, street furniture, and news racks around MTA parcels
- Bulky items picked up around MTA parcels, occurrences more frequent around vacant land parcels
- Weed removal on sidewalks and tree wells around MTA parcels
- Tree trimming around MTA parcels

The Safe Team Program provides the following special services to MTA parcels:

- Provides safety services 7 days/week from 1:30pm-12am at and around MTA parcels
- Zone 1 MTA parcels receive increased frequency of safety services, safety foot and bicycle patrol 8 to 10 times per day
- Safety Patrols prevent, deter, report, and address District quality of life issues around MTA parcels
- Patrols respond to loitering, thefts, transients, illegal vending, graffiti, fights, drug dealing around MTA parcels, with the most frequency around Red line stations
- Safety patrols respond and work collaboratively with LAPD and private Metro security to address common issues around MTA parcels
- Safety patrols patrol and monitor the perimeter of park and ride lot looking for safety issues
- Safety patrols patrol and monitor vacant parcels for homeless and dumping activity
- Safety patrols provide hospitality services (directions, etc.) to transit riders around MTA parcels

Communication Program:

- BID marketing has made the District an attractive destination which provides benefit to Red line parcels with increased transit ridership
- BID marketing events promote riding Metro Red line to access Hollywood Entertainment District
- BID banner program covers light standards in the commercial corridors of in the District. The banners provide a physical connection between the Red line stations and the commercial area of the District and provide benefit to MTA parcels.
- BID website highlights businesses and draws customers to District, providing a benefit to Red line stations with increased transit ridership
- BID Partnership with Metro on destination discount program with District businesses. Metro riders show proof of riding transit and receive discounts at participating District businesses. Program benefits Red line stations with increased ridership.

**SUMMARY OF MTA PARCELS INCLUDED IN HOLLYWOOD ENTERTAINMENT DISTRICT
BID**

| APN | OWNERSHIP | ZONE | 2019 Amount | % |
|-----------------|------------------|-------------|------------------------------|-------------|
| 5546-029-941 | LACMTA | 1 | 51,716.16 | .72 |
| 5546-029-942 | LACMTA | 1 | 50,723.29 | .70 |
| 5546-029-943 | LACMTA | 1 | 10,937.55 | .15 |
| 5546-029-944 | LACMTA | 1 | 10,056.93 | .14 |
| 5546-029-945 | LACMTA | 1 | 888.71 | .01 |
| 5546-029-946 | LACMTA | 1 | 10,983.83 | .15 |
| 5546-029-947 | LACMTA | 1 | 10,983.33 | .15 |
| 5546-029-948 | LACMTA | 1 | 6,303.01 | .09 |
| 5546-029-949 | LACMTA | 1 | 5,978.51 | .08 |
| 5546-029-950 | LACMTA | 1 | 9,686.14 | .13 |
| 5546-029-951 | LACMTA | 1 | 9,361.75 | .13 |
| 5546-029-952 | LACMTA | 1 | 2,764.87 | .04 |
| 5546-029-953 | LACMTA | 1 | 2,282.27 | .03 |
| SUBTOTAL | | | 182,666.85 | 2.53 |
| 5547-011-900 | LACMTA | 1 | 1,453.60 | .02 |
| 5548-004-901 | LACMTA | 1 | 41,274.09 | .57 |
| 5548-004-902 | LACMTA | 1 | 2,440.83 | .03 |
| 5548-004-907 | LACMTA | 1 | 49.39 | .00 |
| 5548-004-908 | LACMTA | 1 | 6,324.12 | .09 |
| 5548-004-909 | LACMTA | 1 | 369.25 | .01 |
| 5548-004-910 | LACMTA | 1 | 60.18 | .00 |
| 5548-004-903 | LACMTA | 1 | 4,345.16 | .09 |
| 5548-004-915 | LACMTA | 1 | 6,412.05 | .09 |
| 5548-004-919 | LACMTA | 1 | 6,807.34 | .09 |
| SUBTOTAL | | | 69,536.01¹ | .96 |
| TOTAL | | | 252,202.88 | 3.4 |

¹ The petition shows 69,536.03. Reflects a rounding difference in how the numbers were entered. The Total assumes the .03.



Board Report

File #: 2018-0120, File Type: Program

Agenda Number: 11.

FINANCE, BUDGET AND AUDIT COMMITTEE APRIL 11, 2018

**SUBJECT: UPGRADE AGING BUS FAREBOXES AND STATION
VALIDATORS**

**ACTION: APPROVE PROGRAMMING OF UP TO \$55 MILLION FOR FAREBOX AND RAIL
STATION VALIDATOR REFURBISHMENT PLAN**

RECOMMENDATION

APPROVE programming of up to \$55 million to upgrade aging bus farebox equipment and rail station validators that will enhance security, prepare for new payment technologies, ensure near real time communications, simplify regional fares and requirements, and ensure that customers and future 2028 Summer Olympic visitors experience a convenient and barrier-free fare payment system.

ISSUE

TAP fareboxes on buses and station validators at light rail stations were purchased in 2002. This equipment has exceeded its life expectancy by five (5) years and is not compatible with current and future fare collection technologies. Staff recommends upgrading the equipment for Metro and the municipal TAP partner agencies.

BACKGROUND

Over the course of the last year, TAP staff has been in discussions with the TAP partner agencies on farebox upgrade options. Upgrade options include hardware and software that will enhance system security, communicate in near real time, and support the future TAP mobile app and other new payment technologies.

TAP staff is assisting municipal operators in selecting the replacement options and will continue to provide support throughout the upgrade process.

One of the efforts that staff will pursue with our regional partners as we work with them in upgrading the fare collection equipment is to simplify the Region's current fare structure for example, between 26 TAP participating agencies, the TAP system contains over 675 fare products, and three different ages for senior reduced fare. A universal regional fare structure can allow customers to travel simply and seamlessly throughout the system.

DISCUSSION

Staff recommends a multi-phase upgrade approach to address equipment obsolescence, enhance security of the fare collection system and prepare for new payment technologies including open payments. This report addresses only Phase 1 upgrades.

Phase 1 consists of hardware and software upgrades to the fareboxes and station validators to address aging equipment, enhance system security, and enable new payment integration. Phase 2 will consist of software enhancements to accept credit and debit card payment (open payment). Phase 2 requires credit and debit card companies to accelerate their verification technology to ensure customers can pay fare on buses and trains in a timely manner. While Phase 1 provides the necessary equipment upgrades for open payment, an additional future software enhancement will be required.

TAP Fareboxes

TAP fareboxes are operating beyond their expected life span by five (5) years and are in need of an upgrade or replacement. The fareboxes are operating with motherboards that are repairable but are no longer available for purchase. Unlike station validators and gates, the fareboxes were not designed to communicate in real-time which results in a 24 to 48-hour latency period between the time a customer purchases a fare product online and the time the fare product can be used onboard the bus. In addition, current fareboxes have the capacity to only process up to 20,000 fare orders at a time. New equipment will enable fareboxes to process double that capacity. With the upgrade, TAP fareboxes will be able to process online orders in near real-time, accept more secured smartcards, and be ready for new payment options.

To address the issues of the aging farebox, staff recommends an upgrade of the current farebox and replacement of the Operator Control Unit. Staff recommends an integrated third-party commercial off-the-shelf (COTS) solution with a software upgrade.

This approach upgrades the existing farebox hardware and software to increase its functionality and extend its useful life without costly wholesale replacement. It also provides bus operators with a state-of-the-art touchscreen that is easier to see and operate.

Station Validators

Like the fareboxes, the rail station validators are operating beyond their expected life span by five (5) years. The validators are operating with obsolete circuitry. Replacement will improve security and new payment options and technologies can be embraced. Staff recommends systemwide replacement with the next generation of station validators. The station validators will have larger memory capacity and be able to accept security enhanced cards and new payment technologies.

Tentative Schedule

The goal for procurement and installation of the new fare collection equipment is to procure, and install all necessary equipment and software in less than two (2) years. This is a very aggressive

schedule and concentrated efforts from Metro, the municipal partner agencies, and vendors will be necessary. (See Attachment A for a draft timeline).

DETERMINATION OF SAFETY IMPACT

No adverse safety impacts are anticipated.

FINANCIAL IMPACT

The initial cost estimate of Metro's station validators and farebox refurbishment for Metro and the TAP partner agencies is estimated to be a total of \$55 million. The cost of fareboxes, validators and software for Metro is \$45 million. This is a preliminary estimate which does not include an amount for Metro's labor and related overhead costs. The upgrade cost for the other nine municipal operators with old fareboxes is estimated at \$10 million and staff will work with the municipal operators to develop a cost sharing plan.

Impact to Budget

Upon Board approval, \$25 million will be added to the FY19 Proposed Budget. Since this is a multi-year effort, the Executive Officer of TAP Operations and Project Manager will be responsible for budgeting costs in future years.

The sources of funding for this project will include a mix of Federal, State and, if necessary, local funds including, but not limited to, Federal Section 5307 funds, Regional Improvement Program (RIP), and/or Senate Bill 1 (SB1) funds. Most of these funds are eligible for bus and rail operations.

ALTERNATIVES CONSIDERED

The alternative to the proposed farebox and station validators upgrades is to not proceed. This is not recommended as customers will not benefit from the new payment technologies, and frequent equipment breakdowns may result in lost revenue.

As Metro expedites rail construction projects in preparation of the 2028 Summer Olympics, it is important that TAP equipment is also upgraded to complement the enhanced infrastructure and provide visitors state-of-the-art payment options for effortless travel across Los Angeles County.

NEXT STEPS

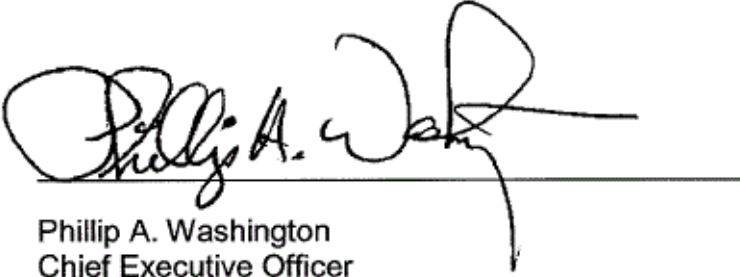
Staff will return to the Board in June 2018 with final costs, recommendations for contract awards, and an installation schedule to ensure a seamless transition between the old and new equipment. Complete installation is expected within two (2) years of Notice to Proceed (NTP). Staff will also present cost arrangements, and associated cost impacts with partnering agencies at a future date.

ATTACHMENTS

Attachment A - Draft Timeline for TAP Equipment Procurement and Installation

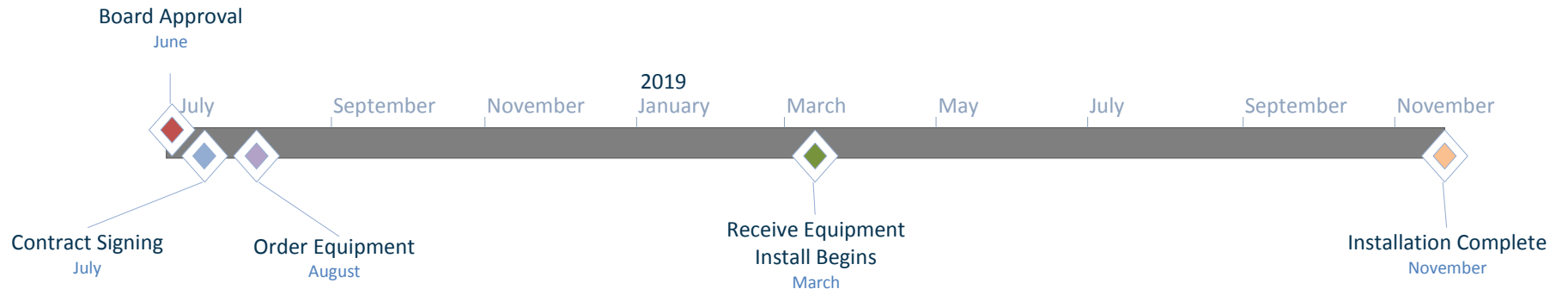
Prepared by: Mauro Arteaga, Jr., Senior Director, TAP, (213) 922-2953
David Sutton, Executive Officer, TAP, (213) 922-5633

Reviewed by: Nalini Ahuja, Chief Financial Officer, 213-922-3088



Phillip A. Washington
Chief Executive Officer

Attachment A – Draft Timeline for TAP Equipment Procurement and Installation





Board Report

File #: 2018-0014, File Type: Program

Agenda Number: 16.

FINANCE, BUDGET AND AUDIT COMMITTEE APRIL 11, 2018

SUBJECT: PROPERTY INSURANCE PROGRAM

ACTION: PURCHASE ALL RISK PROPERTY AND BOILER AND MACHINERY INSURANCE

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to negotiate and award All Risk Property and Boiler and Machinery insurance policies for all property at the current policy limits at a not to exceed price of \$2.5 million for the 12-month period May 10, 2018 through May 10, 2019.

ISSUE

The All Risk Property and Boiler and Machinery insurance policies expire on May 10, 2018.

DISCUSSION

Property insurance protects against losses to our structures and improvements, which are valued at approximately \$12.1 billion up from last year's \$11.9 billion. The increase in total insured value is primarily due to general replacement cost growth along with revaluation of both heavy and light rail vehicles. Property insurance is required by many contracts and agreements, such as our lease/leaseback deals involving a number of our operating assets.

Natural disasters last year will take a toll on property insurance carriers. Catastrophic events included Hurricane Harvey (estimated \$40 billion in insured losses), Hurricane Irma (estimated \$35 billion in insured losses), Hurricane Maria (estimated \$30 billion in insured losses), California wildfires (estimated \$12 billion in insured losses) and earthquakes in Mexico (estimated \$1.5 billion in insured losses). Commercial property prices, which had been decreasing for much of the recent past, now indicate increases in the single digits according to a March 2018 Willis Towers Watson commercial lines insurance pricing survey. Pierre Laurin, Willis Towers Watson's Americas property/casualty sales and practice leader for insurance consulting and technology, said, "Last year's weather disasters were some of the most financially disruptive in history, and the survey results indicate we're likely now seeing the initial response to the catastrophes on the pricing side of the property market."

Our insurance broker, USI Insurance Services ("USI") acquired Metro's prior broker Wells Fargo Insurance Services in December 2017. USI marketed the property program to qualified insurance carriers to obtain property insurance pricing with coverage limits of \$400 million. Quotations for our

property insurance program were received from carriers with A.M. Best ratings indicative of acceptable financial soundness and ability to pay claims. Final pricing is pending, so the quotes serve as a not to exceed cost excluding contingency for unanticipated adjustments before policy binding.

The soft market for all lines of insurance coverage Metro has enjoyed for the past 25 quarters will be temporarily placed on hold according to USI. Any long term upward pressure on rates will be tempered and mitigated by available abundant capacity from alternative capital providers. However, the near-term rate impacts will result in higher premiums because of current losses (size and frequency) being paid by property markets after many quarters of soft and declining pricing. The catastrophic events of 2017 and early 2018 will place renewed pressure on returning to property specific pricing that produces an adequate risk adjusted return to the carriers for property coverage.

The Recommended Program secures the All Risk deductible at \$250,000 with no earthquake coverage and a flood deductible at 5% per location subject to a \$250,000 minimum. If a loss exceeds the deductible, All Risk coverage is provided up to \$400 million per occurrence for losses except for flood related damages that are covered up to \$150 million. The recommended program is the same as the prior year program. Attachment A is a premium history. Attachment B shows the outline of the recommended program structure. The not to exceed premium price includes a contingency for premium adjustments, taxes and fees due to on-going negotiations with insurance carriers.

The recommended program does not include earthquake coverage. We received quotes estimated at \$4.5 million for \$50 million in limits with a 5% deductible. LACMTA has not purchased earthquake coverage in previous years. In the event of a major disaster, we believe funding would be available through Federal and State sources to restore public transportation in Southern California. The lack of earthquake coverage is consistent with decisions made by other large government agencies including most Los Angeles County and City locations, Department of Water and Power and Metropolitan Water District.

We evaluated terrorism coverage options this renewal cycle and have not opted to purchase the coverage. Terrorism coverage is available but does not appear to be cost effective at a quoted cost of nearly \$823,000. The Terrorism Risk Insurance Act (TRIA) which provides government support by providing mechanisms for spreading losses across policyholders was reauthorized by Congress in January 2015 after the program expired. In the past, we rejected this coverage because of the high likelihood of federal and state funding to restore transportation services as a result of a serious terrorism incident.

The current and recommended programs of insurance are layered structures. Several insurance carriers participate in the program with each contributing a portion of coverage which maintains a diversified portfolio of insurance carriers. Continual monitoring through internal methods, as well as updates provided by USI, ensure that all carriers maintain the required financial ratings indicated by financial reporting agencies and as determined by A.M. Best.

In February and March, USI contacted multiple domestic and foreign insurance providers to present our property risks and supplemental data. USI provided an overview of the Metro transit system

during discussions with the underwriters, including our extensive security infrastructure, fire protection, loss control and minimal risk of flood exposures. USI provided information and statistics on system operations, assets and our excellent loss history over the past eighteen years with one fixed property insurable event and under \$1.2 million insurable losses of rolling stock and non-revenue vehicles.

The LACMTA property program continues to be well received by insurers due to our favorable loss history, the growth of the account from \$6.7 billion in values in 2007 to \$12.1 billion for this renewal without the requirement of providing earthquake coverage. As such, USI presented the submission to incumbent and competing insurers to create competition in the insurance program. The marketing effort resulted in maintaining all but one of our incumbent carriers for the recommended program. Our collaborative marketing effort through USI resulted in a not to exceed 2.77% premium increase for the recommended program. Our rate per million dollars of insurable value continues to reflect historic lows (\$207 for the recommended program versus \$246 for the 2012 - 2013 program). However, we did experience a nominal rate increase per million dollars of insured value over the prior year.

The Willis Towers Watson report concludes, "Underwriters will be pushing for rate increases as they reconcile what is expected to be a significant earnings hit for many, and a potentially material capital hit for some. For underwriters needing to dip into capital to fund their losses, the pressure to raise rates to replenish that capital could be unyielding. For buyers, this may mean the long soft market for commercial property insurance could be over, at least temporarily."

This year's renewal reflects our continuing favorable insurability and ability to take full advantage of market trends irrespective of our 1.6% increase in total insured value in a very different and demanding market environment from previous years.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

The funding for two months of \$416,667 for this action is included in the FY18 budget in cost center 0531, Risk Management - Non Departmental Costs, under projects 100001 - General Overhead, 300022 - Rail Operations - Blue Line, 300033 - Rail Operations - Green Line, 300044 - Rail Operations - Red Line, 300055 - Gold Line, 300066 - Expo Line, 301012 - Metro Orange Line, 306001 - Operations Transportation, 306002 - Operations Maintenance, 320011 - Union Station, and 610061 - Owned Property in account 50601 (Ins Prem For Phys Damage). The remaining ten months of premiums will be included in the FY19 budget, cost center 0531, Risk Management - Non Departmental Costs, under projects 100001 - General Overhead, 300022 - Rail Operations - Blue Line, 300033 - Rail Operations - Green Line, 300044 - Rail Operations - Red Line, 300055 - Gold Line, 300066 - Expo Line, 301012 - Metro Orange Line, 306001 - Operations Transportation, 306002 - Operations Maintenance, 320011 - Union Station, and 610061 - Owned Property in account 50601 (Ins Prem For Phys Damage). In FY18, an estimated \$2.4 million will be expensed for property insurance.

Impact to Budget

There is no impact on the FY18 budget. The current fiscal year funding for this action will come from the Enterprise, General and Internal Service funds. No other sources of funds were considered for this activity because these are the funds that benefit from the insurance. This activity will result in a negligible change to operating costs from the prior fiscal year.

ALTERNATIVES CONSIDERED

The current program, the recommended program and an option with earthquake coverage are summarized in Attachment C. Based upon our favorable renewal and loss histories, we recommend continuing the current program of insurance as the most cost effective and prudent program. The option adding earthquake coverage is not recommended because the high cost of the earthquake premium does not justify the benefit of the coverage.

NEXT STEPS

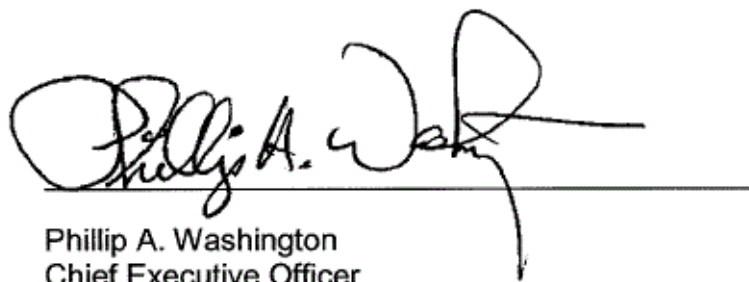
Upon Board approval of this action, we will advise USI to proceed with placement of the property insurance program outlined herein effective May 10, 2018.

ATTACHMENTS

- Attachment A - Premium History
- Attachment B - Recommended Pricing and Carriers
- Attachment C - Alternatives Considered

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

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



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

PREMIUM HISTORY

**Premium History for Property and Boiler and Machinery Policies
For Property Insurance Policies in the Following Years**

| | 2011-2012 | 2012-2013 | 2013-2014 | 2014-2015 | 2015-2016 | 2016-2017 | 2017-2018 | 2018-2019 |
|------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| All Risk | \$2.0 Mil | \$2.2 Mil | \$2.2 Mil | \$2.2 Mil | \$2.3 Mil | \$2.3 Mil | \$2.3 Mil | \$2.4 Mil |
| Boiler & Machinery | \$100,000 | \$100,000 | \$100,000 | \$100,000 | \$100,000 | \$100,000 | \$100,000 | \$100,000 |
| Total Premium | \$2.1 Mil* | \$2.3 Mil* | \$2.3 Mil* | \$2.3 Mil* | \$2.4 Mil* | \$2.4 Mil* | \$2.4 Mil* | \$2.5 Mil* |
| TIV = Total Ins. Val. | \$8.6 Bil | \$9.3 Bil | \$9.4 Bil | \$9.6 Bil | \$10.0 Bil | \$11.2 Bil | \$11.9 Bil | \$12.1 Bil |
| Rate per Mil Ins. Val. | \$245 | \$246 | \$245 | \$240 | \$239 | \$214 | \$202 | \$207 |

* Excludes Earthquake and Terrorism Insurance

ATTACHMENT B

RECOMMENDED PROGRAM PRICING AND CARRIERS



USI Insurance Services
Proposed Property Insurance Summary 2018 - 2019
Los Angeles County Metropolitan Transportation Authority

| Limit | Excess of | Coverage | Carrier | Participation | Total |
|---------------|-----------------------------------|--|--|---------------------|----------------------|
| \$50M | \$150MM | All Risk Excluding Flood & Earthquake | Scottsdale Indemnity Company - A+ XV | \$50,000,000 | \$41,280 |
| | | | | | |
| | | | | | |
| | | | | \$50,000,000 | \$41,280 |
| \$200M | \$150MM | All Risk Excluding Flood & Earthquake | Scottsdale Indemnity Company - A+ XV | \$50,000,000 | \$86,430 |
| | | | Lloyd's of London - A XV | \$100,000,000 | \$165,120 |
| | | | Starr Specialty Insurance Agency** | \$50,000,000 | \$106,038 |
| | | | | | \$200,000,000 |
| \$150M | Underlying Deductibles | All Risk Excluding Earthquake | Lexington Insurance Co - A XV | \$100,000,000 | \$1,307,544 |
| | | | Liberty Mutual Fire Insurance Co- A XV | \$15,000,000 | \$209,500 |
| | | | Starr Specialty Insurance Agency** | \$25,000,000 | \$343,999 |
| | | | Ironshore Specialty Ins Co - A XIV | \$10,000,000 | \$148,608 |
| | | | | | \$150,000,000 |

Estimated Program Premiums * \$2,408,519
 Contingency for carrier premium, tax and fee adjustments \$91,481
Estimated Program Not-To-Exceed Total \$2,500,000

" Subject to finalization of on-going negotiations with carriers

**Starr Specialty Insurance Agency Consists of:
 33.34% Starr Suplus Lines Insurance Company - A XV
 33.33% Chubb Custom Insurance Company - A++ XV
 33.33% General Security Indemnity Company of Arizona - A XV

Terrorism pricing is not included above.
Earthquake pricing is not included above.

ATTACHMENT C

ALTERNATIVES CONSIDERED

| | Current Program | Recommended Program (Quota Share Primary)* | Recommended Program With Earthquake* |
|--|---|---|--|
| Deductibles | \$250,00 All Risk / 5% of location value for Flood | \$250,00 All Risk / 5% of location value for Flood | \$250,000 All Risk/5% of structure value for Earthquake and Flood |
| All Risk Limits | \$400 Million | \$400 Million | \$400 Million |
| Flood Limits | \$150 Million | \$150 Million | \$150 Million |
| Earthquake Limits | None | None | \$50 Million after first 5% per location deductible |
| Terrorism | None | None | None |
| Total not to Exceed or Actual Premium | \$2,343,655 | \$2,500,000 | \$7,000,000 |

* recommended programs are not to exceed amounts.



Board Report

File #: 2018-0064, File Type: Agreement

Agenda Number: 17.

PLANNING AND PROGRAMMING COMMITTEE APRIL 11, 2018

**SUBJECT: METROPOLITAN PLANNING AGREEMENT UPDATE
WITH SCAG AND LOS ANGELES COUNTY TRANSIT
OPERATORS**

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute a revised Memorandum of Understanding (MOU) between the Southern California Association of Governments (SCAG), the Los Angeles County Metropolitan Transportation Authority (Metro) and Los Angeles County Transit Operators.

ISSUE

Federal Rule (23 CFR 450.314) determines mutual responsibilities in the metropolitan transportation planning and programming processes. Recent updates to this rule require SCAG to make minor amendments to the existing MOU, known as the Metropolitan Planning Agreement (Agreement), between SCAG, Metro and Los Angeles County Transit Operators.

DISCUSSION

Background

The Agreement defines roles, responsibilities, and coordination processes for Metro, SCAG, and Transit Operators in the planning process for Los Angeles County. SCAG is the agency with the overall responsibility for comprehensive and coordinated regional transportation planning in the six-county SCAG region, including Los Angeles County. These responsibilities primarily include, but are not limited to, preparation and adoption of the Regional Transportation Plan (RTP) and Federal Transportation Improvement Plan (FTIP).

Metro is responsible for continuous and comprehensive transportation planning and project implementation within Los Angeles County. Some of these responsibilities include the development and adoption of the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP) for Los Angeles County, development of corridor and sub-regional studies, and allocation of transit funds to Los Angeles County Transit Operators.

Transit Operators are responsible for coordinating with Metro regarding their capital and operating needs, including submittal of projects for inclusion into the LRTP and TIP for Los Angeles County.

Together, coordinated efforts between Metro, SCAG, and Transit Operators involve a consultative process that follows applicable federal and state laws, as well as regulations pertaining to the roles and responsibilities of each agency in carrying out metropolitan transportation planning. Through the Agreement, the parties agree to collaborate on regional/county/local transportation issues, integrate goals and objectives, estimate funds availability, and implement federal performance reporting and performance-based planning provisions.

Metro, SCAG and seventeen (17) Los Angeles County Transit Operators entered into the original Metropolitan Planning Agreement in March 2007. The Agreement identifies the Metropolitan Planning Organization SCAG, Metro and Transit Operators as the responsible "Parties," with provisions to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning and programming processes, in accordance with 23 CFR 450.314

Agreement Revisions

New federal requirements being incorporated into this amendment include:

- New performance-based planning requirements;
- New transit asset management requirements; and
- FTA Section 5307 Program of Projects & Public Participation.

Transit Asset Management (TAM) staff in the Metro Risk, Safety and Asset Management Department has reviewed and commented on the draft MOU. County Counsel has also reviewed and commented on the draft MOU. Both sets of comments were incorporated and accepted by SCAG.

On February 20, 2018, SCAG staff presented the MOU amendments to the Bus Operator Subcommittee to update the Transit Operators of this process because all operators are required to approve and execute the amended MOU. SCAG's Regional Council authorized their CEO to execute the MOU amendment at their March 1, 2018 meeting.

Considerations

If the MOU is not updated, Metro will be out of compliance with the federal planning regulations and would have to assume transit data reporting responsibilities for Los Angeles County transit operators now performed by SCAG.

DETERMINATION OF SAFETY IMPACT

This Board action will have no adverse impact on safety standards for Metro.

FINANCIAL IMPACT

There is no impact to the current fiscal year budget nor any anticipated impact to future budgets.

NEXT STEPS

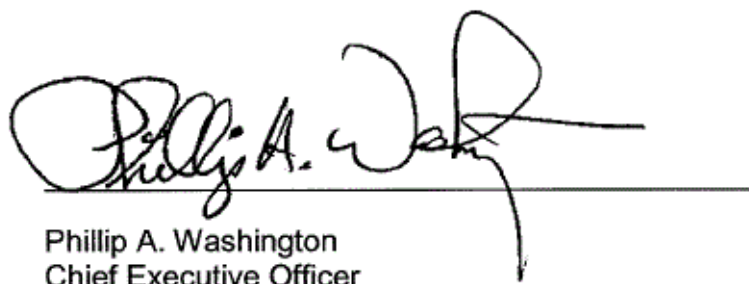
If approved, the Metro CEO will execute the revised Memorandum of Understanding among the Southern California Association of Governments, the Los Angeles County Metropolitan Transportation Authority, and Los Angeles County Transit Operators.

ATTACHMENTS

Attachment A - Memorandum of Understanding

Prepared by: Mark Yamarone, DEO, Countywide Planning & Development, (213) 922-2834
Kalieh Honish, EO, Countywide Planning & Development, (213) 922-7109
Manjeet Ranu, SEO, Countywide Planning & Development, (213) 418-3157

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



Phillip A. Washington
Chief Executive Officer

Attachment A

Memorandum of Understanding Among the Southern California Association of Governments, the Los Angeles County Metropolitan Transportation Authority, and Los Angeles County Transit Operators

This Memorandum of Understanding (MOU), is entered into and effective this _____ day of _____, 2018, among the Southern California Association of Governments (SCAG), the Los Angeles Metropolitan Transportation Authority (Metro), and Los Angeles County Transit Operators, to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning and programming processes, in accordance with 23 CFR 450.314. The undersigned Los Angeles County Transit Operators include the transit operators and paratransit operator operating in Los Angeles County, and are collectively referred to herein as the "Transit Operators." SCAG, Metro, and Transit Operators are referred to herein individually as a "Party" and collectively as the "Parties."

RECITALS

WHEREAS, SCAG is a Joint Powers Agency formed pursuant to Section 6502 of the California Government Code;

WHEREAS, SCAG is the designated Metropolitan Planning Organization (MPO) for the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, pursuant to Title 23, United States Code Section 134(d);

WHEREAS, SCAG is responsible for maintaining a continuing, cooperative, and comprehensive transportation planning process which involves preparation, adoption and update of a Regional Transportation Plan (RTP) pursuant to Title 23, United States Code Section 134 *et seq.*, Title 49, United States Code Section 5303 *et seq.*, and Title 23, Code of Federal Regulations (CFR) Section 450 *et seq.*;

WHEREAS, SCAG is the multicounty designated transportation planning agency pursuant to Public Utilities Code Section 130004 and California Government Code Section 29532, and is responsible for preparation, adoption and update of the RTP every four years pursuant to California Government Code Section 65080 *et seq.*;

WHEREAS, pursuant to Senate Bill (SB) 375 (Steinberg, 2008) as codified in Government Code Section 65080(b) *et seq.*, SCAG is also required to prepare a Sustainable Communities Strategy (SCS) for incorporation into the RTP that demonstrates how the region will meet its greenhouse gas (GHG) reduction targets as set forth by the California Air Resources Board (ARB);

WHEREAS, the SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) sets forth the long-range regional plans and strategies for transportation improvements and regional growth throughout the SCAG region;

Attachment A

WHEREAS, the RTP/SCS consists of a financially constrained plan and strategic plan. The constrained plan includes projects that have committed, available or reasonably available revenue sources, and are thus probable for implementation. The strategic plan is for information purposes only and identifies potential projects that require additional study, consensus building, and identification of funding sources before making the decision as to whether to include these projects in a future RTP/SCS constrained plan;

WHEREAS, SCAG is further responsible for preparing and adopting the Federal Transportation Improvement Program (FTIP) (known as the regional transportation improvement program under state law) every two years pursuant to Government Code Sections 14527 and 65082, and Public Utilities Code Section 130301 et seq.;

WHEREAS, in non-attainment and maintenance areas for transportation-related criteria pollutants, the MPO, as well as the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), must make a conformity determination on any updated or amended RTP in accordance with the federal Clean Air Act to ensure that federally supported highway and transit project activities conform to the purpose of the State Implementation Plan (SIP);

WHEREAS, pursuant to Government Code Section 65080(b)(2)(F) and federal public participation requirements including 23 CFR Section 450.316(b)(1)(iv), SCAG must prepare the RTP/SCS by providing adequate public notice of public involvement activities and time for public review. The SCAG Public Participation Plan serves as a guide for SCAG's public involvement process, including the public involvement process to be used for the RTP/SCS and an enhanced outreach program that incorporates the public participation requirements under SB 375 and adds strategies to better serve the underrepresented segments of the region;

WHEREAS, in 2007, to coordinate metropolitan transportation planning in accordance with federal law, SCAG entered into Memoranda of Understanding with providers of public transportation in the region, including County Transportation Commissions (CTCs) and Transit Operators (referred to herein as "2007 MOUs");

WHEREAS, SCAG now seeks to update and enter into a new Memoranda of Understanding to supersede and replace the 2007 MOU. This MOU reflects the most recent metropolitan transportation planning regulations as set forth under 23 CFR Section 450.314, which requires SCAG, the State and providers of public transportation to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process, including specific provisions for the development of financial plans that support the RTP and FTIP and development of the annual listing of obligated projects;

WHEREAS, SCAG has entered into a separate Memorandum of Understanding with the State of California Department of Transportation, updated and effective July 7, 2017, in accordance with 23 CFR Regulations Section 450.314;

WHEREAS, Metro is a County Transportation Commission created pursuant to Public Utilities

Attachment A

Code Section 130050 and is charged pursuant thereto for approval of all projects in Los Angeles County utilizing federal and state highway and transit funds and is responsible for transportation programming and long and short range transportation planning in Los Angeles County;

WHEREAS, Metro is the regional transit operator for Los Angeles County, created pursuant to Public Utilities Code section 130050; and the undersigned Transit Operators set forth in Exhibit "A," provide transit service within Los Angeles County; and

WHEREAS, the Parties desire to utilize this MOU to specify cooperative procedures for carrying out the metropolitan transportation planning process as required by 23 CFR 450.314 and any successors thereto, and as may be subject to any final rulemaking.

NOW, THEREFORE IN CONSIDERATION OF THE MUTUAL PROMISES AND COVENANTS PROVIDED FOR THEREIN, THE PARTIES HEREBY AGREE AS FOLLOWS:

Section I

PLANNING AND COORDINATION PROCESS

- 1.1 **SCAG's Role:** SCAG is the agency with the overall responsibility for continuous, comprehensive and coordinated regional transportation planning in the six county SCAG region. In accordance with applicable federal and state laws these responsibilities primarily include but are not limited to preparation and adoption of the RTP/SCS and FTIP.
- 1.2 **Metro's County Transportation Commission Role:** Metro is responsible for continuous, comprehensive and coordinated transportation planning and project implementation within Los Angeles County. These responsibilities include but are not limited to the development and adoption of the Long Range Transportation Plan (LRTP) and County Transportation Improvement Program (TIP) for Los Angeles County, development of corridor and sub-regional studies, and for allocating transit funds to Los Angeles County transit operators. Metro will coordinate with Transit Operators in meeting its countywide transportation planning responsibilities. Metro is also responsible for ensuring that the transit projects, plans and programs identified in Metro's LRTP and County TIPs for Los Angeles County are recommended to SCAG for inclusion in the RTP/SCS, FTIP, and regional transportation studies.
- 1.3 **Transit Operators' Role:** Transit Operators are responsible for coordinating with Metro regarding their capital and operating needs and submittal of projects for inclusion into the LRTP and TIP for Los Angeles County.
- 1.4 **Certification and Assurances:** In carrying out their respective responsibilities under this MOU, each Party shall comply with the requirements and any successors thereto,

Attachment A

referenced in SCAG's annual Certifications and Assurances (FHWA and FTA "Metropolitan Transportation Planning Process Certification") submitted as part of SCAG's Overall Work Program, including but not limited to:

- a. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21 and related federal guidelines including but not limited to FTA Circular 4702.1;
- b. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- c. Section 1101(b) of the FAST Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- d. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- e. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- f. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- g. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- h. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

1.5 Coordination Process: SCAG shall engage in a consultative process with Metro and Transit Operators in accordance with applicable federal and state laws and regulations, and successors thereto, pertaining to the roles and responsibilities of the Parties in metropolitan transportation planning.

- a. SCAG shall provide timely notice of the opportunity to comment on its Draft RTP and Draft FTIP to the Parties and the opportunity to participate in Overall Work Program development.
- b. SCAG shall continue maintaining the Regional Transit Technical Advisory Committee or a successor group, to provide a forum for Metro, other CTCs, and Transit Operators, to participate in the metropolitan transportation planning process.
- c. Metro agrees to participate in SCAG's Technical Working Group or any successor group established to serve the same function which shall also serve as a forum to ensure that local transportation projects, plans and programs are effectively integrated into the RTP/SCS and FTIP updates.
- d. The Executive Officers of SCAG and the CTCs shall continue to meet regularly to ensure executive coordination of regional/county/local transportation issues, including issues regarding transit coordination.
- e. Metro and Transit Operators, with the exception of Access Services Inc., will participate in the Bus Operations Subcommittee of the Metro Technical Advisory Committee or any successor group as a forum for ensuring that Transit Operators' plans, programs, studies, and other issues are integrated into the county and

Attachment A

- regional transportation planning process.
- f. Access Services Incorporated (ASI), the Consolidated Transportation Services Agency for Los Angeles County and the administrator of the Los Angeles County Coordinated Paratransit Plan, shall participate in the Local Transit Service Subcommittee of the Metro Technical Advisory Committee or any successor group as a forum for ensuring that Transit Operators' plans, programs, studies, and other issues are integrated into the county and regional transportation planning process.
 - g. Metro and Transit Operator general managers shall participate in the General Manager's Group or any successor group as a forum for executive coordination, ensuring that Transit Operators' plans, programs, studies, and other issues are integrated into the county and regional transportation planning process.
 - h. Metro shall provide Transit Operators the opportunity to include projects in the LRTP and TIP for Los Angeles County. Projects and programs adopted by the Metro Board in the Los Angeles County LRTP and TIP shall be submitted to SCAG and recommended for inclusion in the RTP/SCS and FTIP, respectively.
 - i. The Parties shall cooperatively develop an annual listing of projects for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year, in accordance with 23 CFR 450.334.
 - j. The Parties shall cooperatively develop estimates of funds that will be available to support RTP/SCS implementation, and reasonable financial principles and information that support revenue and cost estimates, to be used in the RTP/SCS and FTIP financial plan, in accordance with 23 CFR 450.324(f)(11).
 - k. The Parties agree to collaborate to implement federal performance reporting and performance-based planning provisions in accordance with 23 CFR 450.306(d)(2)(iii), and subject to applicable final rulemaking. The Parties further agree to coordinate to the maximum extent practicable in the selection of performance targets, and will cooperatively develop and share information related to transportation performance data, the selection of performance targets, the reporting of performance targets, and the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the SCAG region, in accordance with 23 CFR 450.314(h)(1).
 - l. To aid in the planning process, Metro and Transit Operators shall make available to SCAG their Transit Asset Management Plan and any supporting records or documents, performance targets, investment strategies, and the annual condition assessment report required under 49 CFR 625.55, upon request of SCAG and in accordance with the RTP/SCS development schedule, in order to fulfill requirements of 49 CFR 625.53 and any successors thereto.
 - m. SCAG shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in the Transit Asset Management Plans and Public Transportation Agency Safety Plans developed by providers of public transportation, in accordance with 23 CFR 450.306(d)(4).
 - n. Transit Operators may choose to rely on SCAG's public participation process associated with the FTIP development to satisfy the requirement for public

Attachment A

participation in developing the FTA Section 5307 program of projects (POP). SCAG agrees to incorporate in the FTIP document(s) an explicit statement reflecting that public notice of public involvement activities and time established for public review and comment on the FTIP will satisfy the POP requirements of the Section 5307 Program.

Section 2

General Provisions

- 2.1 Term of Agreement:** This MOU shall be effective as to each Party on the date such Party executes this MOU, and continues in full force until such Party withdraws from this MOU pursuant to Section 2.5 below or this MOU is terminated by SCAG upon thirty (30) days prior written notice. This MOU shall supersede and replace all prior agreements including but not limited to the 2007 MOU between the Parties concerning metropolitan planning agreements required to be developed pursuant to 23 CFR 450.314 and predecessors thereto.
- 2.2 Drafting:** This MOU has been prepared by all Parties and has been reviewed and endorsed by each.
- 2.3 Amendments:** This MOU may be amended only by the execution by all Parties of a written amendment.
- 2.4 Indemnity:** Each of the Parties to this MOU is a public entity. Pursuant to Government Code Section 895.4, each Party shall indemnify, defend and hold each of the other Parties, and their respective officers, agents and employees harmless from and against any liability and expenses, including defense costs, any costs or liability on account of bodily injury, death or personal injury of any person or for damage to or loss of property, any legal fees and any claims for damages attributable only to performance of the responsibilities as set forth in Section 1 (Planning and Coordination Process) of this MOU by the indemnifying Party (Indemnitor) or its officers, agents employees, contractors and subcontractors under this MOU, except to the extent caused by the negligence or willful misconduct of an indemnified Party (Indemnitee).
- 2.5 Withdrawal:** Any Party may withdraw from this MOU upon ninety (90) days written notice to each Party, providing that the notice of withdrawal set forth the effective date of withdrawal and the reason for withdrawal. Additionally, the notice of withdrawal shall provide that the Parties during the period prior to the effective date of withdrawal shall meet to try to resolve any dispute. In the event that the withdrawal is for cause, the withdrawal shall not be effective if the Party cures the default in its performance within the ninety day period. SCAG shall notify FTA of the withdrawal from this MOU of any Party.

Attachment A

2.6 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. All 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 hereunder shall be in Los Angeles County, California.

2.7 Non-assignment: No Party may assign this MOU, or any part thereof, without the written consent of each Party to this MOU.

2.8 Notice: 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:

Executive Director
Southern California Association of Governments
900 Wilshire Blvd., Ste. 1700
Los Angeles, California 90017

Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California 90012-2952

Los Angeles County Transit Operators (See Exhibit "A")

Each undersigned Party agrees to notify the other Parties of any changes to the address for receipt of Notices.

2.9 Order of Precedence: In the event of a conflict between and among this MOU and Exhibit "A," the order of precedence shall be:

Amendments to the MOU
MOU
Exhibit "A"

2.10 Execution of Agreement or Amendments: 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 MOU or an Amendment by electronic transmission scanned pages shall be deemed effective as a delivery of a manually or digitally executed counterpart to this MOU or any Amendment.

Attachment A

IN WITNESS WHEREOF, the Parties have caused this MOU to be executed by their duly authorized representatives on the dates set forth below.

The Southern California Association of Governments (“SCAG”)

By: _____ Date: _____
Hasan Ikhata
Executive Director

Approved as to Form:

_____ Date: _____
Joanna Africa
Chief Counsel/Director of Legal Services

Attachment A

Los Angeles County Metropolitan Transportation Authority (“Metro”)

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Attachment A

Antelope Valley Transit Authority

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Attachment A

Arcadia Transit

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Attachment A

Beach Cities Transit

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Attachment A

Claremont Dial-A-Ride

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Attachment A

Commerce Municipal Bus Lines

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Attachment A

The City of Culver City

Culver City Bus

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Attachment A

Foothill Transit

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Attachment A

City of Gardena's GTrans

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Attachment A

La Mirada Transit

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Attachment A

Los Angeles Department of Transportation (LADOT)

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Attachment A

Long Beach Transit

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Attachment A

Montebello Bus Lines

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Attachment A

**City of Norwalk
Norwalk Transportation Department**

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Attachment A

City of Santa Clarita/Santa Clarita Transit

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Attachment A

City of Santa Monica's Big Blue Bus

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Attachment A

**City of Torrance,
a Municipal Corporation**

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Attachment A

Access Services, Incorporated

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Attachment A

EXHIBIT A Los Angeles County Transit Operators

| | |
|---|---|
| <p>Executive Director Antelope Valley Transit Authority 42210 6th Street West Lancaster, CA 93534</p> | <p>Community Services Director La Mirada Transit 13700 La Mirada Bl. La Mirada, CA 90638</p> |
| <p>Assistant City Manager Arcadia Transit PO Box 60021 Arcadia, CA 91066</p> | <p>General Manager; Chief of Transit Programs LADOT 100 S. Main St., 10th Floor Los Angeles, CA 90012</p> |
| <p>Transit Manager Beach Cities Transit 415 Diamond St. Redondo Beach, CA 90277</p> | <p>President and CEO Long Beach Transit 1963 E. Anaheim St. Long Beach, CA 90813</p> |
| <p>Director of Community Services Claremont Dial-A-Ride 207 Harvard Ave. Claremont, CA 91711</p> | <p>Director of Transportation Montebello Bus Lines 400 S. Taylor Ave. Montebello, CA 90640</p> |
| <p>Director of Transportation Commerce Municipal Bus Lines 5555 Jillson St. Commerce, CA 90040</p> | <p>Director of Transportation Norwalk Transit Systems 12650 E. Imperial Hwy. Norwalk, CA 90650</p> |
| <p>Transportation Director Culver City Bus 4343 Duquesne Av. Culver City, CA 90232</p> | <p>City Manager Santa Clarita Transit 28250 Constellation Rd Santa Clarita, CA 91355</p> |
| <p>Executive Director Foothill Transit 100 South Vincent Ave. Suite 200 West Covina, CA 91790</p> | <p>Director of Transit Services City of Santa Monica's Big Blue Bus 1660 Seventh Street Santa Monica, CA 90401</p> |
| <p>Director of Transportation City of Gardena's GTrans 13999 S. Western Ave. Gardena, CA 90249</p> | <p>General Manager Torrance Transit 20500 Madrona Ave. Torrance, CA 90503</p> |
| | <p>Executive Director Access Services Incorporated 3449 Santa Anita Ave., 2nd Floor El Monte, CA 91731</p> |



Board Report

File #: 2017-0928, File Type: Plan

Agenda Number: 19.

**REVISED
PLANNING AND PROGRAMMING COMMITTEE
APRIL 11, 2018**

SUBJECT: BLUE LINE FIRST/LAST MILE PLAN

**ACTION: APPROVE BLUE LINE FIRST/LAST MILE PLAN
AND AUTHORIZE PURSUIT OF GRANT FUNDING**

RECOMMENDATION

CONSIDER:

- A. ADOPTING Blue Line First/Last Mile Plan, and
- B. AUTHORIZING the Chief Executive Officer to seek grant funding for Plan implementation.

ISSUE

The Blue Line First/Last Mile Plan (Plan) documents community-identified first/last mile (FLM) improvements around all 22 Metro Blue Line (MBL) stations. The high-level improvements in the Plan align with Metro policy and are being further analyzed for feasibility and prioritization for implementation. An upcoming funding opportunity to implement the Plan is the State Active Transportation Program (ATP) Cycle 4 and other funding opportunities for implementing the Plan may become available in the future.

The full Plan can be accessed via the web at this link:
[<https://www.metro.net/projects/transit-oriented-communities/blue-line-flm/>](https://www.metro.net/projects/transit-oriented-communities/blue-line-flm/). The Executive Summary is included as Attachment A to this board report.

DISCUSSION

Background

As part of efforts to increase ridership by improving transit riders' ability to safely and conveniently access a transit station, on May 26, 2016 the Board established new FLM activities and expanded FLM planning and implementation through Board Motion 14.1, Directors Garcetti, Bonin, Kuehl, Solis, Dubois, and Najarian; and Board Motion 14.2, Directors Butts, Dubois, Knabe, and Solis (Attachments B and C). The Plan is one of the first components identified in that board action, and is a critical first FLM planning exercise because it: a) is the first opportunity to comprehensively plan

FLM improvements for a transit corridor; b) aligns with Metro's current work to improve MBL performance and safety; c) will substantially inform future work for the FLM program; and d) aligns closely with the principles of the Metro Equity Platform Framework recently adopted by the Board.

Metro received an ATP Cycle 1 grant from the State to conduct FLM planning for all 22 MBL stations. The Plan was completed in March 2018 and includes planning-level, community-identified pedestrian and bicycle improvements within walking (1/2-mile) and biking (3-mile) distance of each MBL station. The Plan describes the collaborative approach and process for arriving at the improvements, which represent a range of walking and bicycling access improvements including new or improved crosswalks, curb ramps, and sidewalks; facilities to improve bicycle connections to stations; pedestrian-scale lighting; and wayfinding signage among others. Community engagement led by community-based organizations (CBOs) was instrumental in developing the Plan and represents new approaches consistent with direction outlined in Metro's Equity Platform. In anticipation of funding opportunities to implement projects identified in the Plan, feasibility analyses and a process of prioritization with local jurisdictions is underway this spring.

There is great need for FLM improvements around MBL stations. The Plan puts forth a Pathway Network and FLM project ideas to address this need in a complex setting. Wide-ranging conditions exist along the line and are described in the Plan; for example, a walkable urban core exists around some stations compared to low density residential and light industrial in other areas around stations. Another complexity in the areas around the stations is multiple converging jurisdictions; for example, there are four jurisdictions within 1/2 mile of the Slauson Station. Mode compatibility issues also exist along the MBL (e.g. pedestrians having to cross a freight line or goods movement corridor to access a MBL station).

Process

Development of the Plan started in October 2016 with kick-off of a consultant contract. In addition to consulting firms, the contracted project team included seven CBOs, which represent communities along the MBL including (in alphabetical order):

- API Forward Movement
- East Side Riders Bike Club
- Healthy Active Streets
- Los Angeles County Bicycle Coalition
- MultiCultural Communities for Mobility
- Ride On! Bike Co-op
- T.R.U.S.T. South LA

In addition to the CBOs listed above, Los Angeles Conservation Corps provided their support and services to the project, per ATP Cycle 1 requirements.

The project team executed the methodology from the First Last Mile Strategic Plan (adopted 2014). This included walk audits of every station area, development of draft Pathway Networks and project ideas, community engagement events, finalization of Pathway Networks and project ideas.

The project team reached out to all of the communities along the MBL through an extensive and unique community engagement process. The approach to community engagement is described in the Plan in detail and aligns with Metro's Equity Platform. The CBOs led 22 walk audits for all the station areas and spearheaded 11 community events to gather input from the wider community. The CBOs were also instrumental in the project in other ways; contributing the voice of history and community memory that was valuable in shaping conversations, project materials, community engagement events, and ultimately the final Plan. Additionally, throughout the process of developing the Plan, the CBOs and other community members underscored the importance of addressing wide-ranging concerns; topics that are not traditionally under the purview of Metro or treated in Metro plans, but that should be acknowledged and addressed in a coordinated way when discussing first/last mile improvements. For example, considerations related to crosswalk safety or safe bicycle facilities cannot be disentangled from concerns community members have about feeling safe and secure. The CBOs also raised that discussing first/last mile improvements brought up fears about gentrification and displacement. A summary of the history and concerns of the communities along the MBL is included in the Plan.

The full Plan can be accessed via the web at this link:

<https://www.metro.net/projects/transit-oriented-communities/blue-line-flm/>. The Executive Summary is included as Attachment A to this board report.

Local Jurisdiction Coordination and ATP Cycle 4 Grant Application(s)

First/last mile projects typically fall outside Metro-controlled right-of-way, therefore close coordination and buy-in from local jurisdictions is critical for implementation. During development of the Plan, staff met with nine local jurisdictions within the ½-mile walking distance and 3-mile biking distance around each MBL station. Jurisdictions commented on the community-identified project ideas that fall within their right-of-way. Cities along the MBL and the County have been supportive of the types of projects identified in the Plan.

The State ATP is an appropriate and opportune funding source to implement first/last mile improvements. ATP Cycle 4 application deadline is summer 2018. On October 26, 2017, the Board approved the ATP Cycle 4 Priorities Framework, which identified the MBL first/last mile plan as a priority for grant assistance. A competitive ATP application would demonstrate extensive community engagement and local buy-in, and serve State-designated Disadvantaged Communities; the Plan does that and therefore staff recommends applying for ATP Cycle 4.

Partnering with local jurisdictions is crucial to move forward with an ATP application or package of applications. Metro staff continues to meet with local jurisdiction staff about project prioritization, implementation approach, and local match commitments to support an ATP grant application(s). While local match is not a requirement for ATP, providing local match does increase competitiveness. Metro staff has initiated discussion with local jurisdictions about their capacity to provide a local match for the ATP application, subject to requisite approvals.

"Lessons Learned" and Applicability to First/Last Mile Program

Now that the Plan is complete, the project team is pursuing an evaluative step to look back at the process to develop the Plan, identify opportunities to refine and improve the FLM methodology, and determine how "lessons learned" can be applied to in-process and upcoming projects in the FLM

program. We expect that lessons learned will cover both technical- and process-oriented topics, including the following categories, among others:

- Technical methodology including walk audits and data analysis
- Approaches to define the Pathway Network and refine project ideas
- Community engagement: breadth of issues, budget, participation incentives, materials

Lessons learned will likely have broader applicability beyond FLM projects, and will be coordinated with other Metro projects and staff, notably Metro's Equity Platform efforts and the Long Range Transportation Plan.

DETERMINATION OF SAFETY IMPACT

One key objective of the Plan is to improve safety for transit riders and non-riders alike who walk, bike, or roll near transit stations through pedestrian and bicycle infrastructure improvements. Further feasibility analysis will identify projects in locations with the highest potential to address safety issues for pedestrians and bicyclists.

FINANCIAL IMPACT

Any commitment of Metro funds for improvements identified in the Plan would be subject to future board action. Metro anticipates that, if awarded, Metro will pass through the grant monies to local jurisdictions for implementation. ATP is a reimbursable grant and a local match is not required. However, grant competitiveness is enhanced by committing local match, and Metro is working with jurisdictions along corridor to identify local sources of match that might be brought to bear as part of the application for projects in their station areas.

Impact to Budget

Approval of this item has no impact to the FY 2018 Budget.

ALTERNATIVES CONSIDERED

The Board could decide not to approve the Plan or authorize the CEO to seek grant funding to implement it. This is not recommended; first/last mile improvements are needed for the areas around the MBL stations, which is supported by the community and local jurisdictions. The Board has previously identified expanding Metro's FLM program, starting with the MBL. Further, if the Board decides not to authorize the CEO to seek grant funding, that would not align with October 26, 2017 Board action approving the ATP Cycle 4 Priorities Framework, which identified the MBL first/last mile plan as a priority for grant assistance.

NEXT STEPS

Upon approval, staff would develop an ATP Cycle 4 grant application or package of applications and seek other funding options as appropriate for implementation of the Plan.

Feasibility analysis and a prioritization process will continue so that projects in the Plan can be easily

identified for inclusion in the ATP grant application(s). Additionally, staff will continue working with jurisdictions along the MBL to secure matching funds.

As was noted in the First/Last Mile Motion Response presented to the Board in November 2016, the Blue Line Corridor First/Last Mile Plan was originally funded with a state Active Transportation Program (ATP) grant, and was the prototype for the recommendation that similar FLM plans be eventually done for 254 stations across the network. These stations included all existing rail lines, and the top 100 bus stops (by usage). However, this was not the only implementation element outlined in the combined response to Motions 14.1 and 14.2. The complete list included:

- Transit Capital project Guidelines, to ensure incorporation of FLM elements in major transit projects prior to construction;
- Purple Line section 2 and 3 FLM planning and design, and also Gold Line Phase 2B
- Countywide First/Last Mile Planning (the 254 station sites)
- Grant/funding Technical assistance, and
- Development of a Matching Grant program.

Staff can report in the near future on the overall status of each of these elements. Consistent with direction from the Board, staff has prioritized the first two bulleted items, as these are time sensitive to complete in order for corridor jurisdictions to consider FLM elements as part of related Measure M 3% required local contributions. As well, grant funding has been secured for local jurisdictions seeking technical assistance with state Active Transportation Program grant applications. These priorities fully commit dedicated FLM staff resources through FY 19.

ATTACHMENTS

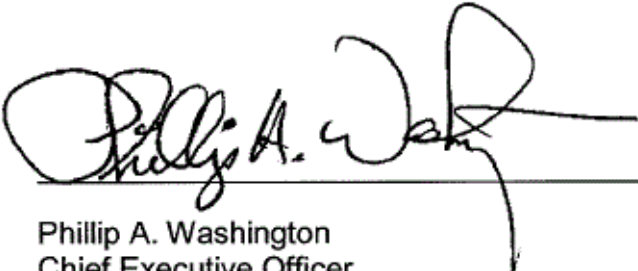
Attachment A - Blue Line First/Last Mile Plan Executive Summary

Attachment B - Board Motion 14.1

Attachment C - Board Motion 14.2

Prepared by: Katie Lemmon, Manager, Countywide Planning & Development, (213) 922-7441
Jacob Lieb, Senior Director, Countywide Planning & Development, (213) 922-4132
Nick Saponara, DEO, Transit Oriented Communities, (213) 922-4313
Jenna Hornstock, EO, Transit Oriented Communities, (213) 922-7437

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



Phillip A. Washington
Chief Executive Officer



First/Last Mile: A Community-Based Process and Plan

March 2018



Metro®

Project Team

Los Angeles Metro

Transit Oriented Communities

Jenna Hornstock, Deputy Executive Officer

Jacob Lieb, Senior Director

Katie Lemmon, Transportation Planning Manager

Community / Consultants

Fehr & Peers

Here Design Studio (Here LA)

Gensler

LA County Bicycle Coalition

T.R.U.S.T South LA

Asian Pacific Islander Forward Movement

Multicultural Communities for Mobility

Ride On! Bike Co-op

East Side Riders Bike Club

Healthy Active Streets

Pueblo (primary Plan author)

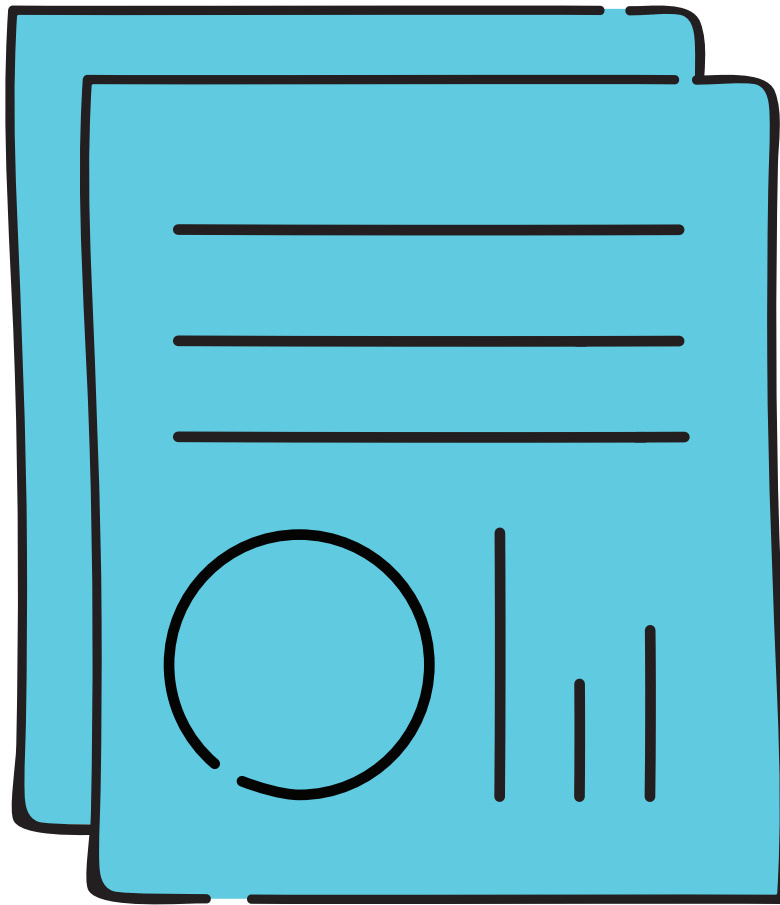
Sumire Gant Consulting (primary Plan author)

ProForma

This report represents over a year of work by Metro and the project team. Special thanks to the Community Groups listed to the right, who were invaluable members of the project team.



EXECUTIVE SUMMARY



This First/Last Mile (FLM) Plan, prepared for all 22 stations on the Metro Blue Line (MBL), is a groundbreaking effort for Metro and its project team, composed of transportation planners and Community-Based Organizations (CBOs). While it represents a first-of-its-kind effort to plan comprehensive access improvements for an entire transit line, its greater innovation is in piloting an inclusive, equity-focused community engagement process. As part of the consultant team for this effort, Metro partnered with a coalition of CBOs to lead outreach efforts on the project, and to help shape the overall direction of this plan.

The coalition consists of:

- Los Angeles County Bicycle Coalition
- T.R.US.T. South LA
- Asian Pacific Islander Forward Movement
- Multicultural Communities for Mobility
- Ride On! Bike Co-op
- East Side Riders Bike Club
- Healthy Active Streets

Fehr and Peers served as the transportation consultant and prime contractor on the project. This structure achieved its original intent of enabling broad participation that identified community-driven concerns for transit riders accessing the system. It also emerged that this more open and inclusive outreach can potentially set new templates for Metro, especially as the agency increasingly underscores equity as a key consideration in planning and investment decisions. In order to realize that potential, however, it is also necessary to capture lessons learned from this effort, including opportunities and challenges in pursuing new working relationships. As such, this plan does not read like a typical planning document; it presents a variety of voices that are distinct from a typical Metro or public agency planning document. Several chapters (“Introduction”, “Process”, “Recommendations”,) are generally more typical for public agency plans – describing underlying policy, techniques, results, and action steps. The “Context” and “Lessons Learned” chapters are presented in a unique voice written by our Community-Based Organization partners. Finally, appendices contain detailed findings, including ideas for specific project improvements, for each of the 22 stations on the MBL.

KEY FINDINGS OF THE PLAN

Key findings for the MBL First/Last Mile Plan include:

- There is great importance and further potential for innovative community engagement with CBO partners.
- There is pronounced need for FLM improvements along the MBL, with extensive project need identified through a community-based process around each station.
- There is a range of social, historical, and cultural issues that impact MBL communities including the day-to-day travel experiences within those communities.
- There are clear opportunities to fund, design, and implement first/last mile improvements along the MBL. These further steps must build on the inclusive, community-based process.

CONTENTS OF PLAN

The Plan includes the following sections:

Introduction

This chapter explains the reasons why FLM is important to Metro and its mission. The chapter describes and defines first/last mile planning, along with Metro’s various first/last mile policies and commitments. It further summarizes the first/last mile issues and challenges associated with the Blue Line.

Context

This chapter describes the community and historical context along the Blue Line corridor, including a broad range of issues surfaced through community engagement and among the project team. Included in the discussion are issues of historic disinvestment and redlining, displacement and gentrification, and policing and security, among others. The chapter raises the importance of fully understanding the context of a place to be better able to engage on intersectional topics and carry out authentic and meaningful planning and design processes.

Process

This chapter describes the steps in creating the Plan, including walk audits, community events, and report preparation. Of note, this chapter describes the community coalition members’ roles, the walk audit methodology, and detailed description of the community events. The 11 community events, in sum, entailed: community bike rides; giveaways such as bike raffles, free food, and TAP cards; live DJs; local artists and live painting; and interactive pop-up elements.

Recommendations

This chapter describes generally the pedestrian and bicycle infrastructure improvements recommended for the areas around MBL stations. The Recommendations chapter also describes the technical process for developing the Station Area Summaries, which are included as appendices.

Implementation

This chapter describes steps to move recommended infrastructure improvements through funding, design, and construction phases, largely focusing on coordination with local jurisdictions along the MBL corridor. The chapter further lays out ways to prioritize projects for implementation. Possible funding sources are also described and they include State Active Transportation Program (ATP), local return dollars from Measure R and M, FLM programs under Measure M, and other State discretionary (competitive) programs.

Lessons Learned

In this chapter, the authors describe strategies and techniques to promote meaningful community engagement and CBO partnerships in Metro planning efforts, reflecting key lessons learned through the experience on this project. Of particular importance, this chapter addresses how to ensure equity in future FLM plans and expands the lessons learned to larger topics such as capturing institutional memory and history of place; intersectionality and transportation funding; budgeting viable partnerships; displacement and community resources; safety considerations; sharing information of Metro actions within the study area; cross-sector approach; and Metro's legislative agenda.

Appendices

Appendices include the 22 Station Area Summaries capturing the Pathway Network and project lists. Further appendix information includes documentation on methodology, particularly related project cost assumptions.

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Board Report

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

Agenda Number:14.1

PLANNING AND PROGRAMMING COMMITTEE MAY 18, 2016

Motion by:

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

May 18, 2016

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

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

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

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

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

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

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

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

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

WE FURTHER MOVE that the Board direct the CEO to:

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

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

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

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



Board Report

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

Agenda Number:

PLANNING AND PROGRAMMING COMMITTEE MEETING MAY 18, 2016

Motion by:

Directors Butts, DuBois, Knabe and Solis

May 18, 2016

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

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

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

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

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

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

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

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

Agenda Number:

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

Blue Line First/Last Mile: A Community-Based Process and Plan

Planning and Programming Committee
April 11, 2018

Recommendation

- A. Adopt Blue Line First/Last Mile Plan
- B. Authorize CEO to seek grant funding for implementation



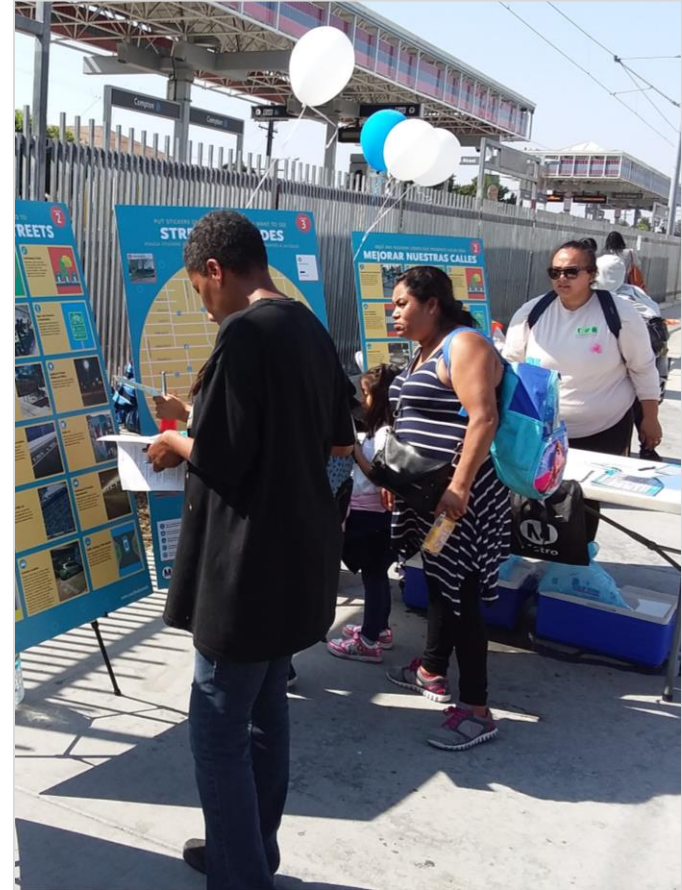
Context

- First/Last Mile (FLM) planning for all 22 Blue Line stations
- Supports Metro's goals to:
 - Increase ridership
 - Improve safety and convenience of walking and bicycling to station
- Complex setting; varying existing conditions
- Multiple jurisdictional boundaries



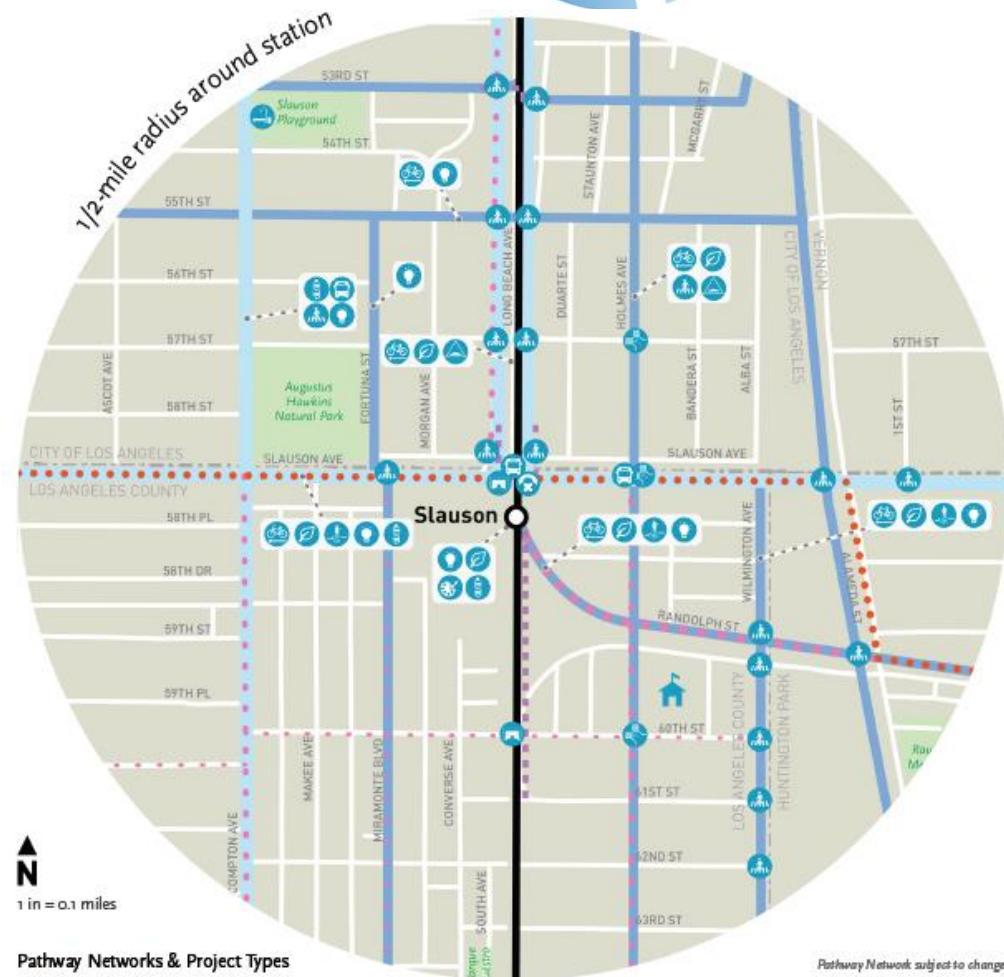
Community-based Process

- First-of-its-kind effort
- Community-Based Organizations part of consultant team (alphabetical order):
 - API Forward Movement
 - East Side Riders Bike Club
 - Healthy Active Streets
 - Los Angeles County Bicycle Coalition
 - MultiCultural Communities for Mobility
 - Ride On! Bike Co-op
 - T.R.U.S.T. South LA
- Piloted an inclusive, equity-focused process

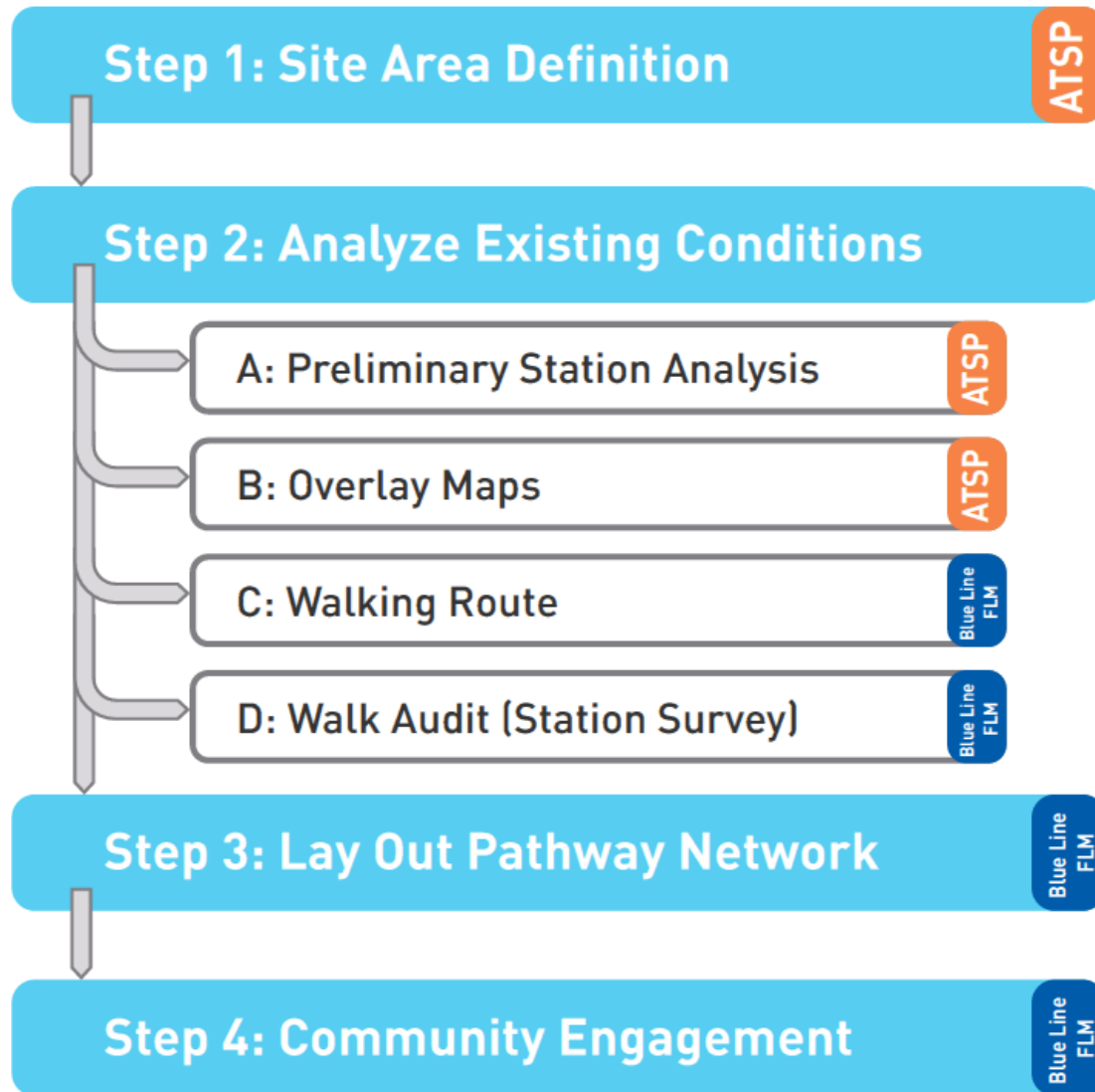


First/Last Mile Planning

- Station Area: ½-mile and 3-mile around stations
- Collaborative process
- Developed Pathway Network
- Range of bike/ped improvements:
 - Crosswalks
 - Curb ramps
 - Sidewalks
 - Bicycle facilities
 - Pedestrian-scale lighting
 - Wayfinding signage
 - Others



Process



Community Engagement

- CBO-led engagement
- Executed FLM methodology
 - 22 station area walk audits
 - 11 innovative community events featuring:
 - Community bike rides
 - Giveaways
 - Live DJs and live painting by artists
 - Pop-up and interactive elements



Lessons Learned

- Exploratory process
- Described in the Plan
- Apply to future FLM planning processes



Next Steps

- Pursue ATP Cycle 4 (due July 31, 2018):
 - Feasibility analysis
 - Grant application development
- Continue coordination with local jurisdictions
- Continue coordination with community
- Pursue future funding for implementation, as available



Thank You



Board Report

File #: 2018-0099, File Type: Program

Agenda Number: 20.

PLANNING AND PROGRAMMING COMMITTEE APRIL 11, 2018

**SUBJECT: METROLINK SAN BERNARDINO LINE (SBL)
25 PERCENT FARE DISCOUNT SIX-MONTH PILOT
PROGRAM**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING the Metrolink San Bernardino Line 25% Fare Discount Six-month Pilot Program;
- B. PROGRAMMING up to \$2 Million in prior year Proposition C 10% surplus funds for FY 2018-19 funding only for the Metrolink SBL 25% Fare Discount Six-month Pilot Program; and
- C. AUTHORIZING the CEO to enter into all agreements necessary to implement the Metrolink SBL 25% Fare Discount Pilot Program.

ISSUE

In January 2018, Directors Solis, Najarian, Barger, Krekorian and Fasana directed the Chief Executive Officer to work with the Southern California Regional Rail Authority (SCRRA) and San Bernardino County Transportation Authority (SBCTA) to develop a strategic plan to implement a Fare Discount Pilot Program to better understand the potential impact to ridership and demand for additional service on SBL and report back in 90 days (refer to Attachment A-Metro Board Motion #44). In partnership with SBCTA and collaboration with SCRRA, staff is returning to the Board with recommendations to implement a six-month 25% “across-the-board” Fare Discount Pilot Program on the Metrolink San Bernardino Line (SBL), to start as early as July 2018.

DISCUSSION

The Metrolink SBL had the highest ridership in the Metrolink regional commuter rail system historically until 2016. Since then, over the past five years, the SBL has continued to experience a steady decline with an average drop of 16% in ridership. Currently, there is an excess seating capacity of up to 69% during non-peak weekday period and up to 75% on weekends. Factors contributing to ridership loss on the Metrolink SBL include low fuel prices, increased car ownership, service reliability and on-time performance issues, in addition to a 27% ridership loss at the Metrolink

Covina Station since the Gold Line was extended to Azusa in March 2016.

| METROLINK AVERAGE WEEKDAY BOARDINGS BY FISCAL YEAR | | | | | | | |
|--|---------------|---------------|---------------|---------------|--------------|--------------|------------------------|
| Line | FY 13 | FY 14 | FY 15 | FY 16 | FY 17 | FY 18 * | CHANGE FY 18 VS. FY 13 |
| San Bernardino | 11,426 | 10,796 | 10,436 | 10,443 | 9,721 | 9,580 | -16% |
| Ventura County | 4,608 | 4,454 | 4,434 | 4,383 | 4,377 | 4,410 | -4% |
| Antelope Valley | 5,460 | 5,156 | 4,978 | 5,731 | 6,044 | 6,332 | 16% |
| Riverside | 4,625 | 4,409 | 4,148 | 4,109 | 4,050 | 4,091 | -12% |
| Orange County | 9,918 | 9,649 | 9,697 | 10,147 | 10,369 | 10,414 | 5% |
| IEOC | 4,558 | 4,961 | 4,866 | 5,158 | 5,111 | 4,943 | 8% |
| 91/PVL | 2,777 | 2,715 | 2,674 | 2,866 | 3,258 | 3,282 | 18% |
| Total: | 43,372 | 42,140 | 41,233 | 42,837 | 42,930 | 43,052 | -1% |

* budgeted/projected

Metrolink SBL 25% Fare Discount Six-month Pilot Program

In response to the continued ridership loss on the SBL, SCRRA staff has been considering a multi-pronged customized ridership strategy for the SBL, to consist of: 1) fare reductions; 2) service enhancements; and, 3) improving the customer experience.

In partnership with SBCTA, staff worked with SCRRA to prepare a fare reduction feasibility proposal for the Metrolink SBL that consists of 25%, 20%, 15% and 10% discounts with an increase of ridership projections for each level of discount. Due to the highest potential increase of ridership and given the success a similar discount program on the Metrolink Antelope Valley Line, staff is recommending a 25% fare discount program with a projected ridership increase of approximately 413,000 new riders in the first year.

| SAN BERNARDINO LINE FARE REDUCTION IMPACT (SCRRA Analysis) | | | | |
|--|---|------------------|------------------|------------------|
| | 25% | 20% | 15% | 10% |
| Revenue (millions) | | | | |
| FY 19 Base (pre-discount revenue) | \$ 20.39 | \$ 20.39 | \$ 20.39 | \$ 20.39 |
| Revenue Loss From Discount | \$ (5.10) | \$ (4.08) | \$ (3.06) | \$ (2.04) |
| New Rider Revenue | \$ 2.37 | \$ 1.93 | \$ 1.47 | \$ 0.99 |
| Total Discount Effect | \$ (2.73) | \$ (2.15) | \$ (1.59) | \$ (1.05) |
| Program Expenses | \$ (0.43) | \$ (0.43) | \$ (0.43) | \$ (0.43) |
| Subsidy Required (millions) | \$ (3.16) | \$ (2.58) | \$ (2.02) | \$ (1.48) |
| Ridership (thousands) | | | | |
| FY 19 base (pre-discount ridership) | 2,667.8 | 2,667.8 | 2,667.8 | 2,667.8 |
| New Riders (FY 19) | 412.7 | 314.9 | 225.8 | 144.3 |
| Post-Discount Ridership | 3,080.5 | 2,982.7 | 2,893.6 | 2,812.1 |
| Change (thousands) | 412.7 | 314.9 | 225.8 | 144.3 |
| Assumptions: | discount valid for all SBL station pairs no fare reciprocity with Riverside Line changes in revenue and ridership from Riverside Line switching to the SBL and unknown at this time and not accounted for elasticity calculations based on CH2M analysis | | | |

To date, SCRRA has implemented two 25% fare discount pilot programs, the Metrolink Antelope Valley Line (AVL) in Los Angeles County and the Metrolink Perris Valley Line in Riverside County.

Based on the success of these two fare discount programs, the SBCTA Transit Committee approved the SBL 25% Fare Discount Pilot Program with a recommendation for approval to their Board of Directors on April 4, 2018.

With the recommended approval, staff will work with SBCTA and SCRRA to develop a work plan and implement a temporary promotional 25% fare discount for six months to begin as early as July 2018. Staff will also work with SCRRA and SBCTA to evaluate a federal Title VI study that requires all fare changes to be evaluated for equity impacts should the promotional 25% fare discount extend beyond the six-month pilot period. Depending upon preliminary ridership and revenue impacts, staff will report to the Board by February 2019 with a recommendation to terminate, modify or extend the Metrolink SBL 25% Fare Discount Six-month Pilot Program.

Motion #44 acknowledged the success of the AVL 25% Fare Discount Pilot Program, as an opportunity to implement a similar program to increase ridership and revenues on the SBL.

Metrolink AVL 25% Fare Discount Pilot Program

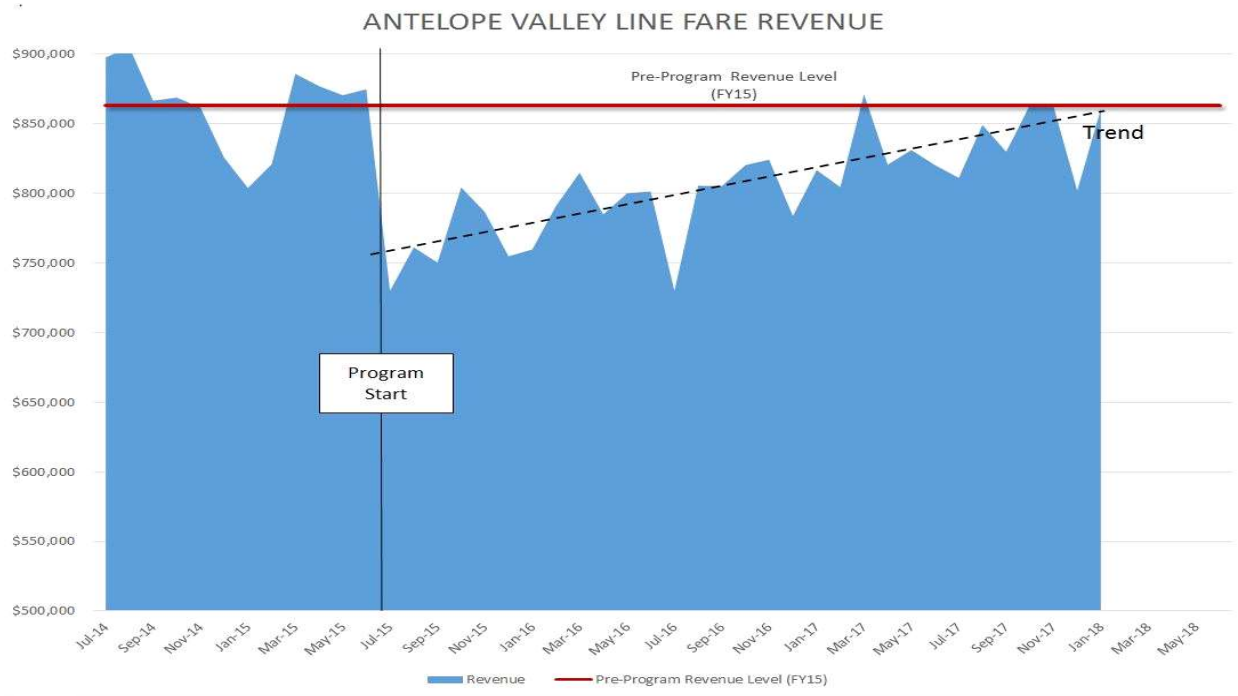
In April 2015, the Board approved a motion to reduce fares 25% on the Metrolink AVL. Since that program’s launch in July 2015, the AVL Fare Discount Pilot Program has been successful in growing ridership on the AVL, with a projection of up to 33% higher ridership than pre-program levels by June 2018.

| ANTELOPE VALLEY LINE 25% FARE DISCOUNT PROGRAM – RIDERSHIP | | | | |
|--|----------------|-----------|-----------|-----------|
| 25% Fare Subsidy | FY 15 (Before) | FY 16 | FY 17 | FY 18 * |
| Annual Ridership | 1,338,121 | 1,553,019 | 1,701,353 | 1,776,695 |
| % change from FY 15 | | 16% | 27% | 33% |
| * projected | | | | |

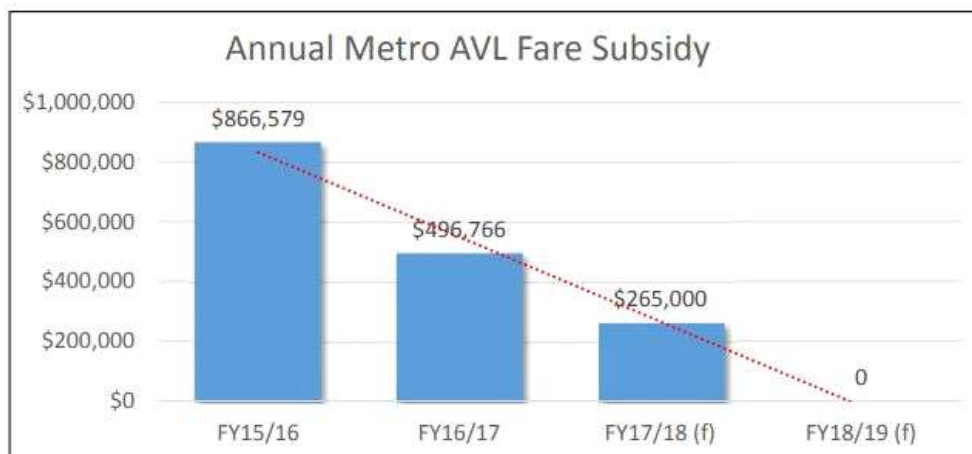
Several key findings have emerged regarding the growth in AVL ridership:

- The strongest response has been from infrequent riders, with an increase in one-way and round trip sales of 23%
- Many of the new riders have become regular riders. Monthly pass sales are up at a higher rate than the overall growth rate on the AVL.
- Student and youth ridership continues to be very strong, up 35% in FY 16 and an additional 18% in FY 17.
- Short distance ridership (less than 20 miles) increased 12% in FY 17.

Due to the strong ridership growth on the AVL, fare revenue is almost at pre-program levels, and is projected to break even by Summer 2018.



Although Metro has programmed \$5.462 million for the AVL Fare Discount Program, Metro has spent less than \$2 million and is not anticipating any further subsidy in FY 19.



Attachment B provides a Metrolink evaluation of the AVL Fare Discount Pilot Program, 30 months since the program’s implementation.

DETERMINATION OF SAFETY IMPACT

This is a programming and fare reduction action which has no impact on safety.

FINANCIAL IMPACT

The recommended approval authorizes a six month pilot program, July 2018 through December 2018 with a cost not to exceed \$2 million for FY 19. Based upon the success of the AVL 25% Fare Discount Pilot Program and fare elasticity analysis conducted by SCRRA, staff anticipates that ridership will grow the first year at 15% and continue to grow thereafter. Due to the revenue growth associated with strong ridership, the revenue loss will be less per year, FY 19 thru FY 22, until breaking even, and then starting to generate positive revenue in FY 23. Should the SBL 25% Fare Discount Six-month Pilot Program be approved by the SCRRA board to go forward as an ongoing program, the four-year cost to Metro is anticipated to be \$4,190,969 before the program breaks even, and no additional Metro subsidy would be required thereafter.

| SAN BERNARDINO LINE 25% FARE DISCOUNT PILOT PROGRAM – PROJECTION FROM METROLINK | | | | | | |
|---|----------------|----------------|----------------|---------------|---------------|--|
| | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 19 - FY 22 REQUIRED SUBSIDY TOTAL |
| Pre-Discount Revenues | \$ 20,390,386 | \$ 20,390,386 | \$ 20,390,386 | \$ 20,390,386 | \$ 20,390,386 | \$ 81,561,544 |
| Post-Discount Revenues | \$ 17,658,592 | \$ 18,364,936 | \$ 19,099,533 | \$ 19,863,515 | \$ 20,658,055 | \$ 74,986,576 |
| Effect of Discount | \$ (2,731,794) | \$ (2,025,450) | \$ (1,290,853) | \$ (526,871) | \$ 267,669 | \$ (6,574,968) |
| Program Expenditures * | \$ (431,000) | \$ - | \$ - | \$ - | \$ - | \$ (431,000) |
| Subsidy Required | \$ 3,162,794 | \$ 2,025,450 | \$ 1,290,853 | \$ 526,871 | \$ (267,669) | \$ 7,005,968 |
| Metro Subsidy (59.82%) | \$ 1,891,983 | \$ 1,211,624 | \$ 772,188 | \$ 315,174 | \$ (160,120) | \$ 4,190,969 |
| SBCTA Subsidy (40.18%) | \$ 1,270,811 | \$ 813,826 | \$ 518,665 | \$ 211,697 | \$ (107,549) | \$ 2,814,999 |

* marketing, TVM programming, Title VI analysis

SBCTA Cost-Sharing

The operating costs and revenues for the SBL are shared between Metro and SBCTA. Metro provides 59.82% of the costs to operate the SBL, and SBCTA provides 40.18% of the costs to operate the SBL. Per the Board motion, Metro and SBCTA staff worked closely to collaborate and partner on the cost sharing for the SBL Fare Discount Six-month Pilot Program. The SBCTA Board is supportive of the 25% Fare Discount Six-month Pilot Program, and has recently allocated funds for the SBL Fare Discount Six-month Pilot Program (Attachment C).

Impact to Budget

Staff is proposing to fund the SBL 25% Fare Discount Six-month Pilot Program from prior year deferred revenues and operating surpluses that are currently on hand with Metrolink. Currently Metrolink has \$14.9 million of Metro surplus funds. After applying the \$2 million in funds for the SBL 25% Fare Discount Six-month Pilot Program, approximately \$12.9M would remain in deferred revenues that can be used to fund extension of the program, Metrolink Operations, rehabilitation/state of good repair, or other items the Metro board may deem to be of high priority.

| METRO DEFERRED REVENUES CURRENTLY ON HAND WITH SCRRA | |
|--|----------------------|
| FY 16 Operations Surplus | \$ 5,326,925 |
| FY 17 Operations Surplus | \$ 3,529,011 |
| Misc. Prior Year Deferred Revenue | \$ 6,047,072 |
| Subtotal: | \$ 14,903,008 |
| SBL 25% Fare Reduction Six Month Pilot Program | \$ 2,000,000 |
| Total Remaining that can be reprogrammed for TBD: | \$ 12,903,008 |

Metro is currently carrying a negative fund balance of Proposition C 10% and Measure M 1% funds available to support Metrolink Operations. This negative fund balance is projected to continue until it

grows positive in FY 25. Funding for Metrolink Operations is constrained, and the deferred revenue funds could be used to offset the negative funding balance for Metrolink Operations.

ALTERNATIVES CONSIDERED

One alternative is to not implement a SBL Fare Discount Six-month Pilot Program. This is not recommended due to the success of the AVL Fare Discount Pilot Program, the anticipated ridership growth, and the funding support of SBCTA.

A second option is to offer a reduced discount program of 20%, 15% or 10%. This is not recommended since SBCTA has approved their 25% discount commitment and ridership growth will be significantly less than 25% discount.

NEXT STEPS

Metro will work with Metrolink staff to initiate a marketing campaign to promote the SBL 25% Fare Discount Six-month Pilot Program. The pilot program is targeted to start on July 1, 2018. Ridership, revenues and other impacts will be monitored monthly by SCRRA staff.

Staff will continue to provide updates to ridership and revenues via the Regional Rail Quarterly Report this Fall. Depending upon preliminary ridership and revenue impacts, staff will report back to the Board by February 2019 with a recommendation to terminate, modify or extend the Metrolink SBL 25% Fare Discount Six-month Pilot Program.

ATTACHMENTS

Attachment A - Metro Board Motion #44

Attachment B - Metrolink Staff Report/Evaluation of AVL Fare Discount Program

Attachment C - SBTCA Staff Report

Prepared by:

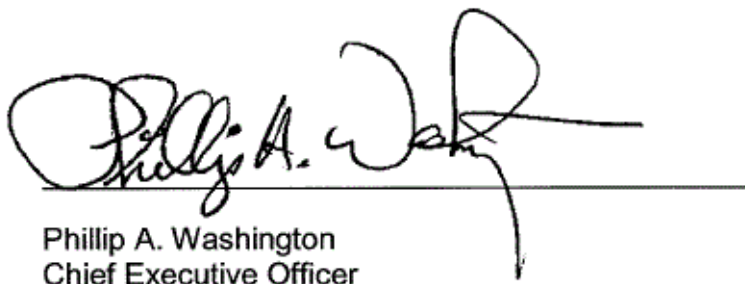
Jay Fuhrman, Manager, Transportation Planning, (213) 418-3179

Jeanet Owens, Senior Executive Officer, Project Management, (213) 418-3189

Reviewed by:

Nalini Ahuja, Chief Financial Officer (213) 922-3088

Richard Clarke, Chief Program Management Officer (213) 922-7557



Phillip A. Washington
Chief Executive Officer

Attachment A

Metro

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



Board Report

File #:2017-0901, File Type:Motion / Motion
Response

Agenda Number:44.

PLANNING AND PROGRAMMING COMMITTEE JANUARY 17, 2018

Motion by:

Solis, Najarian, Barger, Krekorian, and Fasana

Item 44: Metrolink San Bernardino Line Fare Discount Pilot Program

Over the past several years, Metrolink has made tremendous strides to attract more riders to its system and become a more viable option for Southern California residents. Since introducing the 25% Fare Discount Program on the Antelope Valley Line (AVL) in July of 2015, ridership has grown 27% in FY 2016-17 compared to FY 2014-15. The increased ridership and associated fare revenues has resulted in recovering more than 80% of funds originally allocated to the program. Assuming the upward ridership trend continues, the AVL Fare Discount Program is projected to "break even" by the summer of 2018.

In December of 2016, the Riverside County Transportation Commission (RCTC) funded and replicated the discount program to stimulate ridership growth at four new stations along the 24-mile Perris Valley Line (PVL) extension. Due to initial success, RCTC is seeking to offer the discounted fare for an extended period of time.

While the AVL and PVL are realizing a ridership uptick resulting from the program, Metrolink's most heavily used line, the San Bernardino Line (SBL) is steadily declining. Over the past five years, the SBL has experienced an 11% drop in ridership with an excess of seating capacity throughout the line, including all peak hour trains. Moreover, the population density and intense congestion on the I-10 and I-210 freeways that parallel the SBL corridor are strong indicators that Metrolink has the potential to maximize ridership on the San Bernardino Line. Given the available seats to fill and the need to retain and grow ridership on the SBL

**SUBJECT: MOTION BY SOLIS, NAJARIAN, BARGER,
KREKORIAN AND FASANA**

METROLINK SAN BERNARDINO LINE FARE DISCOUNT PILOT PROGRAM

WE THEREFORE MOVE that the Board direct the CEO to work with the Southern California Regional Railroad Authority (SCRRA) and the San Bernardino County Transportation Authority (SBCTA) to develop a strategic plan to implement a Fare Discount Pilot Program to better understand the potential impact to ridership and demand for additional service on the San Bernardino Line.

File #:2017-0901, **File Type:**Motion / Motion
Response

Agenda Number:44.

WE FURTHER MOVE that the CEO report back in 90 days.

Attachment B



METROLINK.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

metrolinktrains.com/meeting

TRANSMITTAL DATE: March 16, 2018

MEETING DATE: March 23, 2018 **ITEM 16**

TO: Board of Directors

FROM: Arthur T. Leahy *ATL*

SUBJECT: Antelope Valley Line Fare Reduction Program Evaluation

Issue

In July 2015 the Antelope Valley Line (AVL) Fare Reduction Program was launched with the funding support from Los Angeles County Metropolitan Transportation Authority (Metro) to help increase ridership on AVL. This item provides the Board with an evaluation of the continued success of this program through December 2017.

Recommendation

The Board may receive and file this report.

Strategic Goal Alignment

This report aligns with the strategic goal to *retain and grow ridership*. Past experience has shown that fare reductions are one of several effective strategies to grow ridership and win market share.

Background

Between FY2011-12 and FY2014-15, the AVL experienced a ridership decline of 13%, from 5,726 average weekday boardings to 4,978. In an effort to halt ridership losses, on April 10, 2015, the Board approved a pilot program with reduced fares for AVL riders to test how ridership on that line responded to lower fares.

Two successive pilot programs were implemented. The first pilot consisted of a 25% fare reduction and a \$2 one-way fare to the next station. It was funded through revenue shortfall funding provided by Metro in an amount of up to \$2.5 million during FY2015-16. Only trips with both origin and destination stations on the AVL, which includes the section that overlaps with the Ventura County Line (Los Angeles Union Station to Burbank-Downtown) were eligible for the reduced fares. Fares that included a transfer to another line were not discounted.

The second pilot launched in January 2016 and replaced the \$2 station fare with a \$3 station fare that was launched system-wide.¹

Ridership Response

Ridership analysis was conducted based on actual ticket sales for the Antelope Valley Line stations. This allows an accurate evaluation of ridership response to the fare reduction and helps account for ridership on the shared line segment between Los Angeles Union Station and Burbank which is served by Ventura County, AVL, and Burbank Airport Line trains.

Following up on prior Board reports with program updates on December 11, 2015 and February 26, 2016, the latest results show that ridership growth has continued into the third year of the program. December 2017, the latest month for which data are available, shows a 37% ridership increase over the same month in 2014 prior to the program launch. Comparing the six-month period July-December 2017 with the same period in 2014, ridership grew by 32.7% which reflects a compounded annual growth rate of 9.9% (Figure 1).

Figure 1. Ridership Growth

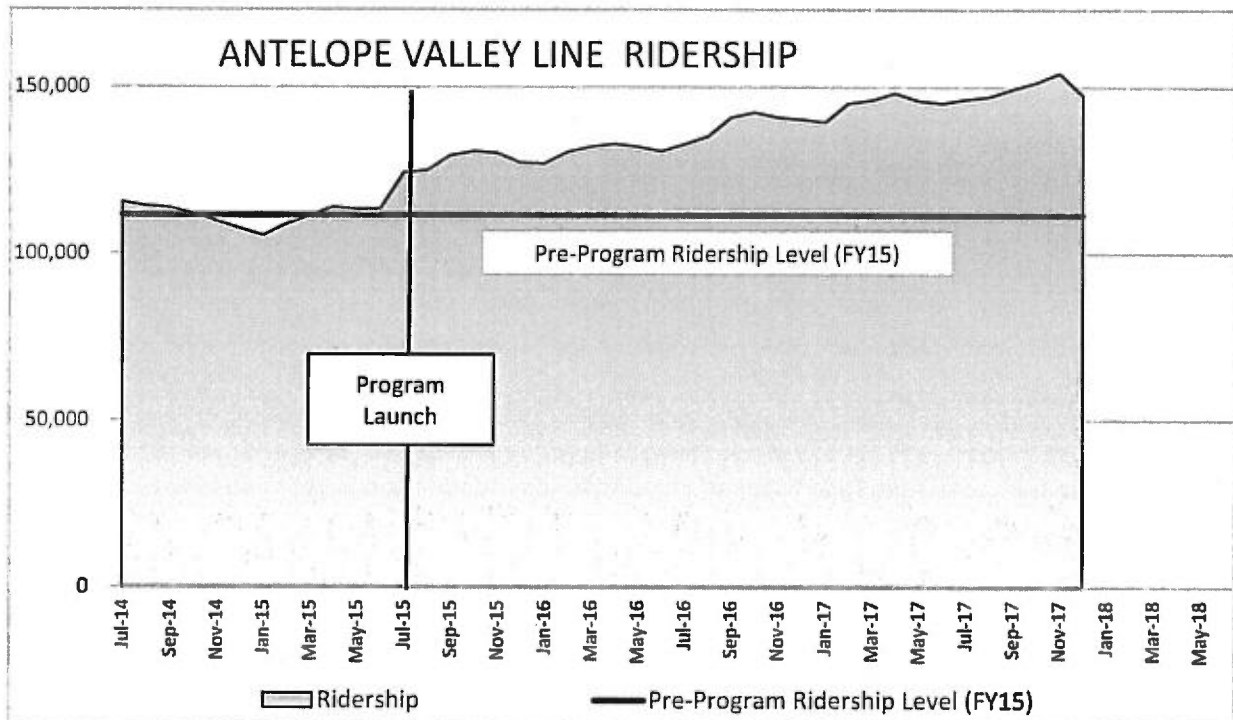
| Period | Ridership |
|-------------------------------|------------------|
| July-Dec 2014 | 671,938 |
| July-Dec 2017 | 891,759 |
| Compounded Annual Growth Rate | 9.9% |

As indicated above, when the AVL Fare Reduction Pilot was launched it had two program components: a 25% fare reduction and \$2 (later \$3) station fare. Whereas the station fare was available for one-way tickets only, the 25% fare discount was available on all ticket types (with the exception of already discounted Weekend Day Passes). Of the two promotional discounts, the 25% discount was the more effective one. A 2016 fare study by CH2M determined that the 25% fare discount accounted for 85% of the increase in ridership.

Since launch of the program the ridership response has exceeded expectations. Analysis of ticket sales show a strong ridership response during the first several months driven by increases in one-way and roundtrip ticket sales, followed by a flattening in the growth rate (Figure 2).

¹ The one-way station fare ticket was replaced July 1, 2016 with restructured short distance fares that reduced the cost of short distance travel for all ticket types throughout the system.

Figure 2. Antelope Valley Line Ridership Trend



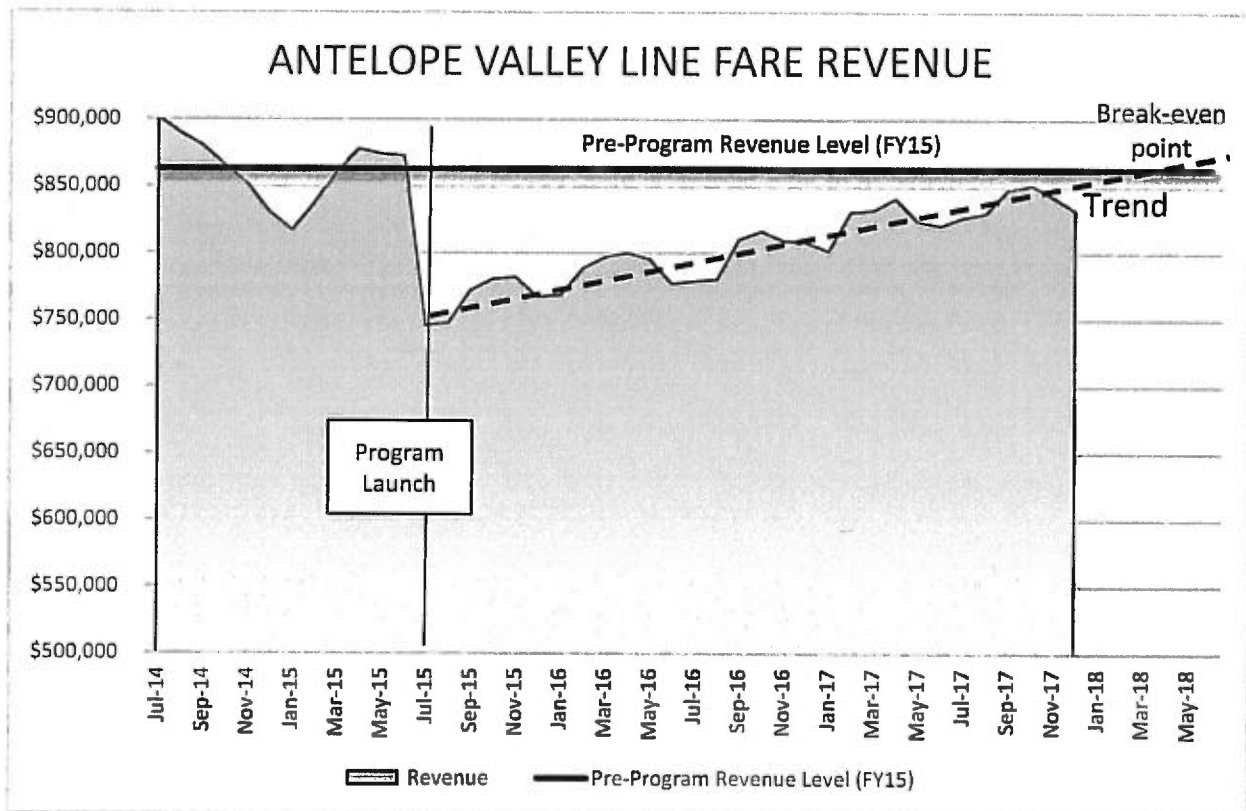
Ridership growth started to accelerate again into the second year and continues its upward momentum even in the absence of additional fare promotions. Several key findings have emerged:

- The strongest response to the lower fares came from infrequent riders: one-way and roundtrip ticket sales increased by 23% during the first year of the pilot.
- There is some evidence that many of the new riders that were attracted by the pilot have become regular commuters. In FY17 pass ridership grew by 5.9% over the prior year, exceeding the overall ridership growth on the Antelope Valley Line (5.4%) and also matching the rate of growth for one-way and roundtrip tickets (5.8%).
- Student and youth ridership continued to exhibit the fastest rate of growth in FY17 (up 17.8% from the prior year). That follows a 35% increase in FY16 when the student and youth fare discount was increased to 25%.
- The growth in short-distance ridership (trips of less than 20 miles one-way distance) reached 12% in FY17.

Fare Revenue Impact

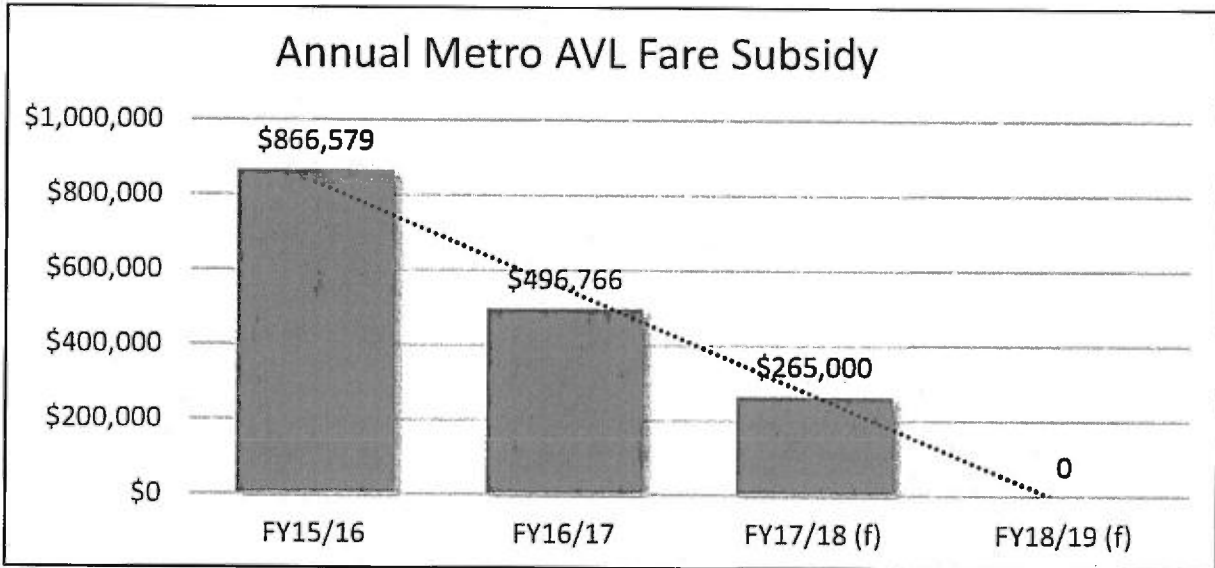
Changes to fares and the resulting ridership change directly impact fare revenue. Given the demand elasticity to changes in fares it was expected that the increase in ridership would not be sufficient to off-set the lower fares. Immediately following the fare reduction in July 2015, fare revenue fell by nearly 20%. But as ridership continued to grow during the following months fare revenue grew as well. Based on the current trend fare revenue is expected to reach the break-even point with pre-program fare revenue levels in Spring 2018 (Figure 3).

Figure 3. Antelope Valley Line Fare Revenue Trend



When the Board approved the fare reduction pilot in 2015 it also included up to \$2.5 million in revenue shortfall funding from Metro during FY2015-16. Only \$866,000 of that was actually required to offset the lower fare revenue on the AVL during the first year. During the following year as ridership continued to grow only \$497,000 in fare subsidy was required. In FY2017-18 the fare subsidy will further decline until no fare subsidy will be required anymore for FY2018-19 (Figure 4).

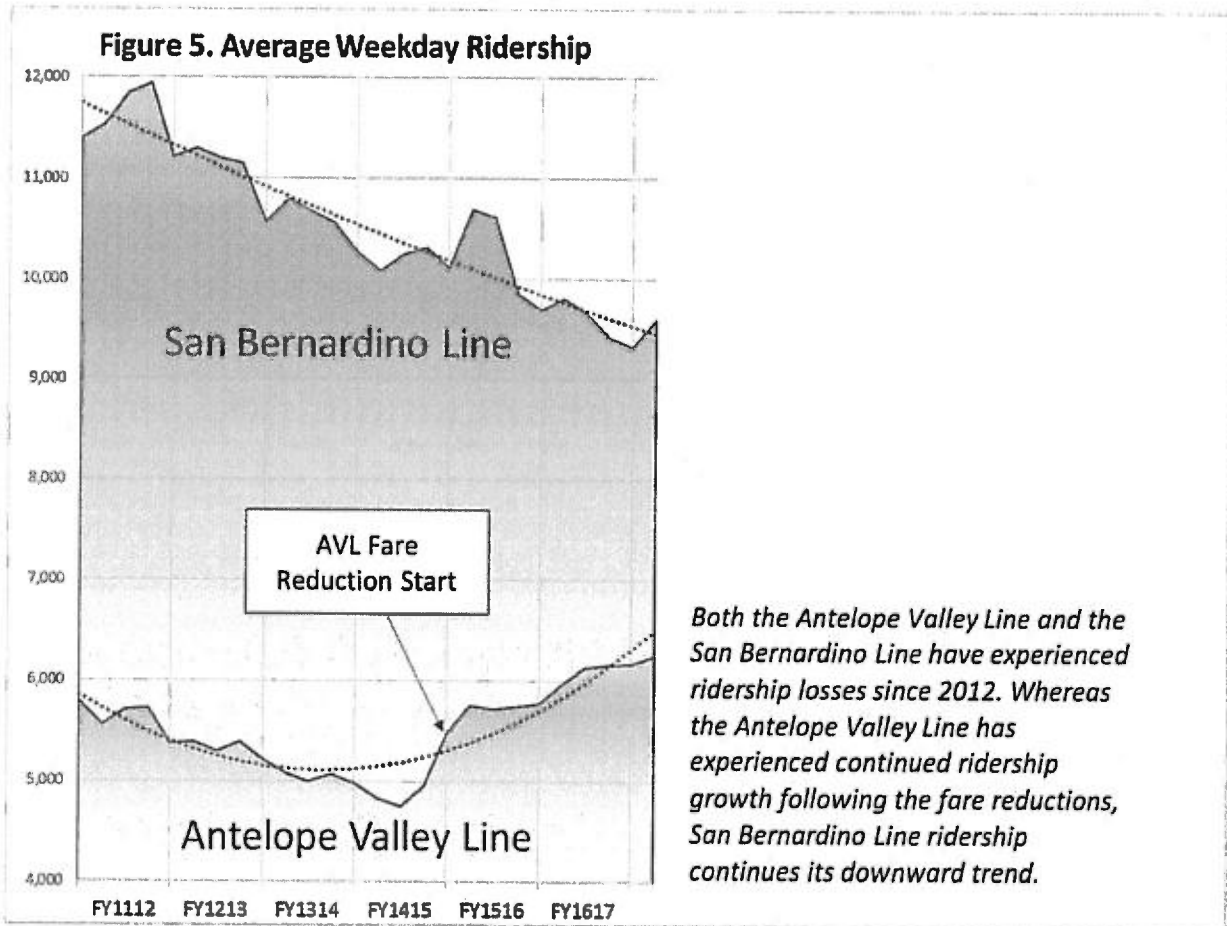
Figure 4. Shrinking Fare Subsidy Requirement



Next Steps

Staff is evaluating “lessons learned” from the AVL Fare Reduction Program and how they may be applied to other lines. Of particular interest is the San Bernardino Line which, like the AVL, has experienced ridership losses since FY2011-12. But whereas the AVL has seen continued ridership increases since the fare reduction, San Bernardino Line ridership continues to decline (Figure 5). Staff is considering a more customized ridership strategy for the San Bernardino Line that may consist of a multi-pronged approach with:

1. Fare reductions
2. Service enhancements
3. Improving the customer experience



Budget Impact

There is no budgetary impact as a result of this report.

Prepared by: Roderick Diaz, Director, Planning and Development
Henning Eichler, Planning Manager II

Kimberly Yu
Deputy Chief Operating Officer
(Planning and Project Delivery)

Gary Lettengarver
Chief Operating Officer

Attachment C

Minute Action

AGENDA ITEM:

Date: April 4, 2018

Subject:

San Bernardino Line Fare Discount Program & Allocation

Recommendation:

That the Board, acting as the San Bernardino County Transportation Authority:

- A. Allocate \$2 million of available Mobile Source Air Pollution Reduction Program grant funds and \$814,999 of Metrolink generated State Transit Assistance – Operator Share funds to a Metrolink San Bernardino Line Fare Discount Pilot Program.
- B. Authorize staff to develop a work plan and implement the 25% fare discount in partnership with the Los Angeles County Metropolitan Transportation Authority and the Southern California Regional Rail Authority which operates Metrolink.
- C. Authorize the Executive Director to execute an agreement between SBCTA, LA Metro, and SCRRA for the implementation of the 25% fare discount program, upon concurrence from General Counsel.

Background:

Historically, the San Bernardino Line (SBL) has been one of the most heavily used lines throughout the regional Metrolink system. However, over the past five (5) years, the line has experienced an average 11% drop in ridership, as well as an excess seating capacity of 68.6% during non-peak periods on weekdays and, 74.6% on weekends between July and December 2017. In addition to other factors such as increases in car ownership and low fuel costs, the timing of the drop in ridership correlates with a 2013 fare increase. While Metrolink retains a farebox recovery rate of approximately 41% to 44.4%, the resulting drop in revenue has had an impact to San Bernardino County Transportation Authority (SBCTA) and Los Angeles County Metropolitan Transportation Authority (LA Metro) subsidies. In an attempt to re-build ridership and to support Metrolink service, the LA Metro Board directed their staff to work with Southern California Regional Rail Authority (SCRRA) and SBCTA to develop a strategic plan to implement a SBL Fare Discount Pilot Program, and better understand the price elasticity of demand, as well as the potential for increasing ridership on the SBL moving forward. SBCTA provides an annual operating subsidy to SCRRA, with Local Transportation Funds (LTF) being the primary fund-source. The proposed Fiscal Year 2018/2019 operating subsidy requested by SCRRA consists of a 2.2% cost increase which is reasonable; however, when coupled with a drop in expected fare revenue, the cost increase results in a 5.5% net increase over the Fiscal Year 2017/2018 operating subsidy which is unsustainable. In addition, the Fund Administration Department recently completed an independent analysis of LTF projections by an outside consultant which indicated a need for more conservative revenue projections. As LTF is the primary fund-source for both SCRRA and Omnitrans operations, this impacts SBCTA's ability to sustainably fund San Bernardino County's share of Metrolink's cost on a long-term basis. While SBCTA staff continues to review funding alternatives, the decline in LTF sales tax revenue, combined with the reduction in fare revenue due to ridership decline, requires SBCTA to strategically review opportunities to grow ridership and thus reduce the long-term subsidy need. The availability of the Mobile Source Air Pollution Reduction Program (MSRCP) and State Transit Assistance Operator Share funding, in conjunction with LA Metro's desire to move forward with a SBL Fare Discount Program, provides the opportunity to mitigate the dropping fare revenue through implementation of a fare discount pilot program that ultimately grows ridership.

Entity: San Bernardino County Transportation Authority

The Metrolink regional rail system has implemented two (2) different discount programs along two (2) lines in recent years, both of which achieved an increase in ridership. In July 2015, LA Metro introduced a 25% discount along the Antelope Valley Line (AVL), and by Fiscal Year 2016/2017, ridership grew by 21% as compared to Fiscal Year 2014/2015. To date, the increase in ridership and associated fare revenues have resulted in a recovery of approximately 90% of funds allocated to the program. LA Metro projects the break-even point to be assumed in summer 2018. In December 2016, the Riverside County Transportation Commission (RCTC) funded a similar discount structure on the new Perris Valley Line (PVL) with the goal of stimulating ridership across the four (4) new stations along the 24-mile line extension. Although the PVL scenario differs from AVL in that it is a new extension that lacks a history of ridership numbers to serve as a base line, to date, RCTC has not had to increase operating subsidies.

Due to the success of the two fare discount pilot programs implemented in Los Angeles and Riverside Counties and in partnership with LA Metro, SBCTA is supportive of a similar program along the SBL. However, due to operating subsidy constraints, funding is needed to move forward with the program. SBCTA has identified \$2 million in grant funding from the MSRC Clean Transportation Funding that is available on a one-time basis with San Bernardino County being guaranteed a fair-share amount based on geographic equity. By using these funds, in addition to State Transit Assistance Operator Share monies for this purpose, SBCTA can provide San Bernardino County residents with a fare discount that is consistent with that of Los Angeles County, with the goal of increasing ridership and associated revenues in the future.

A cost and implementation analysis of the proposed SBL Fare Discount Pilot Program, which includes discount scenarios of 25%, 20%, 15%, and 10%, is provided in Attachment A, and serves as a basis for continued discussions with LA Metro and SCRRA. In accordance with the cost analysis, an allocation of \$2 million in MSRCP funds, with the remaining balance of \$814,999 funded by State Transit Assistance Operator Share, would sufficiently fund SBCTA's projected share of the "across the board" 25% discount scenario. Additionally, Metrolink Fare Policy indicates the existence of reciprocity between the Metrolink San Bernardino and Riverside lines due to the higher frequency of service along the San Bernardino Line. Reciprocity will be addressed during the development of a strategic work plan.

SBCTA staff would like to develop a work plan in partnership with LA Metro, who is to report back to their Board in April. The allocation of the \$2 million of MSRCP funds to the San Bernardino Line Fare Discount Program allows staff to move forward quickly with adequate funds for the program and in alignment with LA Metro. Additionally, the timely allocation of funds provides staff with sufficient amount of time to meet the MSRCP programming deadline of June 2018.

Financial Impact:

This item is consistent with SBCTA Fiscal Year 2017/2018 Budget.

Reviewed By:

This item was reviewed and unanimously recommended for approval by the Transit Committee on March 14, 2018.

Responsible Staff:

Carrie Schindler, Director of Transit and Rail Programs

Approved
Board of Directors
Date: April 4, 2018

Witnessed By:

Metrolink San Bernardino Line 25% Discount Six-Month Pilot Program



Planning and Programming Committee – April 11, 2018 – Item #20

Metrolink San Bernardino Line Fare Discount Pilot Program

In January 2018, Directors Solis, Najarian, Barger, Krekorian and Fasana directed the CEO to report back in 90 days on efforts to develop a strategic plan to implement a fare discount program on the Metrolink San Bernardino Line (SBL).



Metro

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

Board Report

File #:2017-0901, File Type:Motion / Motion
Response

Agenda Number:44.

PLANNING AND PROGRAMMING COMMITTEE
JANUARY 17, 2018

Motion by:

Solis, Najarian, Barger, Krekorian, and Fasana

Item 44: Metrolink San Bernardino Line Fare Discount Pilot Program

Over the past several years, Metrolink has made tremendous strides to attract more riders to its system and become a more viable option for Southern California residents. Since introducing the 25% Fare Discount Program on the Antelope Valley Line (AVL) in July of 2015, ridership has grown 27% in FY 2016-17 compared to FY 2014-15. The increased ridership and associated fare revenues has resulted in recovering more than 80% of funds originally allocated to the program. Assuming the upward ridership trend continues, the AVL Fare Discount Program is projected to "break even" by the summer of 2018.

In December of 2016, the Riverside County Transportation Commission (RCTC) funded and replicated the discount program to stimulate ridership growth at four new stations along the 24-mile Perris Valley Line (PVL) extension. Due to initial success, RCTC is seeking to offer the discounted fare for an extended period of time.

While the AVL and PVL are realizing a ridership uptick resulting from the program, Metrolink's most heavily used line, the San Bernardino Line (SBL) is steadily declining. Over the past five years, the SBL has experienced an 11% drop in ridership with an excess of seating capacity throughout the line, including all peak hour trains. Moreover, the population density and intense congestion on the I-10 and I-210 freeways that parallel the SBL corridor are strong indicators that Metrolink has the potential to maximize ridership on the San Bernardino Line. Given the available seats to fill and the need to retain and grow ridership on the SBL.



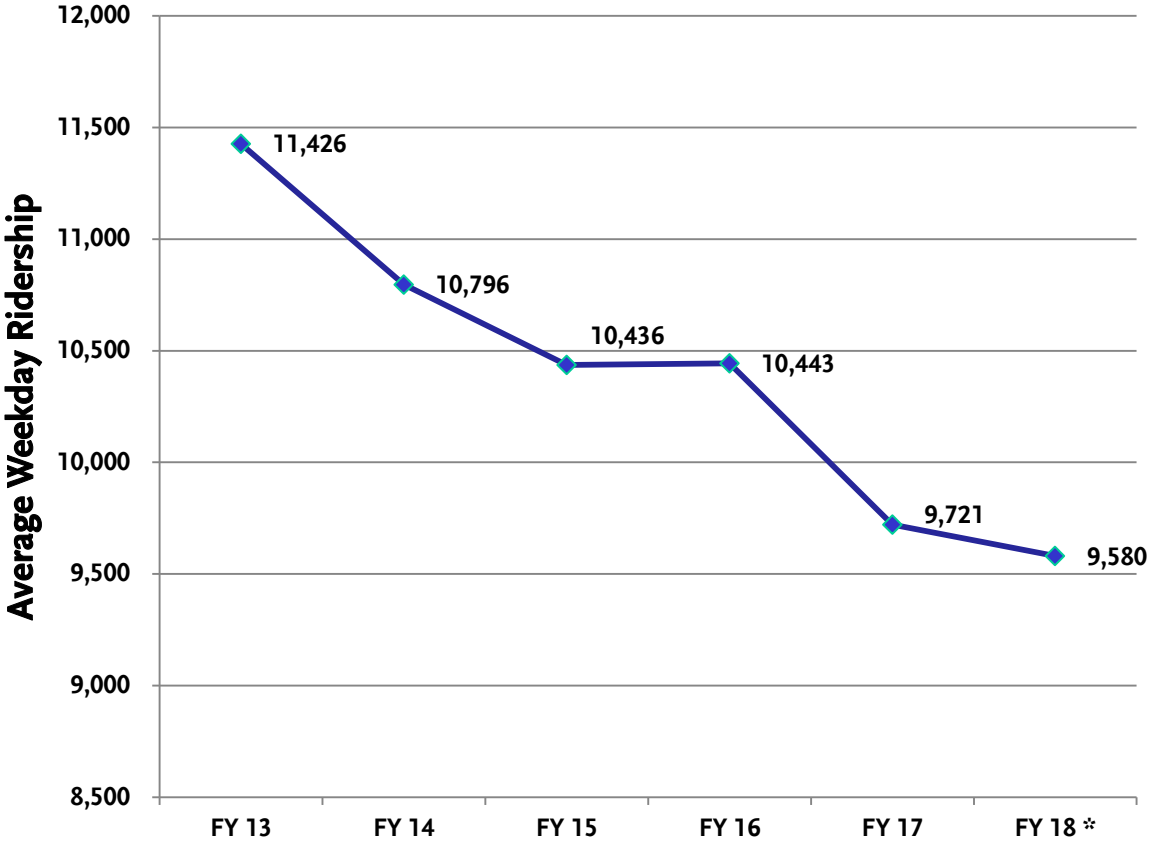
Staff Recommendations

CONSIDER:

- 1. APPROVING** the Metrolink San Bernardino Line (SBL) 25% Fare Discount 6-month Pilot Program;
- 2. PROGRAMMING** up to \$2 million in prior year Proposition C 10% surplus funds for FY 2018-19 funding for the Metrolink SBL 25% Fare Discount 6-month Pilot Program; and
- 3. AUTHORIZING** the CEO to enter into all agreements necessary to implement the Metrolink SBL 25% Fare Discount Pilot Program.

Metrolink San Bernardino Line (SBL) Ridership

San Bernardino Line Average Weekday Boardings by Fiscal Year

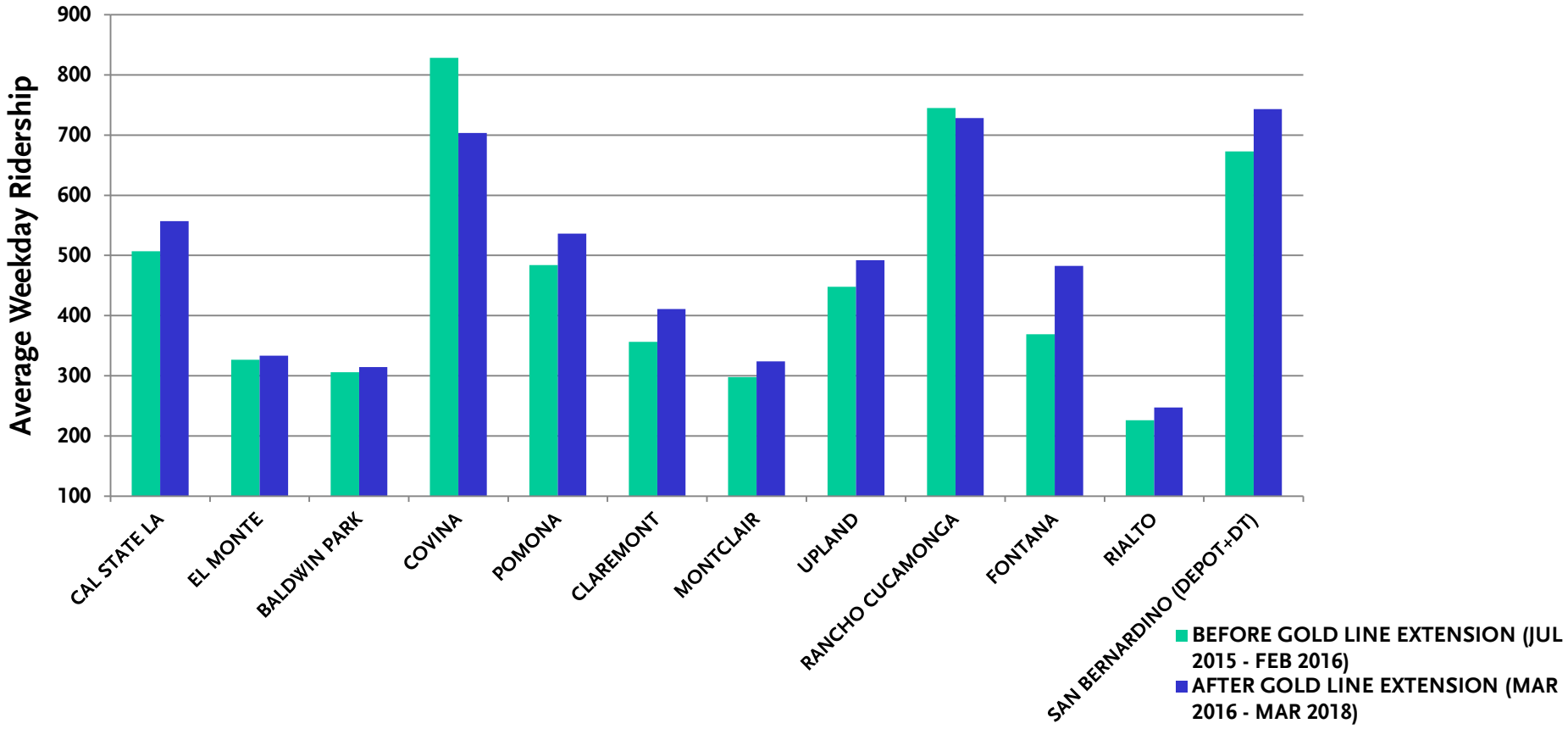


- 1. SBL has experienced a 16% overall ridership decline from FY 13 to FY 18
- 2. Factors contributing to the ridership loss:
 - a. Service reduction (42 trains to 38 trains per weekday in 2014)
 - b. Lower fuel prices
 - c. Increased car ownership
 - d. Service reliability and on-time performance
 - e. 27% ridership loss at the Metrolink Covina Station since the Gold Line was extended to Azusa in March 2016.



Metrolink San Bernardino Line (SBL) Ridership

San Bernardino Line Ridership Before and After Gold Line Extension to Azusa from July 2015 - March 2018

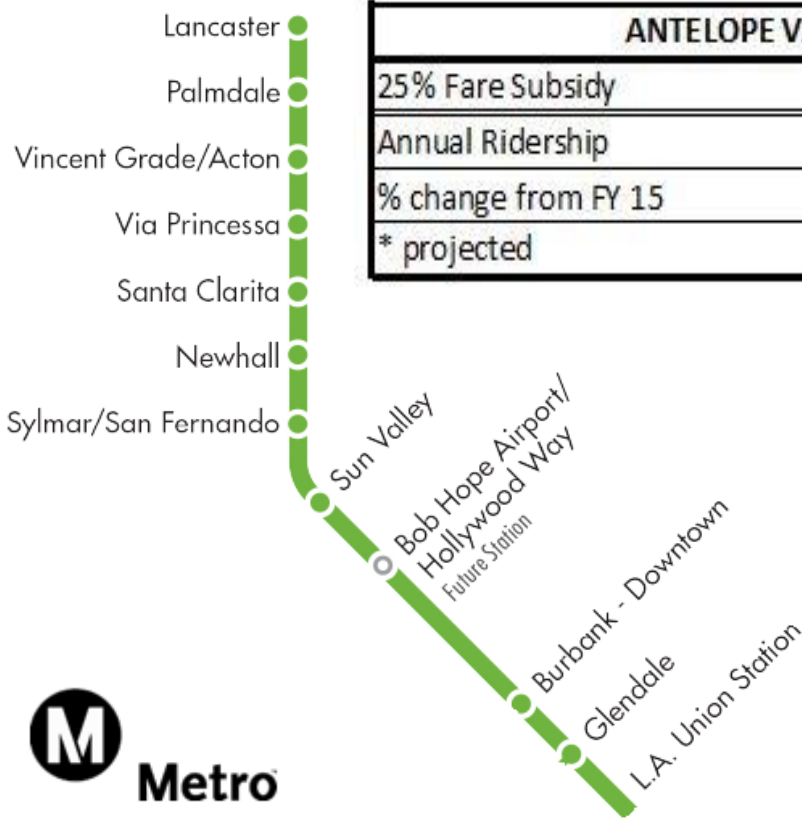


With the Gold Line Phase 2A extension to Azusa, Covina has experienced a 27% ridership loss. Most of the Metrolink Stations have seen an increase in ridership.

Antelope Valley Line (AVL) 25% Fare Reduction Program

Due to the success of the AVL and Perris Valley Line 25% Fare Reduction Programs, the motion seeks to grow the ridership by implementing a similar program on the SBL.

Since the AVL 25% Fare Reduction Program's start in July 2015, **ridership is up 33% and projected to continue to grow.**



| ANTELOPE VALLEY LINE 25% FARE DISCOUNT PROGRAM – RIDERSHIP | | | | |
|--|----------------|-----------|-----------|-----------|
| 25% Fare Subsidy | FY 15 (Before) | FY 16 | FY 17 | FY 18 * |
| Annual Ridership | 1,338,121 | 1,553,019 | 1,701,353 | 1,776,695 |
| % change from FY 15 | | 16% | 27% | 33% |
| * projected | | | | |

Metro has programmed \$5.462 million for the AVL Fare Discount Program, however, due to the steady increase in ridership, Metro is anticipated to spend less than \$2 million with **no additional subsidy by Summer 2019.**



Proposed San Bernardino Line Discount Program

In partnership with SCRRA and SBCTA, staff analyzed 4 options for an across-the-board fare reduction program of 25%, 20%, 15% and 10%.

| SAN BERNARDINO LINE FARE REDUCTION IMPACT (SCRRA Analysis) | | | | |
|--|------------------|------------------|------------------|------------------|
| Revenue (millions) | 25% | 20% | 15% | 10% |
| FY 19 Base (pre-discount revenue) | \$ 20.39 | \$ 20.39 | \$ 20.39 | \$ 20.39 |
| Revenue Loss From Discount | \$ (5.10) | \$ (4.08) | \$ (3.06) | \$ (2.04) |
| New Rider Revenue | \$ 2.37 | \$ 1.93 | \$ 1.47 | \$ 0.99 |
| Total Discount Effect | \$ (2.73) | \$ (2.15) | \$ (1.59) | \$ (1.05) |
| Program Expenses | \$ (0.43) | \$ (0.43) | \$ (0.43) | \$ (0.43) |
| Subsidy Required (millions) | \$ (3.16) | \$ (2.58) | \$ (2.02) | \$ (1.48) |
| | | | | |
| Ridership (thousands) | 25% | 20% | 15% | 10% |
| FY 19 base (pre-discount ridership) | 2,667.8 | 2,667.8 | 2,667.8 | 2,667.8 |
| New Riders (FY 19) | 412.7 | 314.9 | 225.8 | 144.3 |
| Post-Discount Ridership | 3,080.5 | 2,982.7 | 2,893.6 | 2,812.1 |
| Change (thousands) | 412.7 | 314.9 | 225.8 | 144.3 |
| Assumptions: | | | | |
| discount valid for all SBL station pairs | | | | |
| no fare reciprocity with Riverside Line | | | | |
| changes in revenue and ridership from Riverside Line switching to the SBL and unknown at this time and not accounted for | | | | |
| elasticity calculations based on CH2M analysis | | | | |

Consistent with the Board Motion and due to the success of the AVL Fare Discount program, **staff is recommending 25% fare discount program on the Metrolink SBL since it will generate the most ridership growth.**



Cost Sharing with San Bernardino County Transportation Authority (SBCTA)

Metro shares the cost for the Metrolink SBL with SBCTA where Metro funds 60% and SBCTA funds the remaining 40%. On March 14 2018, the SBCTA Transit Committee approved the **total funding of \$2.815 million for the Metrolink SBL 25% Fare Discount Program**. This item was approved at the SBCTA BOD meeting on April 4, 2018. The anticipated costs shared with SBCTA are shown below:

| SAN BERNARDINO LINE 25% FARE DISCOUNT PILOT PROGRAM – PROJECTION FROM METROLINK | | | | | | |
|---|---------------------|---------------------|-------------------|-------------------|---------------------|--|
| | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 19 - FY 22 REQUIRED SUBSIDY TOTAL |
| Pre-Discount Revenues | \$ 20,390,386 | \$ 20,390,386 | \$ 20,390,386 | \$ 20,390,386 | \$ 20,390,386 | \$ 81,561,544 |
| Post-Discount Revenues | \$ 17,658,592 | \$ 18,364,936 | \$ 19,099,533 | \$ 19,863,515 | \$ 20,658,055 | \$ 74,986,576 |
| Effect of Discount | \$ (2,731,794) | \$ (2,025,450) | \$ (1,290,853) | \$ (526,871) | \$ 267,669 | \$ (6,574,968) |
| Program Expenditures * | \$ (431,000) | \$ - | \$ - | \$ - | \$ - | \$ (431,000) |
| Subsidy Required | \$ 3,162,794 | \$ 2,025,450 | \$ 1,290,853 | \$ 526,871 | \$ (267,669) | \$ 7,005,968 |
| Metro Subsidy (59.82%) | \$ 1,891,983 | \$ 1,211,624 | \$ 772,188 | \$ 315,174 | \$ (160,120) | \$ 4,190,969 |
| SBCTA Subsidy (40.18%) | \$ 1,270,811 | \$ 813,826 | \$ 518,665 | \$ 211,697 | \$ (107,549) | \$ 2,814,999 |

* marketing, TVM programming, Title VI analysis

Staff recommends the Board to approve up to \$ 2 million for FY 19 only, to be paid by Metro's share of SCRRA's surplus operating funds. Staff will return to the Metro Board by February 2019 with recommendations that may include modify, terminate or continue with the Fare Discount Pilot program for the remaining \$2.191 million.

NEXT STEPS

- 1. Upon Board approval, staff will work with SCRRA and SBCTA to develop a work plan and implement the 6 month Fare Discount Pilot Program to start July 2018.**
- 2. As part of the pilot program, SCRRA will conduct a Title VI analysis.**
- 3. Staff report back to the Metro Board by February 2019 with recommendations to either continue, modify or terminate the program.**



Board Report

File #: 2018-0107, File Type: Program

Agenda Number: 21.

PLANNING AND PROGRAMMING COMMITTEE APRIL 11, 2018

**SUBJECT: STATE ROUTE 138 STATE TRANSPORTATION
IMPROVEMENT PROGRAM (STIP) PROJECTS**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING the pursuit of a State Transportation Improvement Program (STIP) Amendment, pursuant to Assembly Bill (AB) 3090 provisions, to advance local funding for delivery of the State Route 138 highway widening projects described in Attachment A;
- B. PROGRAMMING up to \$44.7 million in federal Surface Transportation Block Grant Program (STBGP) funds for the identified projects; and
- C. AUTHORIZING the CEO to negotiate and enter into an agreement for the future repayment of state funds with Caltrans.

ISSUE

In November 2017, the Board adopted the 2018 Regional Transportation Improvement Program (RTIP) for Los Angeles County, which included programming for three widening projects on State Route (SR) 138. On March 21, 2018, the California Transportation Commission (CTC) adopted the 2018 State Transportation Improvement Program (STIP). The 2018 STIP includes the total RTIP funding requested by Metro for the SR 138 segments, but defers the programming of these STIP funds from Fiscal Year (FY) 2019 to FY 2020, and from FY 2020 to FY 2021 due to STIP funding capacity constraints in FY 2019 and FY 2020 (Attachment B). To avoid project delays and potential cost increases, Staff proposes to initiate what is known as the AB 3090 STIP Amendment process to reclassify the three SR 138 STIP projects as AB 3090 repayments through a STIP Amendment. This process would allow (A) Caltrans to initiate the projects with Metro-controlled federal Surface Transportation Block Grant Program (STBGP) funds and (B) permit Metro to secure the repayment of state funds within the five-year 2018 STIP period.

DISCUSSION

The 2018 STIP is a five-year capital improvement program that covers FY 2019 through FY 2023. In August 2017 the CTC adopted a Fund Estimate of \$2.2 billion in new STIP funding capacity for the 2018 STIP. This new funding capacity allowed Metro to program projects for the \$482 million formula share available for Los Angeles County, including the final three unimproved segments (Segments 4, 6, and 13) of SR 138.

Segments 6 and 13 of SR 138 are Metro's top priority projects in the 2018 STIP-these long-standing STIP projects were deleted from the 2016 STIP due to a funding shortfall of \$754 million, but are now restored in the 2018 STIP. However, due to the significant demand for funds in the first fiscal years of the STIP period, the CTC has deferred the proposed funding for SR 138 Segments 4, 6, and 13 by one or more years within the approved 2018 STIP funding cycle, delaying the funding necessary to initiate the project phases as planned for by Caltrans.

To mitigate the expected cost increases and delayed benefits associated with the expected deferral of STIP funding, Staff recommends that the Board pursue the AB 3090 STIP Amendment process whereby Metro will provide locally-controlled federal STBGP funds to advance the SR 138 project phases and will be reimbursed with the delayed funding identified in the 2018 STIP.

To proceed as proposed, the CTC AB 3090 STIP Amendment Guidelines require the following actions:

- A) Identification of the fund source to be used for project advancement;
- B) Board approval of the proposal to amend the STIP to reclassify these projects as AB 3090 Repayments; and
- C) Execution of a repayment agreement between Metro and Caltrans (to be entered into following CTC approval).

Staff has worked with Caltrans District Seven Program/Project Management staff to both develop the 2018 RTIP and explore options to prevent delay on the SR 138. If the Board approves proceeding with the use of the AB 3090 process to advance the SR 138 projects, Staff will pursue a STIP Amendment with the CTC and Caltrans. The amendment would reclassify the projects as AB 3090 Repayment projects to authorize the use of local funds to commence project phases to be reimbursed later with the STIP funding within the five-year period of the 2018 STIP. Staff seeks to amend the STIP with a required 30-day notice at the May 2018 CTC meeting, and approval at the June 2018 CTC meeting, allowing timely SR 138 work to proceed in FY 2019. Approval of the STIP Amendment and AB 3090 Repayment arrangement is contingent upon a repayment agreement between Caltrans and Metro that outlines the project delivery roles and responsibilities and the schedule for repayment relative to those project delivery activities.

If approved as AB 3090 repayments, the CTC could elect to repay the STIP funding commitment for the three SR 138 projects through a state cash reimbursement, or alternatively by substituting in another project to the 2018 STIP to receive the programmed STIP funding. Either repayment option would allow Metro and Caltrans to commence the projects as planned, without sacrificing the committed STIP funding.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no direct impact on the safety of Metro customers or employees. However, as these projects include safety enhancements, eliminating delay in project delivery would ensure the timely realization of the projects' anticipated safety benefits.

FINANCIAL IMPACT

Adoption of proposed amendment and repayment agreement would have no negative impact to the agency. Keeping the SR 138 Segments 4, 6, and 13 on schedule will help avoid possible cost increases that could arise from delaying the projects. Using locally-controlled federal STBGP funds to advance the delivery of the projects means that the federal funds are not available for other needs until reimbursed by the State. However, this action is revenue neutral and would not impact the delivery of other projects currently planned for delivery with STBGP funds.

Impact to Budget

The approval of this item has no impact to the FY 2018 Budget.

ALTERNATIVES CONSIDERED

The Board could elect to not commit federal STBGP funds, and accept the delay of the State Route 138 highway projects by one to two years. Staff does not recommend this option as delaying the projects' schedules would, defer the benefits of the projects, increase costs, and introduce greater uncertainty around project delivery timelines.

NEXT STEPS

Upon Board approval of the recommendations, staff will proceed with the following:

- Work with Caltrans and CTC staff to obtain repayment agreements for as many of these projects as possible;
- Work with the CTC to notice the proposed STIP amendment at their May CTC meeting, and to place the STIP amendment on the June 2018 CTC meeting agenda for approval by the CTC; and
- Negotiate and enter into repayment agreements, pursuant to the AB 3090 Guidelines, with Caltrans to clearly delineate the roles and responsibilities to ensure timely project delivery and repayment.

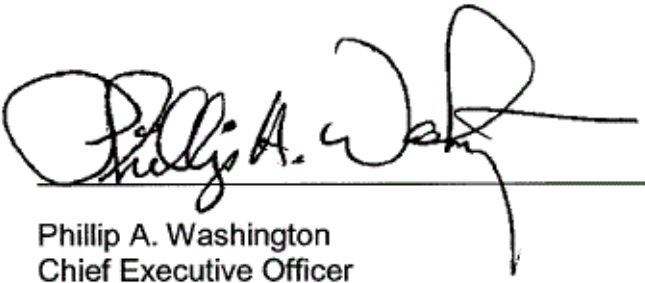
ATTACHMENTS

Attachment A - Project Descriptions for SR 138 Segments 4, 6 and 13

Attachment B - 2018 STIP Programming Adjustments for the SR 138, Segments 4, 6 and 13

Prepared by: Zoe Unruh, Principal Transportation Planner, Countywide Planning & Development, (213) 418-3319
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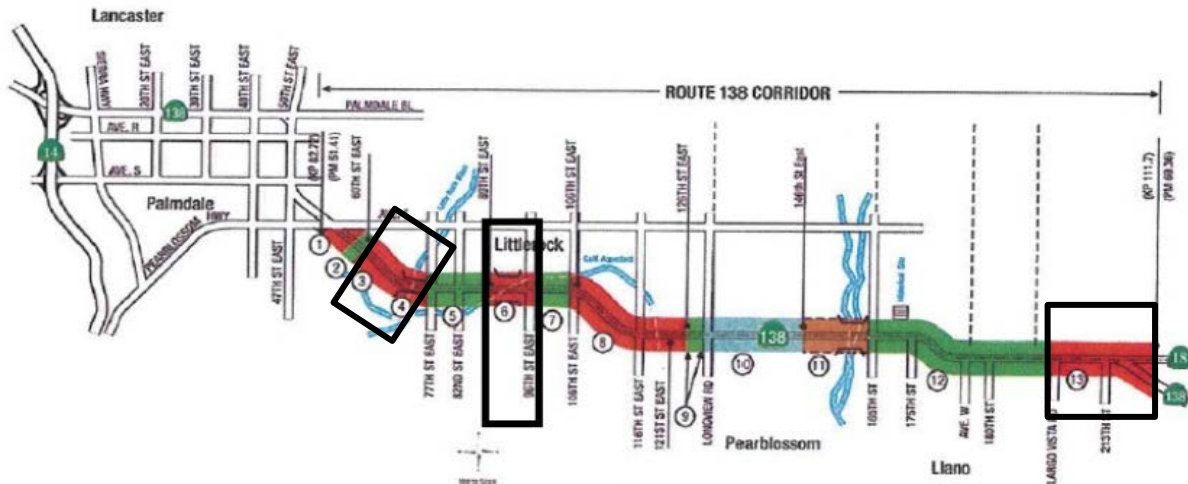
Reviewed by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077



Phillip A. Washington
Chief Executive Officer

Project Descriptions for SR 138 Segments 4, 6 and 13

ROUTE 138 WIDENING PROJECT



State Route 138 from Avenue T to the Junction with State Route 18 in Los Angeles County

Description of Corridor

State Route 138, from Avenue T in the City of Palmdale to its junction with Route 18 in Liano currently consists of one lane of travel in each direction as well as a median lane and standard -width shoulders. The proposed projects will increase the lanes from one to two in each direction.

State Route 138 has been divided into thirteen segments. Segments 1, 2, 5, 7, 9, 10, 11, and 12, are either currently under construction or completed. These projects make up the remaining 3 segments (4, 6 and 13).

SR 138 Segment 4, Project Description

Segment 4 is approximately 1.0 mile (1.61 km) in length, and is located in the community of Littlerock. This segment is a combination of portion of previously identified Segment No. 3 and Segment No. 4. The limits of this segment are from 0.52 mile west of 72th Street East to 77th Street East, PM 53.2 to PM 54.2

SR 138 Segment 6, Project Description

Segment 6 is approximately 1.0 mile (1.6 km) in length, and is located in the community of Littlerock. The limits of this segment are from 87th Street East to 96th Street East, PM 55.2 to PM 56.2.

SR 138 Segment 13, Project Description

Segment 13 is approximately 4.98 miles in length, which consists of 3.98 miles on Route 138 and 1.0 mile on Route 18, and is located in the community of Liano. The limits of this segment will be from 0.4 miles west of 190th Street East to 0.7 miles south

Project Descriptions for SR 138 Segments 4, 6 and 13

of Route 138/18 separation, PM 66.0 to PM 70.0 on Route 138; and from Route 138/18 Separation to 1.0 mile East of Route 138/18 Separation, PM 0.0 to PM 1.0.

2018 STIP Programming Adjustments for the SR 138, Segments 4, 6 and 13

2018 STIP Programming Adjustments for the SR 138, Segments 4, 6 and 13 (\$s in 1000s)

| STIP Project Detail | | | 2018 STIP Project Programming by Fiscal Year | | | | | Total Programmed in the 2018 STIP |
|------------------------------|---|--|--|---------------|--------------|---------------|---------------|-----------------------------------|
| # | Project | Status | FY 18/19 | FY 19/20 | FY 20/21 | FY 21/22 | FY 22/23 | |
| 1 | SR 138, Segment 4 Widen 4-lanes, 72nd St E-77th St E | NEW STIP Project | 0 | 20,950 | 0 | 19,000 | 0 | 39,950 |
| 2 | SR 138, Segment 6 Widen 4-lanes, 87th St E-96th St E | Restored STIP project/ prior deletion | 0 | 19,750 | 0 | 0 | 0 | 19,750 |
| 3 | SR 138, Segment 13 Widen 4-lanes, 190th St E-Rt 18 | Restored STIP project/ prior deletion | 0 | 0 | 4,000 | 0 | 67,000 | 71,000 |
| Total | | | - | 40,700 | 4,000 | 19,000 | 67,000 | 130,700 |
| Total Funding Delayed | | | - | 40,700 | 4,000 | | | 44,700 |

| Legend |
|---------------------------------|
| Programming with adjusted years |

2018 STIP Programming Adjustments for the SR 138, Segments 4, 6 and 13, Project Phases Delayed

| # | Projects | Project Phases Delayed |
|---|---|---|
| 1 | SR 138, Segment 4 Widen 4-lanes, 72nd St E-77th St E | Design (PS&E) and Right -of-Way (R/w and R/W Support) |
| 2 | SR 138, Segment 6 Widen 4-lanes, 87th St E-96th St E | Construction (Const and Con Sup) |
| 3 | SR 138, Segment 13 Widen 4-lanes, 190th St E-Rt 18 | Design (PS&E) |



Board Report

File #: 2018-0074, File Type: Contract

Agenda Number: 22.

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE APRIL 12, 2018

SUBJECT: DENSO SPARK PLUGS SUPPLIER

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a two-year, firm fixed price Contract No. MA48271000 to Romaine Electric Corporation, the lowest responsive and responsible bidder for Spark Plugs (Denso). The Contract one-year base amount is \$701,158.68, inclusive of sales tax, and the one-year option amount is \$701,158.68, inclusive of sales tax, for a total contract amount of \$1,402,317.36, subject to resolution of protest(s), if any.

ISSUE

This procurement is for the acquisition of spark plugs which are required for maintaining the safe and reliable operation of the bus fleet. Award of contract will ensure that Bus Maintenance has adequate inventory to repair and maintain the buses according to Metro maintenance standards.

DISCUSSION

Spark plugs are an electrical ignition device that fits into the cylinder head of a CNG engine and ignites the air-fuel mixture needed for combustion to power the engine. In accordance with manufacturer's recommendations, spark plugs are required to be changed at pre-determined intervals based on mileage. Replacement of the spark plugs is essential for the proper maintenance of Metro's bus fleet and to ensure that buses run as efficiently as designed.

The Contract to be awarded is a "requirements type" agreement in which we commit to order only from the awardee, up to the specified quantity for a specific duration of time, but there is no obligation or commitment for us to order any or all of the spark plugs that may be anticipated. The bid quantities are estimates only, with deliveries to be ordered and released as required.

Spark Plugs will be purchased, maintained in inventory and managed by Material Management. As spark plugs are issued, the appropriate budget project numbers and accounts will be charged.

DETERMINATION OF SAFETY IMPACT

Award of contract will ensure that all operating divisions have adequate inventory to maintain the bus and rail fleets and equipment according to Metro Maintenance standards.

FINANCIAL IMPACT

The funding of \$116,859 for these products is included in the FY18 budget under multiple bus operating cost centers in project 306002 Operations Maintenance under line 50441, Parts - Revenue Vehicle.

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

Impact to Budget

The funds for this action will come from various sources including Fares, Advertising, Operating eligible sales tax; such as PA, PC, MR/MM, TDA, and Federal. That are eligible for use on Bus Operating projects. Use of these funding sources will maximize allowable funding allocations give approved provisions.

ALTERNATIVES CONSIDERED

The alternative is to not award the Contract and procure spark plugs on the open market on an as-needed basis. This approach is not recommended since it does not provide a commitment from the supplier to ensure availability and price stability.

NEXT STEPS

Metro's requirements for spark plugs will be fulfilled under the provisions of the Contract.

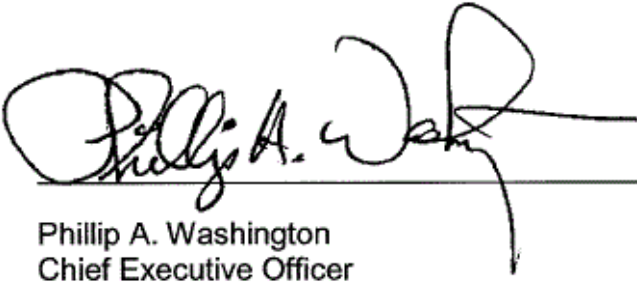
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared By: Nathan Jones, Director of Contract Administration (213) 922-6101
Amy Romero, Senior Director Central Maintenance (213)922-5709

Reviewed by: Debra Avila, Chief, Vendor/Contract Management (213) 922-6383
James T. Gallagher, Chief Operations Officer (213) 922-4424



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

DENSO SPARK PLUGS SUPPLIER/MA48271000

| | | |
|----|---|--|
| 1. | Contract Number: MA48271000 | |
| 2. | Recommended Vendor: Romaine Electric Corporation | |
| 3. | Type of Procurement (check one): <input checked="" type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order | |
| 4. | Procurement Dates: | |
| | A. Issued: 1/12/18 | |
| | B. Advertised/Publicized: 1/12/18 | |
| | C. Pre-proposal/Pre-Bid Conference: N/A | |
| | D. Proposals/Bids Due: 2/15/18 | |
| | E. Pre-Qualification Completed: 2/27/18 | |
| | F. Conflict of Interest Form Submitted to Ethics: 2/27/18 | |
| | G. Protest Period End Date: : 4/26/18 | |
| 5. | Solicitations Picked up/Downloaded: 16 | Bids/Proposals Received: 3 |
| 6. | Contract Administrator: Tanya Allen | Telephone Number: 213/922-1018 |
| 7. | Project Manager: Alex DiNuzzo | Telephone Number: 213/922-5860 |

A. Procurement Background

This Board Action is to approve Contract No. MA48271000 for the acquisition of Spark Plugs (Denso). Denso is an aftermarket (non-OEM) spark plug. Board approval of contract awards are subject to resolution of any properly submitted protest.

IFB No. MA48271 was issued in accordance with Metro's Acquisition Policy and the contract type is firm fixed price.

One amendment was issued during the solicitation phase of this IFB:

- Amendment No. 1, issued on January 15, 2018, clarified potential bidder's questions.

A total of three bids were received on February 15, 2018.

B. Evaluation of Bids

This procurement was conducted in accordance, and complies with LACMTA's Acquisition Policy for a competitive sealed bid. The three bids are listed below in alphabetical order:

1. B & C Truck Electric Service, Inc.
2. Gillig LLC
3. Romaine Electric Corporation

C. Price Analysis

The recommended bid price from Romaine Electric Corporation has been determined to be fair and reasonable based upon adequate price competition and selection of the lowest price responsive and responsible bidder.

| Line Item No. | Low Bidder Name | Bid Amount | Metro ICE |
|---------------|---------------------------------|----------------|-------------|
| 1 | Romaine Electric Corporation | \$1,402,317.36 | \$1,230,389 |
| 2. | B&C Truck Electric Service Inc. | \$1,444,269.96 | |
| 3. | Gillig LLC | \$1,547,432.10 | |

D. Background on Recommended Contractor

The recommended firm, Romaine Electric Corporation, has been in business for 97 years, and is a leader in Electrical and manufacturer parts, components, alternators, starters, regulators, spark plugs and other related parts. Romaine Electric Corporation has provided spark plugs for the Defense Logistics Agency, Sun Tran, Omni Transportation Authority, King County WA, Tri-Met, Community Transit, and Pierce Transit. In the past, Romaine Electric Corporation has provided satisfactory products and services to Metro.

DEOD SUMMARY

DENSO SPARK PLUG SUPPLIER/MA48271000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a Disadvantaged Business Enterprise (DBE) goal for this procurement. DEOD determined that there was a lack of availability of DBE certified firms to supply the required aftermarket spark plugs, which are shipped directly to Metro.

B. Living/Prevailing Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is not applicable to this Contract.

C. Prevailing Wage Applicability

Prevailing wages are not applicable to this Contract.

D. Project Labor Agreement/Construction Careers Policy

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

**Board Report**

File #: 2017-0835, **File Type:** Contract**Agenda Number:** 23.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
APRIL 12, 2018****SUBJECT: RIGGING SERVICES FOR METRO RED LINE AND
PURPLE LINE STATIONS****ACTION: AWARD CONTRACT****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. OP97901000-48045 for rigging services at the Metro Red Line and Purple Line stations to United Riggers & Erectors, Inc. for the five-year period covering May 1, 2018 through May 1, 2023, for an amount not-to-exceed \$2,893,200.

ISSUE

Large power transformers, emergency ventilation fan motors, uninterruptible power supply (UPS) and battery banks eventually fail due to aging and fatigue caused by mechanical and electrical stresses. These equipment/components must be replaced if a failure occurs or if preventive maintenance determines that they will fail. The physical attributes, including weight and size, of this equipment and the design of the station/location where they are installed or utilized requires the use of professional rigging services so they can be replaced in the event of equipment failure.

DISCUSSION

The current contract for rigging services for Metro's Red and Purple Line stations is set to expire in April 2018. The Metro Red and Purple heavy rail lines serve a total of 16 passenger stations and two underground power facilities. These Metro facilities are powered by large power transformers weighing up to 44,000 pounds each. Ventilation for the tunnels connecting passenger stations is provided by large emergency ventilation fans weighing up to 2,000 pounds. Each passenger station also requires ventilation and this is accomplished by utilizing large air handling units.

Emergency backup power for passenger stations is provided by large industrial UPS in accordance with Metro's Fire and Life Safety Program and Supervisory Control and Data Acquisition (SCADA) system. These UPS utilizes large banks of industrial type batteries that weigh up to 40,000 pounds.

Power transformers, large motor fans, and battery banks eventually fail due to age and fatigue caused by mechanical and electrical stresses. Therefore, equipment must be replaced as soon as

failures occur in order to maintain a safe and reliable rail passenger service. Replacement of this heavy equipment requires the use of a professional rigging contractor to safely remove defective equipment, install new equipment and undertake small engineering tasks to address installation issues that may be encountered at each work site.

Rigging is complex and can involve engineering, a crane, rigging and traffic control. Rigging will include a technical analysis of the scope of work for each task at each site. From the technical analysis, a safe method or work plan is developed to move, lift and hoist the equipment. Each work site requires a unique work plan and method. The work plan and method of execution determines the resources required, such as size of crane, a list of tools to be used, and the labor skills and crafts required. Often times, engineering modifications are required to adjust equipment to fit in the designed configuration.

DETERMINATION OF SAFETY IMPACT

Approval of the recommendation will have a positive impact on safety. As power transformers, large motor fans and battery banks approach failure due to aging and fatigue, this equipment shall be replaced to provide reliable and uninterrupted rail service to patrons, employees and the public. This Contract will ensure compliance with Rail System Fire and Life Safety guidelines of Metro and the California Public Utilities Commission (CPUC).

FINANCIAL IMPACT

The total five year contract amount is \$2,893,200. Funding of \$100,000 for the current fiscal year is included in the FY18 budget in cost center 3960, Traction Power under project 205106, MRL UPS/Battery Replacement. Since this is a multi-year contract, Senior Executive Officer, Rail Maintenance and Engineering and cost center manager will be budgeting the cost in future years.

Impact to Budget

The source of funds for this action will come from Proposition C40 and other funding sources that are eligible for Rail Capital Projects. Use of these funding sources will maximize allowable funding allocations given approved funding provisions.

ALTERNATIVES CONSIDERED

The Board may decline to approve the contract award. This alternative is not recommended because Metro does not have internal staff resources to provide rigging services. Furthermore, since these equipment support critical passenger station functions, their dysfunctions may limit Metro's ability to execute emergency procedures should an incident occurs. The failure of the equipment can impact the quality of rail service and expose Metro, its patrons, employees and the public to a greater safety risk.

NEXT STEPS

Upon Board approval, staff will execute Contract No. OP97901000-48045, with United Riggers & Erectors, Inc., to provide rigging services.

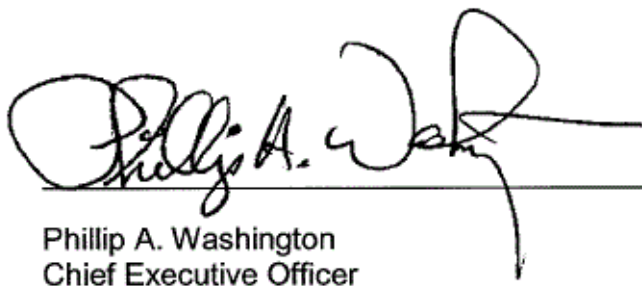
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Winston Dixon, Manager, Wayside Systems (213) 922-3323
Remi Omotayo, DEO, Wayside Systems Engineering & Maintenance (213) 922-3243
Errol Taylor, Sr. EO, Rail Maintenance & Engineering (213) 922-3227

Reviewed by: Debra Avila, Chief Vendor/Contract Management Officer (213) 418-3051
James T. Gallagher, Chief Operations Officer (213) 418-3108



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

RIGGING SERVICES FOR METRO RED LINE AND PURPLE LINE STATIONS/
OP97901000-48045

| | | |
|----|---|--|
| 1. | Contract Number: OP97901000-48045 | |
| 2. | Recommended Vendor: United Riggers & Erectors, Inc. | |
| 3. | Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order | |
| 4. | Procurement Dates: | |
| | A. Issued: November 21, 2017 | |
| | B. Advertised/Publicized: November 21, 2017 | |
| | C. Pre-Proposal Conference: November 30, 2017 | |
| | D. Proposals Due: January 8, 2018 | |
| | E. Pre-Qualification Completed: January 23, 2018 | |
| | F. Conflict of Interest Form Submitted to Ethics: January 18, 2018 | |
| | G. Protest Period End Date: April 16, 2018 | |
| 5. | Solicitations Picked up/Downloaded: 7 | Bids/Proposals Received: 1 |
| 6. | Contract Administrator: Aielyn Dumaua | Telephone Number: (213) 922-7320 |
| 7. | Project Manager: Winston Dixon | Telephone Number: (213) 922-3323 |

A. Procurement Background

This Board Action is to approve the award of Contract No. OP97901000-48045 to United Riggers & Erectors, Inc. to provide rigging services for Metro Red Line and Purple Line Stations.

Request for Proposal (RFP) No. OP48045 was issued as a competitive negotiated procurement in accordance with Metro's Acquisition Policy and the contract type is a firm fixed unit rate. The RFP was open only to Metro Certified Small Business firms.

One amendment was issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on December 14, 2017, extended the proposal due date and revised the Statement of Work to include small engineering services, such as design and install permanent lifting I-Beams.

RFP No. OP48045 was released on November 21, 2017, as a competitive procurement open only to Metro certified small businesses. The solicitation was available for download from Metro's website. Advertisements were placed in four leading publications within Los Angeles County (Los Angeles Daily News, Watts Times, La Opinion and The Korean Times) to notify potential proposers of this solicitation. Metro notified potential proposers from Metro's vendor database based on applicable North American Industry Classification System (NAICS) codes. Furthermore, two weeks prior to the RFP issue date, Metro reached out and

encouraged other potential prime contractors to apply for Metro SBE certification and participate in this solicitation.

A pre-proposal conference and site visit were held on November 30, 2017 and was attended by one participant.

Seven firms downloaded the RFP and were included on Metro's planholders' list. No questions were received regarding the solicitation. One proposal was received on January 8, 2018.

Since only one proposal was received, Metro staff canvassed 18 potential proposers, including Metro certified SBE firms, other rigging firms, and firms on the planholders list who did not propose, to determine why no other proposals were received. The following is a summary of the market survey:

1. Potential proposer is a Metro certified SBE firm but does not have the technical capabilities to pursue this project as a prime contractor.
2. Potential proposer is a Metro certified SBE firm but was not interested in submitting a proposal because they currently have a lot of work.
3. Potential proposer is a Metro certified SBE but does not provide rigging services.
4. Potential proposer is a Metro certified SBE firm engaged in the sale, rental and/or repair of construction/heavy equipment only.
5. Potential proposer is not a Metro certified SBE firm and does not have the technical capabilities to pursue this project as a prime contractor.
6. Potential proposer can be certified by Metro as an SBE firm but chose to focus on other opportunities outside of Metro.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Rail Maintenance-of-Way (MOW), Traction Power Systems, Rail MOW Engineering, and Logistics was convened and conducted a comprehensive technical evaluation of the proposal received.

The proposal was evaluated based on the following evaluation criteria and weights:

- | | |
|---|------------|
| • Qualification and Experience of the Prime Contractor/Team | 30 percent |
| • Qualifications and Experience of Key Personnel | 20 percent |
| • Management Plan/Approach | 30 percent |
| • Price Proposal | 20 percent |

The evaluation criteria are appropriate and consistent with criteria developed for similar rigging services. Several factors were considered when developing these weights, giving the greatest importance to the qualifications and experience of the prime contractor/team and management plan/approach.

United Riggers & Erectors, Inc. (URE), the incumbent, was the only proposer that responded to this solicitation. The PET determined that the technical proposal received from URE addressed the RFP requirements and that its personnel are qualified and experienced with all aspects of the required tasks. Based on a thorough evaluation of the proposal, the PET determined URE to be technically qualified to perform the work.

The following is a summary of the PET scores:

| 1 | Firm | Average Score | Factor Weight | Weighted Average Score | Rank |
|---|---|---------------|----------------|------------------------|----------|
| 2 | United Riggers & Erectors, Inc. | | | | |
| 3 | Qualification and Experience of the Prime Contractor/Team | 87.53 | 30.00% | 26.26 | |
| 4 | Qualifications and Experience of Key Personnel | 85.00 | 20.00% | 17.00 | |
| 5 | Management Plan/Approach | 91.11 | 30.00% | 27.33 | |
| 6 | Price Proposal | 100.00 | 20.00% | 20.00 | |
| 7 | Total | | 100.00% | 90.59 | 1 |

C. Cost/Price Analysis

The recommended fully burdened rates for the labor classifications and equipment required have been determined to be fair and reasonable based on price analysis, cost analysis, technical evaluation, fact-finding and negotiations.

Work for this Contract will be authorized through the issuance of separate task orders. Each future task order will contain a specific Statement of Work, which the Contractor will provide a cost proposal according to the requirements. A cost/price analysis will be performed, as appropriate, on task orders issued.

D. Background on Recommended Contractor

The recommended firm, United Riggers & Erectors, Inc. (URE), located in Walnut, CA, has been in business for 52 years. It initially focused on rigging and transport of heavy machinery. Soon after, URE expanded into general construction services which included structural concrete, structural steel erection, piping and machinery maintenance. The proposed project manager has over 40 years of experience in the construction industry and had been an active member of the Ironworkers Local #433, Los Angeles, for 29 years. He is the project manager of the current contract. URE has been providing rigging services to Metro for over 10 years and performance has been satisfactory. URE is a Metro certified small business firm.

DEOD SUMMARY

**RIGGING SERVICES FOR METRO RED LINE AND PURPLE LINE STATIONS/
OP97901000-48045**

A. Small Business Participation

Pursuant to Metro's Board-approved policy, competitive acquisitions with three or more Small Business Enterprise (SBE) certified firms within the specified North American Industry Classification System (NAICS) as identified for the project scope shall constitute a Small Business Set-Aside procurement. Accordingly, the Contract Administrator advanced the solicitation, including posting the solicitation on Metro's website, advertising, and notifying certified small businesses as identified by NAICS code(s) that this solicitation was open to **SBE Certified Small Businesses Only**.

United Riggers & Erectors, Inc. is an SBE Prime that is performing 100% of the work with its own workforce.

SMALL BUSINESS SET-ASIDE

| SBE Prime Contractor | SBE % Committed |
|--|------------------------|
| United Riggers & Erectors, Inc (Prime) | 100% |
| Total | 100% |

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) 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.

**Board Report**

File #: 2018-0095, **File Type:** Contract**Agenda Number:** 31.

**CONSTRUCTION COMMITTEE
APRIL 12, 2018****SUBJECT: METRO GOLD LINE EASTSIDE ACCESS 1ST/CENTRAL
STATION IMPROVEMENT PROJECT****ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Modification No. 4 to Contract No. AE439330011938, with Ted Tokio Tanaka Architects (TTTA), for the Metro Gold Line Eastside Access 1st/Central Station Improvement Project (Eastside Access), for additional design services in the amount of \$487,959, increasing the Total Contract Value from \$2,060,492 to \$2,548,451; and
- B. INCREASE Contract Modification Authority (CMA) specific to Contract No. AE439330011938 for Eastside Access in the amount of \$412,041, increasing the total CMA amount from \$268,954 to \$680,995, to support additional services related to Eastside Access.

ISSUE

The scope for the Eastside Access project falls predominantly within the public right of way. The scope of the design effort has increased to accommodate additional lighting, midblock crossings with pedestrian signals, bike lane additions, street parking reconfigurations, all of which required multiple iterations of plans and additional reviews, preparation of backup calculations, and approvals by multiple regulatory agencies. Within the footprint of the project, there are three other Metro projects including the Regional Connector, Emergency Security Operations Control (ESOC), and Division 20 Turn Back project, all of which has required additional coordination efforts. Various phases of the design development for these projects overlap each other, and in order to avoid duplication or omission, it has become necessary to have constant coordination between the four projects during the design development, including inter-project meetings to review respective scope in the overlapping areas, joint meetings with the City Bureaus for comment resolutions, and additional community interaction. The Modification is required in order to complete the design services suitable for bidding purposes. Staff is also requesting additional CMA in the amount of \$412,041 in case it is necessary to address any new issues as we move final design forward towards 100% completion.

DISCUSSION

The Eastside Access / 1st & Central Project (Project) is a Measure R funded project with a voter approved \$30 million allocation. The funding is intended to improve multi-modal linkages and enhancements from the Gold Line Eastside stations to the surrounding neighborhoods. A portion of these funds was dedicated to the development of improvements within a one-mile radius of the new 1st and Central Station for the Regional Connector project. The 1st and Central Station Improvement Project will improve pedestrian and bicycle safety, and has been designed in accordance with the policies and requirements of Metro and the City of Los Angeles.

During the development of the Project, a series of pedestrian, bicycle, and streetscape improvements to within a one-mile radius of 1st and Central Station were identified and included in the Connect US Action Plan. The series of first and last mile improvements within public Right-of-Way (ROW) were submitted for consideration to the Federal Transit Administration (FTA), who awarded TIGER VI funding in the amount of \$11,800,000 in September 2015 to fund construction of the improvements. To proceed with the 1st and Central Station Improvement Project, which is the third phase of the Eastside Access Project, Metro retained TTTA to provide design services from conceptual to final design and to provide design services during construction (DSDC). At present, the design work is approximately 65% complete, and staff anticipates completing all design work to 100% by January 2019.

The Project design and construction has been divided into seven segments: 1st Street (Segment 1), Alameda Esplanade (Segment 2), Los Angeles Street (Segment 3), 2nd and Traction (Segment 4), Central Avenue (Segment 5), Judge John Aiso (Segment 6), Santa Fe Spine (Segment 7). Additionally, there are common improvements such as additional signage for all segments.

The Life of Project (LOP) budget for this Project will be scheduled for consideration by the Metro Board upon completion of the design work and receipt of contractor bids, which is currently anticipated to be August 2019.

DETERMINATION OF SAFETY IMPACT

This Board action will not have an adverse impact on safety standards for Metro. Completion of the Eastside Access project will have a positive safety impact to Metro customers, pedestrians and bicyclists in the project area.

FINANCIAL IMPACT

Funding for this Contract is included in the FY18 budget under Project 460300 (Eastside Light Rail Access), Cost Center 8510 (Construction Project Management), and Account 50316 (Professional

Services). Funds for Project 460300 were also budgeted in Cost Center 4320 and Cost Center 4540. Since this is a multi-year contract, the Chief Program Management Officer and the Project Manager will be accountable to budget the cost for future years, including the exercise of any options for future phases.

IMPACT TO BUDGET

The sources of funds for the actions under Recommendation A are Measure R 35% funds. These funding sources are designated for this project and do not have an impact to Operations eligible funding.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the staff recommendation. However, this disapproval would result in staff being unable to complete design and construction work for the Eastside Access project.

NEXT STEPS

Upon Board approval, staff will execute Modification No. 4 to Contract No. AE439330011938 with TTTA to allow the continuation of the design work for the Eastside Access Project.

ATTACHMENTS

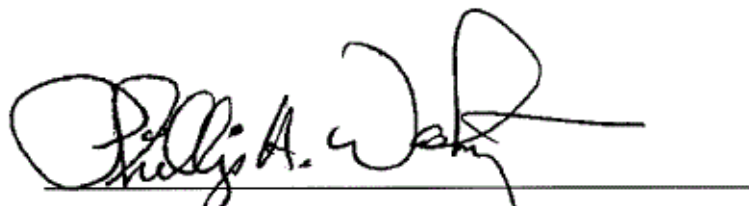
- Attachment A - Procurement Summary
- Attachment B - Contract Modification/Change Order Log
- Attachment C - DEOD Summary

Prepared by:

Milind Joshi, Senior Director, Project Engineering (213) 418-3211

Reviewed by:

Debra Avila, Chief Vendor/Contract Management Officer (213) 418-3051
Richard F. Clarke, Chief Program Management Officer (213) 922-7447



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

**METRO GOLD LINE EASTSIDE ACCESS
1ST/ CENTRAL STATION IMPROVEMENT PROJECT / AE439330011938**

| | | | |
|-----------|---|------------|---|
| 1. | Contract Number: AE439330011938 | | |
| 2. | Contractor: Ted Tokio Tanaka Architects | | |
| 3. | Mod. Work Description: Supplemental coordination and design services required based on meetings with the City of Los Angeles and community expectations. | | |
| 4. | Contract Work Description: Metro Gold Line Eastside Access 1st / Central Station Improvement Project | | |
| 5. | The following data is current as of: 03/12/2018 | | |
| 6. | Contract Completion Status | | Financial Status |
| | Contract Awarded: | 02/24/2016 | Contract Award Amount: \$1,793,022 |
| | Notice to Proceed (NTP): | 02/24/2016 | Total of Modifications Approved: \$267,470 |
| | Original Complete Date: | 08/31/2017 | Pending Modifications (including this action): \$487,959 |
| | Current Est. Complete Date: | 12/31/2021 | Current Contract Value (with this action): \$2,548,451 |
| 7. | Contract Administrator: Gina Romo | | Telephone Number: (213) 922-7558 |
| 8. | Project Manager: Milind Joshi | | Telephone Number: (213) 418-3211 |

A. Procurement Background

This Board Action is to approve Contract Modification No. 4 issued in support of additional design services to include additional lighting, midblock crossings with pedestrian signals, bike lane additions, street parking reconfigurations, and inter-projects coordination per meetings with City of Los Angeles. This Contract Modification also extends the period of performance through December 31, 2021.

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

On February 24, 2016, Contract No. AE439330011938 was awarded to Ted Tokio Tanaka Architects in the amount of \$1,793,022 for the Metro Gold Line Eastside Access 1st/ Central Station Improvement Project.

Refer to Attachment B – Contract Modification/Change Order Log.

B. Cost Analysis

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

| Proposal Amount | Metro ICE | Negotiated Amount |
|------------------------|------------------|--------------------------|
| \$501,252 | \$503,450 | \$487,959 |

CONTRACT MODIFICATION/CHANGE ORDER LOG

**METRO GOLD LINE EASTSIDE ACCESS
1ST/ CENTRAL STATION IMPROVEMENT PROJECT / AE439330011938**

| Mod. No. | Description | Status (approved or pending) | Date | \$ Amount |
|-----------------|--|-------------------------------------|-------------------|--------------------|
| 1 | Authorization to begin Phase II | Approved | 11/14/2016 | \$0 |
| 2 | Surveying and Soils Testing | Approved | 03/16/2017 | \$121,292 |
| 3 | Additional Community Outreach | Approved | 06/28/2017 | \$146,178 |
| 4 | Supplemental coordination and design services | Pending | 04/19/2018 | \$487,959 |
| | Modification Total: | | | \$755,429 |
| | Original Contract: | | 02/24/2016 | \$1,793,022 |
| | Total: | | | \$2,548,451 |

DEOD SUMMARY

**METRO GOLD LINE EASTSIDE ACCESS
1ST/ CENTRAL STATION IMPROVEMENT PROJECT / AE439330011938**

A. Small Business Participation

Ted Tokio Tanaka Architects (TTTA), an SBE Prime, made a 41.59% Small Business Enterprise (SBE) commitment. The project is 60% complete. TTTA is currently exceeding their commitment with an SBE participation of 54.66%.

| | | | |
|----------------------------------|-------------------|-------------------------------------|-------------------|
| Small Business Commitment | 41.59% SBE | Small Business Participation | 54.66% SBE |
|----------------------------------|-------------------|-------------------------------------|-------------------|

| | SBE Subcontractors | % Committed | Current Participation¹ |
|----|---|--------------------|--|
| 1. | Ted Tokio Tanaka Architects (SBE Prime) | 36.00% | 49.89% |
| 2. | Sapphos Environmental, Inc. | 1.09% | 0.88% |
| 3. | Systems Consulting, LLC | 4.50% | 3.89% |
| | Total | 41.59% | 54.66% |

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is applicable is not applicable to this Modification.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this Modification.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2018-0094, File Type: Project

Agenda Number: 35.

REVISED
CONSTRUCTION COMMITTEE
APRIL 12, 2018

**SUBJECT: PERMEABLE PAVEMENT AND BIORETENTION
PILOT PROJECT, DIVISION 4 MAINTENANCE
FACILITY**

ACTION: AUTHORIZATION FOR LIFE OF PROJECT BUDGET

RECOMMENDATION

APPROVE an increase in the Life of Project Budget (LOP) for Permeable Pavement and Bioretention Pilot Project (Project) in the amount of \$1.16 million increasing the LOP from \$940,000 to \$2.1 million to complete construction of the Project.

ISSUE

In 2014, Metro applied for a Proposition 84 Grant Opportunity to implement a permeable pavement project at Division 4. In May 2014, the State Water Resource's Control Board (SWRCB) awarded Metro with a grant of \$752,000 to implement its proposed permeable pavement and bioretention project with a local commitment from Metro of \$188,000 for a total LOP of \$940,000. This report recommends adopting a LOP budget with the necessary additional funding of \$1.16 million to complete the Project.

The competitive low-bid prices for the construction component of the Project have been received and the winning bid would result in this higher forecast for the LOP. Staff believes the bids are representative of current market conditions and that a rebid would not result in lower pricing. Furthermore, without additional funds, Metro will have to relinquish grant funding back to the SWRCB and terminate current efforts related to a much needed pilot.

DISCUSSION

Project Description

The Permeable Pavement and Bioretention Pilot Project, Division 4 Maintenance Facility will replace approximately 40,000 square feet of hardscape with low-impact development (LID) stormwater infiltration features. Located in the City of Downey, Division 4 is directly adjacent to the Rio Hondo River. All stormwater from Division 4 currently drains directly into the Rio Hondo River. To address

this runoff, Metro will install 39,140 square feet of permeable concrete pavement and 1,680 square feet of plant material in a bioretention area at Division 4. Permeable concrete pavement is designed to be porous for rainwater to infiltrate and recharge groundwater. Permeable pavement is also strong enough for vehicles to drive over it. The adjacent bioretention area will capture additional rainwater and any overflows from the permeable concrete pavement area. This project will ensure that Metro complies with the Los Angeles River Trash Total Maximum Daily Load (TMDL). Infiltration technology is required to be considered in all Metro projects throughout the City and County of Los Angeles.

This Project would serve as a pilot demonstration model to implement at other sites in accordance with Proposition 84 goals and intentions, which are in part to reduce "... contamination by dangerous bacteria, polluted runoff, toxic chemicals, damage from catastrophic floods and the demands of a growing population..." (§75002.5), while also providing "... careful planning and thorough improvements in land use and water management ... better integration of water supply, water quality, flood control and ecosystem protection..." (§75003.5). Furthermore, as a pilot project, this Project serves as a template for similar uses and applications at other Metro facilities.

Background

In 2014, Metro applied for and was awarded by the SWRCB a Proposition 84 technology grant for this Project. In July 2014, the Board approved the grant award and provided a local match of \$188,000. The anticipated total project costs in the year of award was \$940,000. The initial LOP was developed based on a conceptual design of the permeable pavement project and a feasibility study completed using available technology and information at the time of grant application. The LOP was internally developed and was an order of magnitude cost before any final design was done.

The Project was proposed to be implemented at Division 4 but because of land use constraints that surfaced at the time including the potential to reuse Division 4 for other purposes, staff looked for another location to implement the pilot project. In consultation with the Metro Operations Department, the Central Maintenance Facility (CMF) adjacent to Division 13 was selected as the next best location for this project; and geotechnical as well as environmental investigations were initiated to determine site project conditions that may inhibit effectiveness of the approved conceptual design. During the geotechnical and environmental investigation, unknown contamination at the potential CMF location was discovered. There was an attempt to determine whether the original conceptual design can still be implemented. The chemical data showed that the project would be infeasible at the CMF.

Greater certainty on the future of Division 4 prompted staff to reconsider doing the pilot at the location. Staff was also able to use many of the information already developed during the application process. However, newer regulations on low impact development as well as the reconfiguration of some of the elements of the original conceptual design to accommodate optimum use of Division 4 for Metro Operations prompted the redesign of a number of project pilot elements.

Costs have been incurred considering all of the above circumstances. To date, Metro has spent

approximately \$250,000 on project management, administration and design. Considering the time of this pilot's grant award to the time the design of the project was completed and the bids were received, the award value for Contract C1160, combined with other project costs such as engineering, contract administration, and construction management costs, is \$2.1 million.

Construction costs alone have increased from \$580,780 to \$1.234 million, an increase of more than 110% since the Project was originally budgeted. With the change in statutory and regulatory requirements, the Project also now requires more extensive monitoring and public outreach components. The cost of these components has increased from \$120,000 to \$180,000, an increase of 50%.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Upon approval of the recommendation, the project LOP will be increased from \$940,000 to a new cumulative LOP of \$2,100,000 under Project 202809: Division 4 Concrete Pavement. Funds from the Metro Green Fund (Fund 2113, Account 40799) will be used to fund the project and absorb the LOP increase. The funds will be allocated to various accounts in Cost Center 8510 (Construction Contract Procurements). Since this is a multi-year capital project, the Chief, Program Management and Executive Officer, Environmental Compliance and Sustainability will be responsible for budgeting in future years.

Impact to Budget

The sources of funds for this project is the Metro Green Fund. This fund is eligible for sustainable capital efforts such as this project.

ALTERNATIVES CONSIDERED

With the low bid price significantly higher than the independent cost estimate, staff evaluated the two options of rebidding and significantly de-scoping the project. With a continually recovering economy and rising construction cost indices, there would be no assurance of receiving a better price given the competitiveness of the bids received. The independent cost estimate prepared internally by Metro Staff provides an indication that any bid received would require an increase in LOP. Significant de-scoping of the project would necessitate negotiating the project with the SWRCB and potentially reducing their financial contribution. Rebidding or postponing an award will introduce additional cost and schedule risks to this project. Given these factors, it is recommended that the Board proceed with the increase of the LOP.

NEXT STEPS

Upon approval, Metro will award the Contract to the lowest bidder and issue a notice to proceed once bonds and insurance requirements are submitted and administrative paperwork, including a job plan, have been received from the contractor. Meetings will be held with the contractor to ensure early submittals such as quality assurance and safety plans are submitted on time. Progress of the project will be monitored per the project monitoring plan already developed by Metro staff for the State Water Resources Water Quality Control Board.

ATTACHMENTS

Attachment A - Procurement Summary

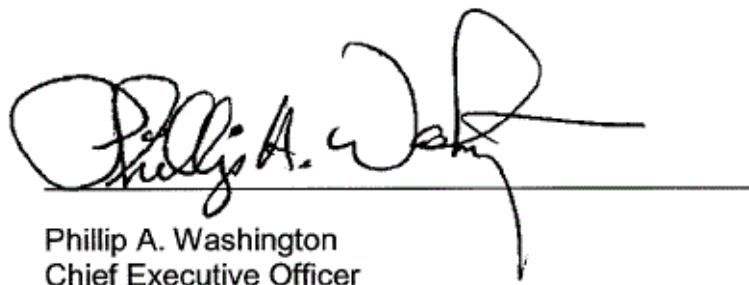
Attachment B - DEOD Summary

Prepared by:

Cris Liban, Executive Officer, Environmental Compliance and Sustainability,
(213) 922-2471

Reviewed by:

Richard F. Clarke, Chief Program Management Officer (213) 922-7557



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

**Low Impact Development Pilot Project
C48255C116000**

| | | |
|----|---|--|
| 1. | Contract Number: C48255C116000 | |
| 2. | Recommended Vendor: AP Construction Inc. | |
| 3. | Type of Procurement (check one): <input checked="" type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order | |
| 4. | Procurement Dates: | |
| | A. Issued: November 06, 2017 | |
| | B. Advertised/Publicized: November 06, 2017 | |
| | C. Pre-Bid Conference: November 16, 2017 | |
| | D. Bids Due: December 11, 2017 | |
| | E. Pre-Qualification Completed: January 10, 2018 | |
| | F. Organizational Conflict of Interest Review Completed by Ethics: December 13, 2017 (Preliminary) | |
| | G. Protest Period End Date: NOIA Not yet issued | |
| 5. | Solicitations Picked up/Downloaded: 10 | Proposals Received: 3 |
| 6. | Contract Administrator: Alyssa Garcia | Telephone Number: 213.922.7574 |
| 7. | Project Manager: Andrew Quinn | Telephone Number: 213.418.3207 |

A. Procurement Background

Contract No. C48255C116000 is for a design/bid/build delivery to implement a low impact development pilot project that will improve water quality by promoting on-site infiltration and removing runoff pollutants that are currently impairing the Rio Hondo and downstream receiving waters. This contract will include the demolition of a parking lot area and the construction of Permeable Concrete Pavement (PCP) and the installation of a bio-retention area. As a pilot project, once completed, this project may serve as a template for similar uses and applications at other Metro facilities. Board approval of contract awards are subject to resolution of any properly submitted protest.

The Invitation for Bids (IFB) procurement process, in accordance with Los Angeles County Metropolitan Transportation Authority (Metro) Procurement Policies and Procedures, was selected because the detailed specifications were sufficient for competitive bids to construct the project, by multiple potential bidders available to perform the work. The contract type is firm fixed price (FFP). The Contract duration is one hundred and twenty (120) calendar days.

One amendment was issued during the solicitation phase of the IFB:

Amendment No. 1, issued on November 30, 2017, to modify the drawings, technical specifications, and contract documents.

A total of three (3) bids were received on December 11, 2017.

B. Evaluation of Bids

All bids were evaluated for responsiveness and responsibility. Each bidder holds all necessary licenses and have satisfactory past performance reviews. Additionally, each bidder had qualified safety personal and quality assurance and quality control submittals.

All three bids received were determined to be responsive and responsible. The bidders are listed below in alphabetical order:

1. Access Pacific, Inc.
2. Alameda Construction Services, Inc.
3. AP Construction, Inc.

C. Price Analysis

The recommended contractor's price has been determined to be fair and reasonable based upon a price analysis of line item comparisons completed in accordance with Metro's Procurement Policies and Procedures. The analysis includes, among other things, a comparison of each firms' price; an analysis of each line item bid, and a comparison with Metro's Independent Cost Estimate (ICE).

| | Bidder Name | Base Bid Amount | *Bids Price Including Option |
|----|-------------------------------------|------------------------|-------------------------------------|
| 1. | AP Construction, Inc. | \$1,215,000.00 | \$1,234,000.00 |
| 2. | Alameda Construction Services, Inc. | \$1,316,496.00 | \$1,322,348.000 |
| 3. | Access Pacific, Inc. | \$1,367,050.00 | \$1,387,050.0 |
| 4. | Metro Estimating (ICE) | \$1,094,122.00 | \$1,097,919.00 |

D. Background on Recommended Contractor

AP Construction, Inc. is located in Gardena, California and holds active license classifications A, B, and C13. AP Construction has a long history of work in the community, founded in 1989. AP Construction, Inc. is properly registered with the California Department of Industrial Relations for the award of this contract.

AP Construction, Inc., is a Small Business Enterprise firm that commits to providing 66.91% of the work with its own workforce at time of bid due date.

DEOD SUMMARY

**LOW IMPACT DEVELOPMENT PILOT PROJECT
C48255C116000**

A. Small Business Participation

Pursuant to Metro's Board-approved policy, competitive acquisitions with three or more Small Business Enterprise (SBE) certified firms within the specified North American Industry Classification System (NAICS) as identified for the project scope shall constitute a Small Business Set-Aside procurement. Accordingly, the Contract Administrator advanced the solicitation, including posting the solicitation on Metro's website, advertising, and notifying certified small businesses as identified by NAICS code(s) that this solicitation was open to **SBE Certified Small Businesses Only**.

AP Construction, Inc., an SBE Prime, is performing 66.91% with its own workforce and made a total SBE commitment of 66.91%. The prime also listed two (2) non-SBE firms, Beeson Pervious Concrete and Marina Landscape, Inc. as subcontractors on this project.

SMALL BUSINESS PRIME (SET-ASIDE)

| | SBE Primes | SBE % Committed |
|----|-------------------------|------------------------|
| 1. | AP Construction, Inc. | 66.91% |
| | Total Commitment | 66.91% |

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is applicable to this contract. Metro staff will monitor and enforce the policy guidelines to ensure that applicable workers are paid at minimum, the current Living Wage rate of \$17.26 per hour (\$12.08 base + \$5.18 health benefits), including yearly increases. In addition, contractors will be responsible for submitting the required reports for the Living Wage and Service Contract Worker Retention Policy and other related documentation to staff to determine overall compliance with the policy.

C. Prevailing Wage Applicability

Prevailing Wage 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.



Board Report

File #: 2018-0117, File Type: Contract

Agenda Number: 38.

EXECUTIVE MANAGEMENT COMMITTEE APRIL 12, 2018

SUBJECT: MICROTRANSIT PILOT PROJECT (MTP)

ACTION: AWARD CONTRACTS FOR MICROTRANSIT PILOT PROJECT (MTP)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award the following firm fixed price contracts to firms to partner with Metro for planning, designing, testing and evaluating a new transportation technology-based service for traveling short distances, subject to resolution of protest(s), if any:

- A. Contract No. PS46292001 to RideCo in the amount of \$219,650.26 for 6 months;
- B. Contract No. PS46292002 to NoMad Transit LLC in the amount of \$348,684.69 for 6 months;
and
- C. Contract No. PS46292003 to Transdev in the amount of \$316,912.31 for 6 months.

ISSUE

To drive the best value in pilot design, Metro is using a pre-development agreement contracting model that will allow the agency to maximize integration of privately developed technologies and approaches, promote shared risk and reward with private partners, and drive attainment of project performance goals. The pre-development agreement consists of two parts, Part A (“planning and design”) and Part B (“implementation and evaluation”).

The recommendation of multiple awards for Part A, the planning and design of a financially and technically feasible on-demand MicroTransit service ensures the agency will receive the most effective solution and increases the likelihood of success for what is a very new and untested technology. These three contracts will serve as the agency’s first pre-development P3s.

Upon delivery of Part A, Metro, in its sole discretion, will determine if the proposed services meet established feasibility criteria. If achieved, Metro will offer the right of first negotiation for Part B, implementation and evaluation of the MicroTransit service.

DISCUSSION

Metro's desire is to improve the customer experience and service level for existing Metro riders and drive new customer acquisition. We will do this by operating a new demand-responsive service that offers reservation, payment, and real-time customer information available through a mobile application.

The goal of the project is to determine whether a Metro-provided on-demand service can provide a convenient new travel option in a primarily fixed-route transit network for current customers while also encouraging new customers to use transit.

On October 25, 2017, Metro issued a Request for Proposal (RFP) to procure services from qualified firms or Contractor Team(s) to partner with Metro for planning, designing, testing and evaluating a new transportation technology-based service for traveling short distances.

New Award Contracts

The up-front investment in Part A will increase the likelihood that Metro will receive solutions that can achieve the agency's policy and project performance goals within existing project constraints. Awarding contracts to multiple Contractor Teams is reflected within and supported by the language included in the RFP.

The three Contractor Teams that are awarded Part A will be responsible for the delivery of three feasibility studies. Each study will consist of 7 tasks:

- Task 1: Transportation Planning and Analysis
- Task 2: Software/Technology Solution Plan
- Task 3: Performance Plan
- Task 4: Cost Structure, Payment & Recovery
- Task 5: Capital Programming
- Task 6: Communications Plan
- Task 7: Innovation

Metro will own the resulting deliverables and work product for Part A, including any associated intellectual property rights.

DETERMINATION OF SAFETY IMPACT

Metro's on-demand service offering is intended to improve safety and security for current and future Metro customers. Meeting or exceeding Metro's safety standards will be a core consideration in service design and delivery.

FINANCIAL IMPACT

The funding for Part A is included in FY18 and FY19 budgets in Project 100002, Cost center 2031

and Account 50316.

Impact to Budget

State and local funds (Prop A, C, and TDA Administrative funds) are being utilized to fund Part A. These funds are not eligible for bus and rail operations. There is no impact to existing federal funding.

ALTERNATIVES CONSIDERED

The Board may decide not to authorize the execution of these Contracts. This alternative is not recommended as this project is included in the Board approved Twenty-Eight by '28 projects.

NEXT STEPS

Upon Board approval, Metro staff will execute the new Contracts with all three firms. The feasibility studies will be completed by the end of 2018. If Metro selects to move forward to Part B, Metro staff will then bring the life of project budget to the Board for consideration. Upon Board approval, MicroTransit service will begin operations in 2019.

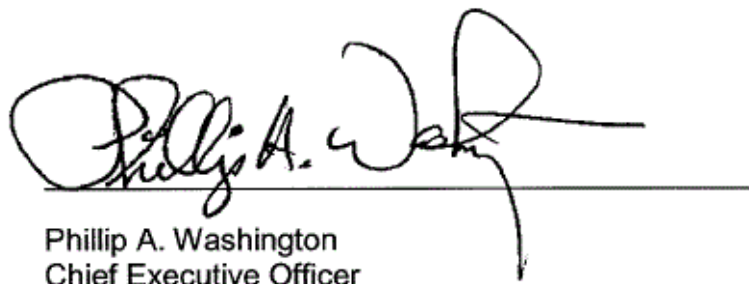
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Rani Narula-Woods, Sr. Director, Special Projects, Office of Extraordinary Innovation, (213) 922-7414

Reviewed by: Dr. Joshua L. Schank, Chief Innovation Officer, (213) 922-5533
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

MICROTRANSIT PILOT PROJECT/PS46292001, PS46292002, PS46292003

| | | |
|----|---|--|
| 1. | Contract Numbers: PS46292001, PS46292002, PS46292003 | |
| 2. | Recommended Vendors: RideCo, NoMad Transit LLC, and Transdev | |
| 3. | Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order | |
| 4. | Procurement Dates: | |
| | A. Issued: October 25, 2017 | |
| | B. Advertised/Publicized: October 25, 2017 | |
| | C. Pre-Proposal Conference: November 14, 2017 | |
| | D. Proposals Due: December 22, 2017 | |
| | E. Pre-Qualification Completed: February 27, 2018 | |
| | F. Conflict of Interest Form Submitted to Ethics: January 25, 2018 | |
| | G. Protest Period End Date: April 16, 2018 | |
| 5. | Solicitations Picked up/Downloaded: 203 | Bids/Proposals Received: 8 |
| 6. | Contract Administrator: Roxane Marquez | Telephone Number: 213-922-4147 |
| 7. | Project Manager: Rani Narula-Woods | Telephone Number: 213-922-7414 |

A. Procurement Background

This Board Action is to approve Contract Nos. PS46292001, PS46292002, PS46292003, respectively, issued to RideCo, NoMad Transit LLC, and Transdev (referred to individually as “Contractor” and collectively as “Contractors”), in support of the planning, design and development of MicroTransit, a new transportation service to complement Metro’s existing system. Board approval of contract awards are subject to resolution of any properly submitted protest.

Prior to the release of the Request for Proposal (RFP), an Industry Forum was convened at Metro on August 29, 2017 to provide a project overview of the MicroTransit Pilot Project and offer SBEs and DVBEs an opportunity to meet with potential Metro prime contractors to help create partnering opportunities for the MicroTransit Pilot Project. Participants included technology firms, marketing and outreach specialists and transportation planners. The Industry Forum included a presentation of the Scope of Work, as well as a speed-networking opportunity to encourage the assembly of Contractor Teams for the delivery of this project. Over 300 participants attended the event, including large business primes, small businesses and Metro staff.

The RFP was issued in accordance with Metro’s Acquisition Policy and the contract type is a firm fixed price. The RFP was issued with a SBE/DVBE goal of 15% (SBE 12% and DVBE 3%). The RFP was solicited using a pre-development agreement contracting model that consists of two parts: Part A (planning and design of a financially and technically feasible on-demand MicroTransit service) and Part B

(implementation and evaluation). This Board Action is to approve Part A, Planning and Design only. Part B will be a future Board action, at Metro's sole discretion, depending on the feasibility of Part A. A pre-proposal conference was held on November 14, 2017, and was attended by 74 participants representing 49 companies. There were 81 questions asked and responses were released prior to the proposal due date.

One amendment was issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on November 29, 2017, clarified instructions to Proposers – Submittal Requirements and extended the proposal due date to December 22, 2017.

A total of 203 firms downloaded the RFP and were included in the planholders' list. A total of eight proposals were received on December 22, 2017.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from the Office of Extraordinary Innovation, Operations, Countywide Planning and Development, Communications and Information Technology 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 Partnerships | 30 percent |
| • Effectiveness of Plan for Delivery of Part A | 20 percent |
| • Effectiveness of Plan for Delivery of Part B | 10 percent |
| • Innovation and User Experience | 20 percent |
| • Price Proposal | 20 percent |

Several factors were considered when developing these weights, giving the greatest importance to qualifications and partnerships of the team with public agencies and private sector companies.

On January 25, 2018, the Proposal Evaluation Team (PET) completed its independent evaluation of proposals. The PET determined that two firms were outside the competitive range and were not included for further consideration.

The six firms within the competitive range are listed below in alphabetical order:

1. Datamatics
2. DemandTrans Solutions, Inc.
3. NoMad Transit LLC
4. RideCo

5. Siemens
6. Transdev

All teams within the competitive range were invited to interview and to conduct an in-vehicle demonstration of their proposed software/technology platform with the PET. On January 31, 2018, DemandTrans Solutions, Inc. notified Metro of their decision to decline the invitation to interview.

During the weeks of February 5, 2018 and February 12, 2018, the PET met with the remaining five firms where they participated in pre-demonstration interviews, in-vehicle demonstrations testing firms' software/ technology platform and post-demonstration interviews. The firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the evaluation committee's specific questions regarding Part A and Part B of the Statement of Work. Each team also had an opportunity to present real-time analytics of their in-vehicle demonstration in a post-demonstration interview and respond to the PET's questions regarding the in-vehicle demonstration. In general, each team's presentation addressed the requirements of the RFP, experience with the eight required tasks, and stressed their commitment to partner with Metro for the success of the project. Also highlighted were staffing plans, work plans, and anticipated project opportunities and constraints.

Qualifications Summary of Firms within the Competitive Range:

RIDECO

RideCo is a full-service organization with experience performing on-demand planning, service design, technology customization, white labelling, payment integration, technology platform deployment and maintenance, operational training, launch support, and performance optimization. RideCo's demonstrated expertise in emerging on-demand technologies, experience with launching on-demand services, effective project management, quality control and risk, and a skilled team of project personnel demonstrating in-depth emerging technology.

The proposal and oral presentation demonstrated experience in all required tasks including planning, service design, and technology customization across a wide range of disciplines. RideCo identified projects that involved the unique challenges in service planning for both the private and public sector, understanding risk and reward opportunities. In addition, RideCo demonstrated that its key personnel have expertise in the planning and design of mobility services for the public and private sector alike. RideCo's team consists of a transportation consulting company, a leading communications firm, communications specialists, on-demand project manager with direct public agency expertise, and a Los-Angeles based partner with direct experience with community outreach for Metro.

RideCo presented impressive real-time analytics from their in-vehicle demonstration that covered key performance indicators such as average wait time, average ride-rating, on-time pickup (percentages) and on-time drop-off (percentages). RideCo also presented efficiency and cost recovery KPI's, performance targets and several other measurements which drew the attention of the evaluation team to be useful for Metro. Most notably unique to RideCo's expertise is the advance knowledge of on-demand and emerging technology and the ability to leverage data and analytics to model opportunities for new deployments.

The project manager is a founding team member with RideCo since 2014 and has experience in building and managing operational teams for deploying new mobility services. The project manager led on-demand deployment with Metrolinx (public agency) in Canada and continues to with Grab in Singapore. The principal in-charge has experience in planning and launching on-demand services, and has expertise in software engineering where he co-invented the technology platform.

Currently, RideCo technology is being used for on-demand services in Canada and Singapore.

NOMAD TRANSIT LLC (Via)

NoMad Transit LLC ("Via"), is a wholly-owned subsidiary of Via Transportation, Inc. Via is a ridesharing company focused on servicing on-demand mobility through the use of a customized software technology platform. Via is headquartered in New York City.

The proposal and oral presentation demonstrated a clear understanding of the Statement of Work as they presented a focus on achieving specific agency-wide goals in designing a service to complement and optimize Metro's existing service. Via noted the need for Metro to upgrade their existing service for the customer experience of current and future riders.

Via demonstrated expertise in emerging technologies, effective project management, quality control and an experienced team of project personnel. The proposal and oral presentation provided a detailed management plan, addressing transportation analysis and modeling, software/technology solutions, a performance plan, capital programming and a cost structure, payment and recovery plan. Notably, the management team identified schedule constraints and provided solutions in meeting these constraints.

Via displayed experience in all required tasks including a deep working knowledge of on-demand transportation planning and implementation and expertise in emerging technology with an experienced team of project personnel. The proposal identified projects involving coordination with the public sector, vehicle procurement and branding, wayfinding, signage and the use of user-experience (UX) and user-interface (UI) principles.

Via created a team that combines industry-leading new mobility expertise and familiarity with Los Angeles and Metro. Their team consists of a transportation consulting company, a leading marketing and advertising firm focused on transportation based in Los Angeles, and a marketing, branding and outreach firm located in Fresno. The project manager joined Via in 2017 and has direct experience in the management of Via's deployments, including the launch and optimization of the company's software/technology platform. During the interview, the project team demonstrated a strong knowledge of multimodal transit planning and outreach capabilities, citing social and digital strategies as well as private sector partnership opportunities.

Currently, Via technology is being used for on-demand services in Chicago, New York, and Washington DC.

TRANSDEV

Transdev, formerly Veolia Transdev, is a French-based international transport operator, with operations in 19 countries and a Maryland-based corporation.

Transdev's showed expertise in a broad range of disciplines, including a strong working knowledge of bus rapid transit, shuttles, fleet maintenance and multimodal services, and experience in planning, designing, deploying and operating numerous modes of transportation. The proposal and presentation demonstrated expertise in cost-effective fixed route operations, effective project management, quality control and risk management plans, and an experienced team of project personnel.

Transdev's proposal and oral presentation outlined the delivery of a software/technology platform built to meet transit regulations, including Title VI, ADA, etc. It demonstrated substantial experience in delivering projects to the public sector; notably, their experience with paratransit, airport, employee commuter services and operations for over 50 years.

Transdev's key personnel have direct experience across a breadth of disciplines, design, and a range of specific project experience applicable to the Project. Their team consists of a transportation consulting company, a leading marketing firm, and communications specialists. The project manager has over 10 years of experience and has direct experience in leading the deployment of on-demand service with the HART Hyperlink pilot in Tampa, Florida. Other key personnel average over 41 years of experience.

Currently, Transdev technology is being used for on-demand services in Florida, Australia, and the Netherlands.

DATAMATICS

Datamatics Global Services Inc. has been in business for 40 years and currently has over 8,000 employees worldwide. Datamatics provides comprehensive engineering, mobility and analytics solutions to the mass transit industry. Datamatics has experience working with private sector and public agencies such as Dubai Metro and Airport, Transportation for London, Swedish Rail, and Lucknow Metro. Their mobility division specializes in designing and building mobile applications with more than 400 developed to-date.

Datamatics demonstrated experience in technology customization and UX and UI design and presented key mobile application projects including an Online Cab Booking App, Spireon, Azuga-Danlaw and Veolia Water maintenance application. The firm provided a management plan that included a project organization chart, communication plan, quality control methodology, change management plan, and methodology for selecting pilot locations. During the oral presentation the team elaborated upon Datamatics' expertise in technology and their ability to build custom software to Metro's specific needs.

The evaluation team participated in Datamatics' in-vehicle demonstration and noted the app experience to be user-friendly. However, the PET determined the software/technology platform had a few features which could be added for on-demand mobility service.

SIEMENS

Siemens is a Fortune 50 infrastructure and technology company with 350,000 employees in 200 countries that has been in business since 1847. Siemens has strong experience in road and rail projects for over 170 years. The Intelligent Traffic Solutions (ITS) division was created 60 years ago for developing and testing technology for traffic management.

Siemens' proposal and oral presentation showcased expertise in a broad range of disciplines, expertise in emerging technologies, effective project management, quality control and featured an experienced team of project personnel. The firm demonstrated substantial experience in traffic management, mobility, energy saving services and project management. Siemens also highlighted transportation technologies experience with Seattle Department of Transportation and a new mobility project in Tampa, Florida.

Siemens proposal and in-vehicle demonstration of their technology platform identified additional information was needed in their software app for UX and UI.

After the PET evaluated the proposals and conducted the interviews and in-vehicle demonstrations, the firms earned the following scores:

| 1 | Firm | Average Score | Factor Weight | Weighted Average Score | Rank |
|----|--|---------------|----------------|------------------------|----------|
| 2 | RideCo | | | | |
| 3 | Qualifications & Partnerships | 82.02 | 30.00% | 24.61 | |
| 4 | Effectiveness of Plan for Delivery of Part A | 81.50 | 20.00% | 16.30 | |
| 5 | Effectiveness of Plan for Delivery of Part B | 80.00 | 10.00% | 8.00 | |
| 6 | Innovation and User Experience | 76.00 | 20.00% | 15.20 | |
| 7 | Cost Proposal | 82.44 | 20.00% | 16.49 | |
| 8 | Total | | 100.00% | 80.60 | |
| 9 | NoMad Transit LLC | | | | |
| 10 | Qualifications & Partnerships | 88.01 | 30.00% | 26.40 | |
| 11 | Effectiveness of Plan for Delivery of Part A | 85.13 | 20.00% | 17.03 | |
| 12 | Effectiveness of Plan for Delivery of Part B | 83.50 | 10.00% | 8.35 | |
| 13 | Innovation and User Experience | 80.67 | 20.00% | 16.13 | |
| 14 | Cost Proposal | 41.25 | 20.00% | 8.25 | |
| 15 | Total | | 100.00% | 76.16 | |
| 16 | Transdev | | | | |
| 17 | Qualifications & Partnerships | 87.10 | 30.00% | 26.13 | |
| 18 | Effectiveness of Plan for Delivery of Part A | 82.67 | 20.00% | 16.53 | |
| 19 | Effectiveness of Plan for Delivery of Part B | 83.00 | 10.00% | 8.30 | |
| 20 | Innovation and User Experience | 74.34 | 20.00% | 14.87 | |
| 21 | Cost Proposal | 40.35 | 20.00% | 8.07 | |
| 22 | Total | | 100.00% | 73.90 | |
| 23 | Datamatics | | | | |
| 24 | Qualifications & Partnerships | 68.00 | 30.00% | 20.40 | |
| 25 | Effectiveness of Plan for Delivery of Part A | 71.57 | 20.00% | 14.31 | |
| 26 | Effectiveness of Plan for Delivery of Part B | 73.50 | 10.00% | 7.35 | |
| 27 | Innovation and User Experience | 70.33 | 20.00% | 14.07 | 4 |

| | | | | | |
|----|--|-------|----------------|--------------|----------|
| 28 | Cost Proposal | 65.29 | 20.00% | 13.06 | |
| 29 | Total | | 100.00% | 69.19 | |
| 30 | Siemens | | | | |
| 31 | Qualifications & Partnerships | 69.77 | 30.00% | 20.93 | |
| 32 | Effectiveness of Plan for Delivery of Part A | 68.76 | 20.00% | 13.75 | |
| 33 | Effectiveness of Plan for Delivery of Part B | 58.00 | 10.00% | 5.80 | |
| 34 | Innovation and User Experience | 61.96 | 20.00% | 12.39 | |
| 35 | Cost Proposal | 22.57 | 20.00% | 4.51 | |
| 36 | Total | | 100.00% | 57.38 | 5 |

The PET completed its evaluation of the above mentioned proposals on February 15, 2018 after oral presentations and in-vehicle demonstrations were held. The three firms ranked the highest to perform Part A, the planning and design phase of a MicroTransit service, were also ranked competent to perform Part B, project implementation. The PET determined it was in the best interest of Metro to award to multiple Contractor Teams to produce the most cost effective solution and increase the likelihood of success for this pilot project. Awarding to multiple firms is reflected within the RFP should Metro determine that this is in the best interest. Therefore, based on the unique offerings of the top three Contractor Teams, the PET recommends multiple awards for Part A as follows:

1. RideCo
2. NoMad Transit LLC
3. Transdev

C. Price Analysis

The recommended pricing has been determined to be fair and reasonable based upon an independent cost estimate, price analysis, technical evaluation, clarifications and negotiations.

| | Proposer Name | Proposal Amount | Metro Independent Cost Estimate | Negotiated Amount |
|----|----------------------|------------------------|--|--------------------------|
| 1. | RideCo | \$246,488.28 | \$615,274 | \$219,650.26 |
| 2. | NoMad Transit LLC | \$504,648.52 | \$615,274 | \$348,684.69 |
| 3. | Transdev | \$554,252.31 | \$615,274 | \$316,912.31 |
| 4. | Datamatics | \$458,792.05 | \$615,274 | |
| 5. | Siemens | \$1,177,738.52 | \$615,274 | |

The total recommended award amount for Part A for all three Contractor Teams totals \$885,247.26.

D. Background on Recommended Contractors

RideCo

The first recommended firm, RideCo, is located in Waterloo, Canada and has been in business since 2014 as a fast-emerging on-demand technology company that has already launched and operated dynamic on-demand services in multiple cities, spanning both public and private sectors. RideCo is a full-service organization with experience in planning, service design, technology customization, payment integration, technology platform deployment and maintenance, and ongoing performance optimization. The firm possesses experience in a diverse range of on-demand projects with multi-facet offerings of services. RideCo technology is used on-street in Canada and Singapore today. Ridership of services using the technology amount to more 900 million users.

NoMad Transit LLC

The second recommended firm, NoMad Transit LLC (“Via”), is a wholly-owned subsidiary of Via Transportation, Inc. Via is a ridesharing company based in New York City. The company was founded in 2012 and operates in all five boroughs of New York City, areas of Chicago, and Washington DC. The company’s technology is used in ridesharing projects in Paris, United Kingdom and Austin, Texas. Via has delivered more than 25 million rides. The company has partnerships with Mercedes-Benz (a major Via investor and joint venture partner), Arriva, Keolis, the Capital Metropolitan Transportation Authority in Austin, Texas, the City of Arlington, Texas, and the City of West Sacramento. In March 2016, Via submitted an unsolicited proposal to the Office of Extraordinary Innovation proposing testing on-demand technology for shared rides.

Transdev

The third recommended firm, Transdev, a Maryland-based corporation, is a provider of multi-modal transportation operations and maintenance with over a 100 years of history and experience. Transdev operates and maintains over 12,000 vehicles and manages more than 18,000 employees in North America. The firm is well-noted for their transportation experience in the public sector offering ADA-compliant vehicles, and fixed-route bus service. Transdev has partnered with a transit agency in Tampa, Florida to operate on-demand service. Recently, Transdev launched an on-demand pilot in Sydney, Australia.

DEOD SUMMARY

MICROTRANSIT PILOT PROJECT/PS46292001, PS46292002, PS46292003

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 12% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. All proposed awardees exceeded the goal as listed in the following table:

Prime: Rideco (PS46292001)

| | Name of Subcontractors | % SBE Commitment | % DVBE Commitment |
|----|-----------------------------------|------------------|-------------------|
| 1. | Civic Projects Incorporated (SBE) | 9.40% | |
| 2. | Arellano Associates (SBE) | 19.19% | |
| 3. | DVE Global Marketing, Inc. (DVBE) | | 3.64% |
| | Total Commitment | 28.59% | 3.64% |

Prime: NoMad Transit LLC (PS46292002)

| | Name of Subcontractors | % SBE Commitment | % DVBE Commitment |
|----|---------------------------|------------------|-------------------|
| 1. | Pulsar Advertising (SBE) | 13.16% | |
| 2. | Flagship Marketing (DVBE) | | 5.45% |
| | Total Commitment | 13.16% | 5.45% |

Prime: Transdev Services Inc. (PS46292003)

| | Name of Subcontractors | % SBE Commitment | % DVBE Commitment |
|----|-------------------------------------|------------------|-------------------|
| 1. | Arellano Associates (SBE) | 13.05% | |
| 2. | Wilson, Sparling & Associates (SBE) | 4.43% | |
| 3. | Virtek Company (DVBE) | | 5.71% |
| | Total Commitment | 17.48% | 5.71% |

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is not applicable to this Contract.

C. Prevailing Wage Applicability

Prevailing Wage is not applicable to this Contract.

D. Project Labor Agreement/Construction Careers Policy

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

**Board Report**

File #: 2017-0800, **File Type:** Policy**Agenda Number:** 6.

**AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE
APRIL 11, 2018****SUBJECT: EXPRESSLANES CLEAN AIR VEHICLE POLICY****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

ADOPT the Clean Air Vehicle toll discount policy.

ISSUE

Current ExpressLanes policy allows designated Clean Air Vehicles (CAVs) with valid DMV decals to access the Metro ExpressLanes for free at all times. However, as CAV penetration rates have risen, the ability to effectively manage ExpressLanes demand and to continue to meet performance targets regarding speed, reliability, and value to ExpressLanes customers has suffered because CAV users are artificially segregated from the population of paying customers and cannot be controlled using price signals.

At the time of the opening of the ExpressLanes, the number of CAV decals issued statewide was 30,000. Since then, that number has increased almost 1000% to 302,453 as of January 1, 2018, with an average annual increase of approximately 54,000 decals per year.

Concurrently, over the past two years, the penetration rate of Clean Air Vehicles in the most congested segment of the ExpressLanes has doubled. Measurements on I-110 North ExpressLanes in the vicinity of Slauson Ave from the first half of 2016 during the weekday AM Peak showed that CAVs constituted 3% of all ExpressLanes traffic. Corresponding measurements from the second half of 2017 revealed that this penetration rate had jumped to 6%.

For insight into the effect of CAVs on the current performance of ExpressLanes, a 6% change in peak period volumes corresponds to a travel time savings of 15 minutes and a speed improvement of 13 mph on I-110 North ExpressLanes. Additional details are shown in Attachment A.

It should be noted that the rise in CAV penetration rates in the ExpressLanes is only one of several variables correlated with the decline in speeds. Other contributing factors may include increases in occupancy switch setting violation rates, overall growth in traffic volumes in the ExpressLanes, and increased occurrence of illegal ExpressLanes ingress and egress to circumvent toll charges.

DISCUSSION

Background

Congestion Pricing is widely recognized as an effective method to practically mitigate congestion in real time. When traffic is uncongested, flow and density increase proportionally, and all vehicles get to travel at full speed. When demand exceeds the maximum capacity of a road, conditions shift from being uncongested to being congested-queues form, delays rise, and speeds drop. Once demand exceeds capacity and traffic shifts from an uncongested state to a congested state, additional flow-related inefficiencies often occur (which often reduce roadway capacity even more, thereby further exacerbating the congestion), and it can take a substantial amount of time for the facility performance to fully recover. This underscores the importance of keeping traffic demand from rising above roadway capacity to ensure travelers can still reach their destinations expeditiously.

An increase in CAVs on the ExpressLanes has been a contributing factor in the growth of ExpressLanes traffic volumes placing additional stress on the ExpressLanes system. CAVs are currently allowed to travel toll-free, effectively removing the price of the trip from their decision-making and reducing the ability to effectively manage ExpressLanes demand. The impacts of this situation are threefold:

- increased congestion severity in the ExpressLanes (i.e., slower speeds)
- longer durations of congestion in the ExpressLanes
- higher toll prices for paying customers of the ExpressLanes

Currently, Metro ExpressLanes allows CAVs with valid DMV decals to access the ExpressLanes for free. Originally, CAVs were required to receive a 100% toll discount in the ExpressLanes, but Metro received an exemption from this requirement for the demonstration phase, during which time CAVs were treated no differently than other ExpressLanes traffic. After that exemption expired, Metro maintained compliance with the law by directing CAVs to declare themselves as HOV 3+ vehicles (regardless of actual occupancy) when using the ExpressLanes, thereby traveling toll free. At the time the exemption expired, the resultant impacts of CAVs on ExpressLanes operations were minimal, as the number of eligible DMV CAV decal holders was substantially lower than present levels.

In 2014, the legislature demonstrated their concurrence with charging a toll to CAVs by including language in AB 1721 (and again when the legislation was renewed in 2017 with AB 544), authorizing High-Occupancy Toll (HOT) lane operators to charge partial tolls to CAVs for more effective traffic demand management. Since then, technological advancements as well as rising CAV volumes and increasing demand for the ExpressLanes have made investment in a system that enables charging CAVs practical and reasonable.

Finally, from an equity perspective, it is justified to charge solo drivers in the ExpressLanes a toll regardless of the type of vehicle they drive. While CAVs mitigate negative air quality impacts, they do nothing to alleviate roadway congestion. The CAV discount policy also ensures that CAVs contribute toward the maintenance and management costs of the roadway-something that CAVs have largely been able to avoid to date, given that these fees are generally collected through gasoline taxes. For example, the average gas tax paid per month is \$11.50 for conventional internal combustion engine

vehicles, \$6.57 for hybrid CAVs, and \$0 for alternative fuel CAVs.

Recommended Solution

To mitigate this issue and improve the performance of the ExpressLanes for all users, staff is recommending that the CAV toll policy be revised to allow for a 15% toll discount for CAVs in place of the current 100% discount policy. This recommendation is based on the following considerations:

- Economic analysis showing that the discount rate should be as low as possible; and,
- Literature review showing that the discount rate should be at least 10% to convey meaningful value.

Supporting Research and Analysis

The above recommendation is based on a detailed investigation into the issue, its potential solutions, and the experiences of other peer agencies across the state and country. Below is a summary of the findings with respect to the handling of CAVs in comparable facilities in California and throughout the US:

- **Provisions in California and Federal law explicitly grant authority to charge CAVs for ExpressLanes use.** At the state level, this provision is found in Section (h) of AB-544, which was signed into law on October 10, 2017. The relevant portion of the law is provided below.
Notwithstanding Section 21655.9, and except as provided in paragraph (2), a vehicle described in subdivision (a) that displays a valid decal, label, or identifier issued pursuant to this section shall be granted a toll-free or reduced-rate passage in high-occupancy toll lanes as described in Section 149.7 of the Streets and Highways Code unless prohibited by federal law.

At the federal level, the FAST Act granted public authorities the ability to offer HOV access for clean air vehicles at partially discounted toll rates through 2025. California authorization for CAV access to HOV lanes is scheduled to end at the same time as federal authorization. The following is a more detailed chronology of the California HOT-lane legislation as it applies to CAVs.

- September 27, 2012: AB-2405 grants CAVs free access to ExpressLanes. (Metro ExpressLanes is granted an exemption to this for its first year of operation)
- September 28, 2013: SB-286 again grants CAVs free access to ExpressLanes.
- September 21, 2014: AB-1721 grants CAVs “toll-free or reduced-rate passage” in ExpressLanes.
- October 10, 2017: AB-544 again grants CAVs “toll-free or reduced-rate passage” in ExpressLanes.
- **A majority of Express Lane facilities across the country are already charging clean air vehicles the same price as solo drivers.** A survey of the 37 Express Lane facilities currently in operation across the country reveals that 68% of them offer no discount for drivers of clean air vehicles. A listing of each facility and CAV discount policy (if any) is provided in Attachment B. Although none of the Express Lane facilities in California are currently offering partial discounts to CAVs, several are currently in the planning stages for such programs.
- **Most FasTrak facilities across the state are already charging clean air vehicles a partial**

or full toll price. A survey of the 18 FasTrak roadway facilities which includes bridges in California reveals that 78% of them have implemented some degree of tolling for CAVs, including 7 facilities that offer a discount of less than 50%, and an additional 5 facilities that offer no discount at all to CAVs. A listing of each facility and CAV discount policy (if any) is provided in Attachment C.

- **Unrestricted (or free) access to HOV and HOT facilities for Clean Air Vehicles is not a widely used strategy in 2018.** 80% of the states in the country are not currently offering HOV-lane access as an incentive for CAV drivers. A commonly cited reason for not offering CAV access to HOV lanes is the negative impact that such access would have on congestion in those lanes.
- **There are up to 17 other incentive programs offered in California to encourage CAV ownership and adoption in addition to the CAV decal program.** These include tax exclusions, exclusive parking access, rebates, utility discounts, registration discounts, and several financial incentive programs.
- **Metro ExpressLanes is currently subsidizing Clean Air Vehicle users \$2.2 million annually when considering just the AM Peak alone,** as a result of the existing 100% discount policy. Implementing a 15% discount policy would allow Metro ExpressLanes to recapture approximately \$1.9 million (85%) of this subsidy if all Clean Air Vehicles choose to continue using the lanes. If they choose to forgo their trip or utilize other travel means this would result in a reduction of traffic on the ExpressLanes.
- **According to economic theory as applied to a freeway facility, the optimal ExpressLanes discount for CAVs would be 0%.** Therefore, the ideal CAV discount rate for the ExpressLanes should be as low as possible, subject to considerations of customer perceptions and consistency. The more traffic that is allowed an exemption, or the more significant the discount offered, the greater the difficulty in achieving optimum traffic volumes and delivering maximum benefits to society with respect to mobility. This is further substantiated by data on the negative effects of congestion and inadequate demand management shown in Attachment D.
- **According to marketing research, the discount should be no less than 10% to ensure it is perceived by customers as a meaningful discount.** Research has shown that discounts should be at least 10% to successfully influence decision-making behavior and perceptions of 91%-94% of those surveyed (Ingene & Levy, Journal of Marketing, Vol 46).

ALTERNATIVES CONSIDERED

The Board may elect not to modify the current CAV policy. This alternative is not recommended, as it would result in the continued inability to effectively manage a rapidly growing segment of the population of ExpressLanes users through market pricing of increasingly scarce roadway capacity.

NEXT STEPS

Upon Board approval, staff will take the necessary steps to implement the new CAV toll discount policy and notify customers of the change with an outreach strategy and educational campaign. This will include email announcements, web site updates, welcome booklet enhancements, and close coordination with stakeholders. Staff will also provide supportive training to all customer service staff regarding CAV policy, and will update all ExpressLanes policies and procedures to reflect the new

CAV discount. Pending Board approval of this CAV discount policy, implementation is expected to be complete in the second half of 2018.

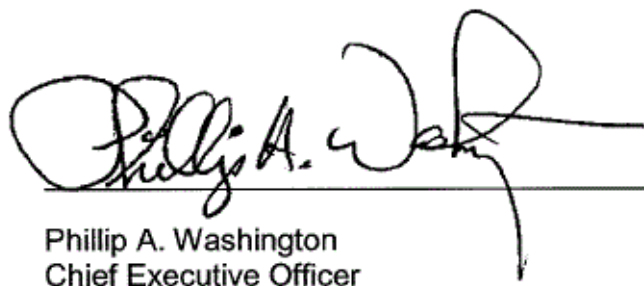
Furthermore, staff will periodically review the CAV policy to ensure it continues to serve the best interests of the ExpressLanes, and will return to the Board with any further recommendations for enhancements to the policy, as appropriate.

ATTACHMENTS

- Attachment A - Impact of 5% Reduction in ExpressLanes Traffic Volume
- Attachment B - CAV Treatment on Express Lanes Facilities in the United States
- Attachment C - CAV Treatment on FasTrak Roadway Facilities in California
- Attachment D - The Importance of Managing Demand

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Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

Impacts of 5% Reduction in ExpressLanes Traffic Volume

PURPOSE

To gain insight into the effect of Clean Air Vehicles (CAVs) on the performance of ExpressLanes, this analysis examines the operational impacts of reducing traffic volumes in the Metro ExpressLanes by 5% during the peak periods. This is based on data from November 2017 indicating that CAVs constitute 4-6% of traffic in the ExpressLanes during the AM Peak.

BASIC PRINCIPLE

This analysis takes advantage of the natural fluctuations in traffic from day to day to estimate the effects of reducing traffic volumes in the ExpressLanes by 5% by comparing conditions during normal or average traffic days to conditions in days where traffic volumes were 5% lower than the average. Details, assumptions, and parameters used to perform this quantitative analysis are documented in Appendix A.

FINDINGS

Based on this analysis methodology, impacts with respect to travel times and average speeds have been calculated for each of the ExpressLanes corridors during their respective peak periods. Table 1 summarizes these findings.

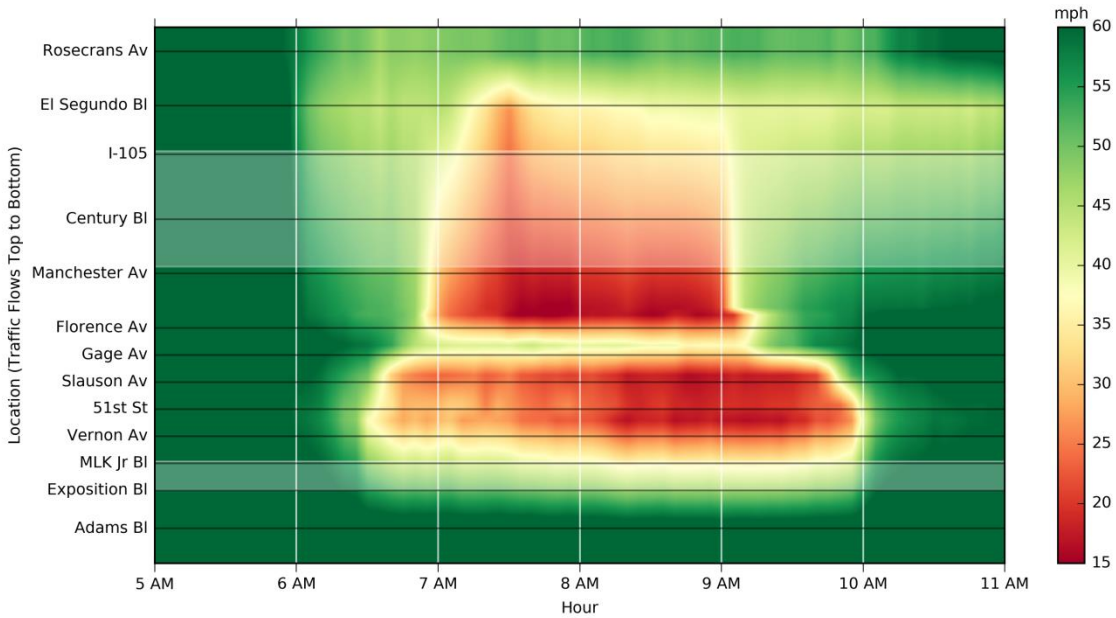
Table 1. Summary of Performance Impacts for each ExpressLanes Corridor during Peak Periods

| Performance Metric | I-110 North ExpressLanes | I-110 South ExpressLanes | I-10 West ExpressLanes | I-10 East ExpressLanes |
|-----------------------------|-----------------------------------|----------------------------------|----------------------------------|-----------------------------------|
| End-to-End Travel Time | 48% faster (15 minutes faster) | 13% faster (2 minutes faster) | 32% faster (7 minutes faster) | 38% faster (10 minutes faster) |
| Peak Hour Speed Improvement | 40% faster (13 mph faster) | 3% faster (1 mph faster) | 24% faster (11 mph faster) | 18% faster (8 mph faster) |

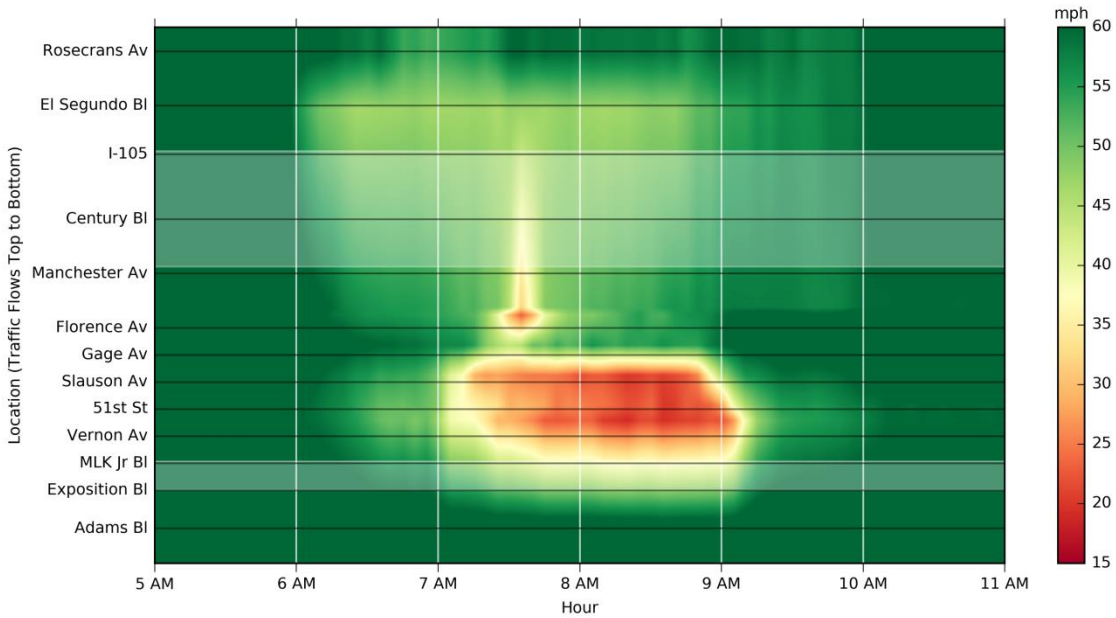
To illustrate the speed improvements on a more detailed level, Figure 1 provides a side-by-side comparison of speeds for an entire corridor (again, I-110 North during the AM Peak) under typical traffic conditions, and as calculated for a 5% reduction in traffic volumes. Similar figures for the other ExpressLanes corridors are provided in Appendix B.

To illustrate the travel time improvements on a more detailed level, Figure 2 compares the median travel times for one corridor (I-110 North during the AM Peak) under typical traffic conditions, and the calculated new median travel times based on a 5% reduction in traffic volumes. Similar figures for the other ExpressLanes corridors are provided in Appendix C.

Figure 1. Comparison of speeds on I-110 North ExpressLanes during the AM Peak
TYPICAL TRAFFIC CONDITIONS

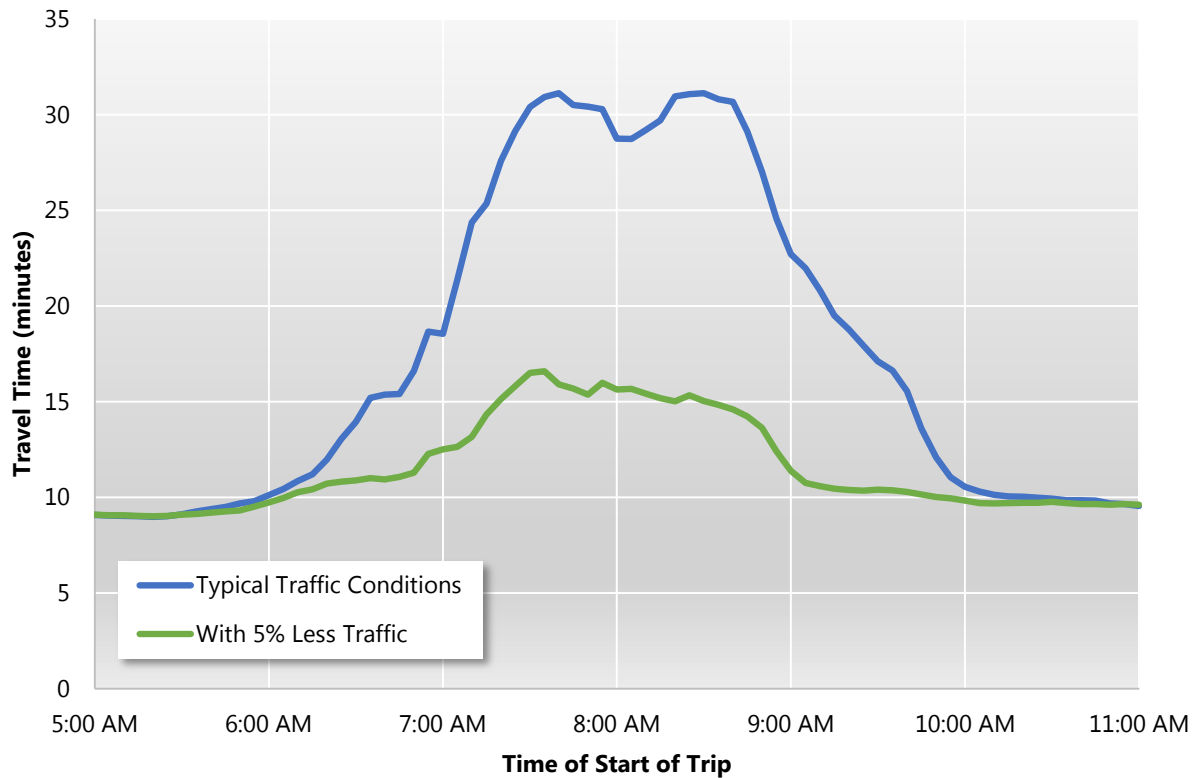


TRAFFIC CONDITIONS WHEN VOLUMES ARE 5% LOWER



Note: Lighter bands in the figures indicate areas where detector coverage was poor and where results may be less reliable.

Figure 2. Comparison of End-to-End travel times on I-110 North ExpressLanes during the AM Peak



INTERPRETATION OF RESULTS

As Table 1 and the preceding figures reveal, a relatively minor reduction in traffic volumes can have a significant and substantial impact on performance when a facility is operating at capacity. This includes not only reductions in travel times and improvements in speeds, but also reductions in the duration of congestion and the extent of slow-moving traffic. This is readily appreciated in Figure 1, by noting that the yellow and red areas are more compressed horizontally (meaning that the peak period does not last as long) and vertically (meaning that fewer sections of the freeway are congested during the peak period) in the case of a 5% reduction in traffic volumes.

It is important to note that these results should not be interpreted as a direct prediction of impacts for charging CAVs a discounted toll, but rather as a source of insight into the difference that a change in traffic volume of 5% can have on facility performance. In practice, actually achieving a reduction in volumes of 5% is complicated by the fact that as some trips are removed, other trips quickly take their place as drivers shift from other routes, other times of day, and other travel modes to take advantage of the improved facility performance afforded by the original 5% volume reduction. This “induced demand” effect is the reason that dynamic roadway pricing is so critical to the ongoing achievement of performance targets, as congestion pricing controls demand and keeps it from exceeding target levels. This demand control ensures that the ExpressLanes continue to perform at their optimal level without being mired in congestion. Conversely, when ExpressLanes price signals are undermined by the provision of toll exemptions or moderate-to-substantial toll discounts for a non-trivial fraction of vehicles, the

prices become ineffective at controlling demand as intended, and traffic conditions more readily degrade in the ExpressLanes, resulting in congestion.

Care should be used when interpreting the results for corridors with significant congestion at the downstream exit from the ExpressLanes, such as on I-10 East, because of the probability of correlation between VMT in the ExpressLanes and VMT in the freeway general-purpose (GP) lanes. More precisely, the dates used for the “reduced traffic volume” scenario for ExpressLanes may correspond to reduced-VMT dates for the freeway mainline as well, which could account for a non-trivial proportion of the reduced congestion at the point where the ExpressLanes end and the ExpressLanes traffic is forced back into the freeway mainline. This is not an issue at any ExpressLanes access points where traffic is not forced to queue up to exit.

Appendix A: Detailed Analysis Methodology

This appendix describes the source data used, the methods applied to perform the analysis, and the parameters associated with the methodology. Assumptions are declared in these sections as they are made.

SOURCE DATA

Disaggregate Data

Data from inductive loops are used to measure flow, speed, and occupancy at fixed locations along Caltrans roadway facilities by lane. These data are publicly available in various aggregation intervals ranging between 30 seconds and 1 day through the Caltrans Performance Measurement System (PeMS) web site. For the purposes of this analysis, 5-minute detector data for the ExpressLanes (i.e., HOT lanes) are used unless otherwise specified.

Data Filtering

When data are not properly reported for a given time interval and lane location, PeMS automatically attempts to impute the missing data using other available data from its nearest neighbors in space and time (i.e., from other measured data at other locations for the same time interval, and from other measured data at the same location for other time intervals). The level of imputation is reported with all PeMS data as a “percent observed” quality rating, where a value of 100% means that the given data was fully measured in the field and 0% means that the given data was entirely imputed. For the purposes of this analysis, data with a “percent observed” less than 70% was discarded.

Aggregated VMT Data

In addition to these high resolution 5-minute PeMS detector data, this analysis also uses aggregated hourly data for vehicle miles traveled (VMT) at each detector location. VMT is a derivative quantity based on measured flow and the distance to the next available detectors immediately upstream and immediately downstream on the facility. VMT is calculated as the product of flow and effective detector coverage zone, where the effective detector coverage zone is measured by calculating the two midpoints between the detector and either of its immediate neighbors (i.e., the nearest neighbor upstream and the nearest neighbor downstream) and taking the distance between those two midpoints.

Because this analysis relies only on VMT for its relative magnitudes and fluctuations from day to day, but not on its absolute magnitude, data imputation may be reasonably expected to have a minimal impact on overall results assuming that imputation trends by detector remain relatively consistent throughout the analysis period (i.e., a detector that is highly imputed in one month will also be highly imputed in other months, and vice versa). Experience with PeMS data has shown this to be a highly appropriate and justifiable assumption. Therefore, no filtering by “percent observed” is done for VMT data.

PARAMETERS

The following list summarizes key analysis parameters for the described methodology.

- The AM Peak applies to I-110 North and I-10 West, and spans the 5–11 AM period.
- The PM Peak applies to I-110 South and I-10 East, and spans the 2–8 PM period.
- PeMS data are used for the period between January 1 and December 31, 2017. Only weekdays are considered.

- Spatial analysis extents for each corridor are as follows, where post-miles (PMs) follow Caltrans “absolute milepost” measurement system.
- I-10: Between Alameda St (PM 15.3) and I-605 (PM 29.7)
- I-110: Between SR 91 (PM 10.6) and Adams Blvd (PM 20.5)

METHODOLOGY

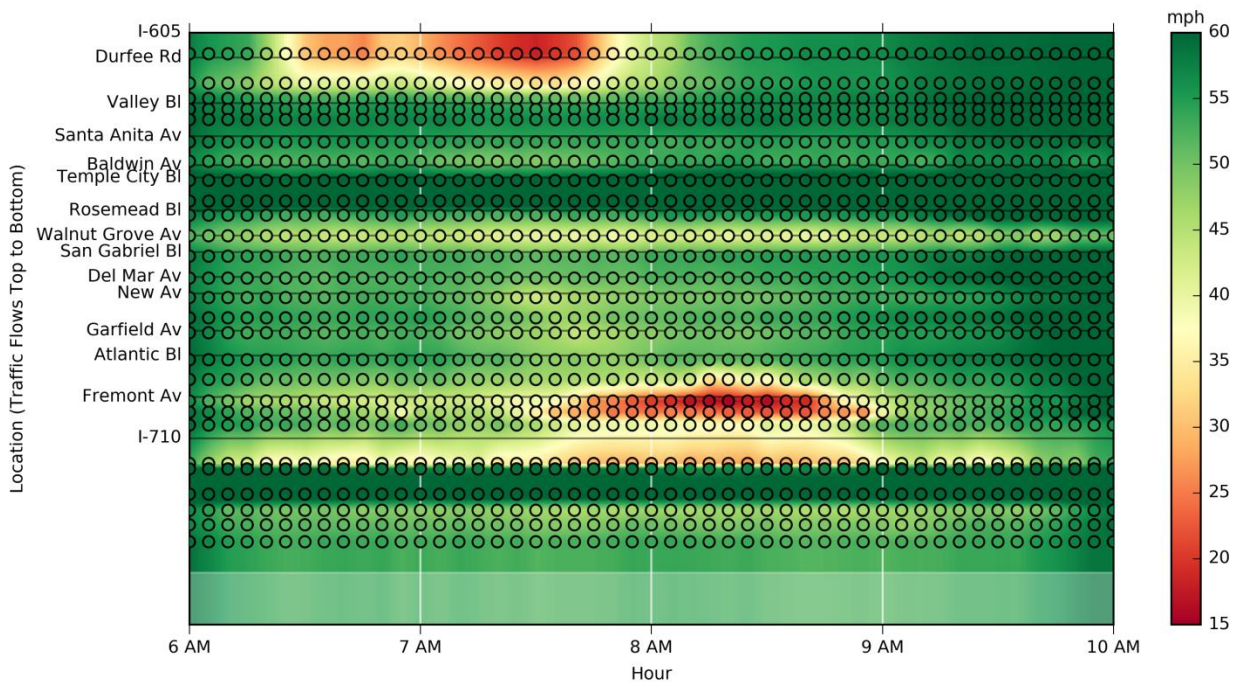
Evaluating Corridor Speed Contours

A speed contour plot shows the distribution of speeds on a corridor in time and space. In other words, it shows how speeds vary by location along the corridor by time—and in this case, by time of day. In this analysis, speed contours are prepared by linearly interpolating between detector point speed measurements. Figure 3 shows the available data points as solid-colored circles, superimposed on the resultant speed contour plot.

When multiple days of data are available, the measurements for a given location and time of day are averaged using the statistical median to characterize the typical traffic patterns. Because of the asymmetrical distribution of speed data and the frequent occurrence of outliers caused by incidents, the median is a more reasonable and justifiable measure of expected value than the arithmetic mean.

In some instances, particularly when the source data set contains few usable dates to draw upon, there may be segments of roadway where detector coverage is relatively poor and the displayed speeds may be less reliable. On the speed contour plots, these cases are defined as any portions of roadway that are more than 0.75 miles from the nearest available valid detector data, and are indicated by lighter shading on those areas as shown at the bottom of Figure 3.

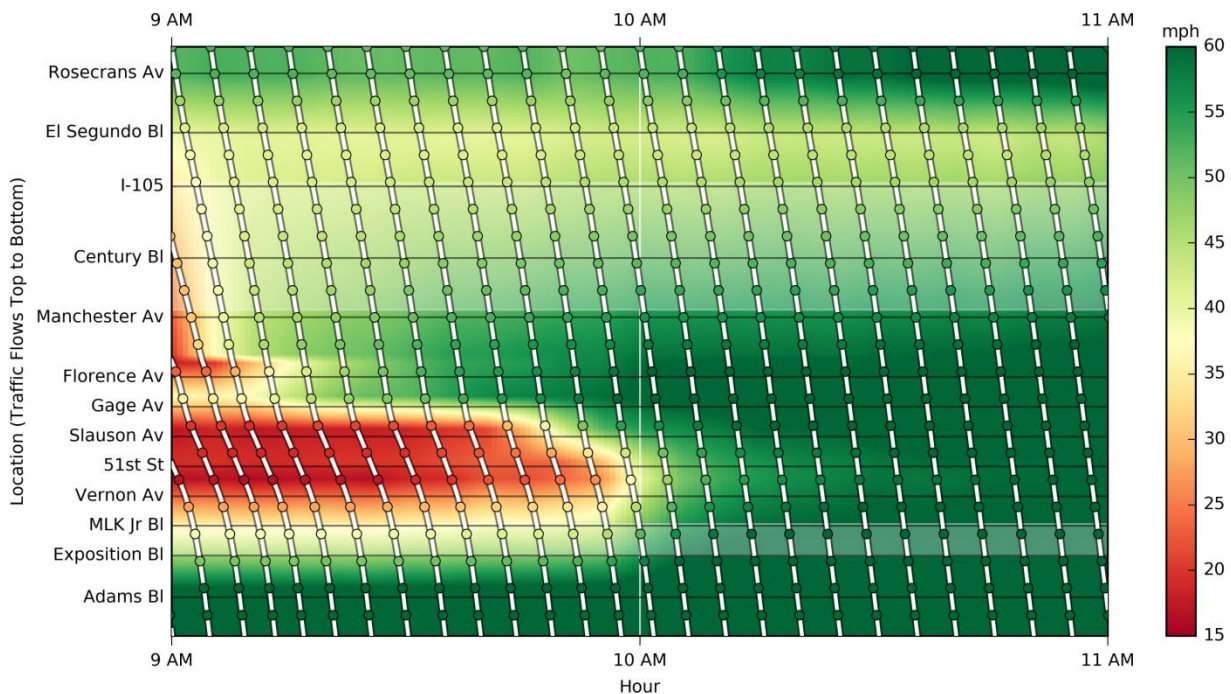
Figure 3: Speed contour plot with source data points superimposed



Measuring Corridor Travel Times

In this analysis, travel times are estimated from point measurements along a given corridor (e.g., from inductive loop data) by simulating the progress of virtual vehicles from one end of the corridor to the other. In the case of this analysis, these vehicles are dispatched from the upstream end of the corridor every 5 minutes and their progress is re-evaluated every 45 seconds or every 30 feet along the corridor—whichever occurs first. The time between successive re-evaluations is called the simulation time-step. Generally, the distance threshold will govern, and vehicle progress will be re-evaluated every 30 feet. However, if traffic speeds drop very low, the time threshold of 45 seconds will be reached first, and progress will be re-evaluated after that amount of time. This is included as a protection to ensure that time steps do not grow excessively long when speeds are particularly low. At the start of each simulation time-step, the speed of the vehicle is calculated using the exact location and timestamp of the vehicle at that moment, using linear interpolation between the nearest 5-minute detector data in time and space. The vehicle is then assumed to proceed at that speed for the duration of the simulation time-step. Figure 4 shows the progress of simulated vehicles for the I-110 North ExpressLanes using this approach.

Figure 4: Simulated vehicle progress across a corridor for a given set of speed conditions.



In Figure 4, the white lines are the simulated vehicle trajectories traversing the corridor, where the top represents the upstream start of the corridor and the bottom represents the downstream end. Time is represented on the horizontal axis, such that the slopes of the white trajectory lines correspond to vehicle speeds. Consequently, steeper trajectories indicate faster-moving vehicles, and vice versa. The colored dots along each trajectory indicate the assumed speed of each simulated vehicle at that moment, based on the underlying speed contour plot data. Note that for visualization purposes, only every 250th dot is shown on the trajectories. In other words, the actual vehicle simulations involve re-evaluating vehicle progress much more often than the figure suggests (250 times more often, to be precise).

Measuring Corridor Traffic Volume

While flows are a direct and reasonable measure of traffic volume at a point location, total VMT is a more suitable measure of flows across an entire corridor as the effective detector coverage zone gives proper weights to each detector's measured flow. Using VMT rather than aggregate detector flows on a corridor also avoids issues associated with counting the same vehicles at multiple detector locations along the roadway, since the unit of measure is vehicle-miles for VMT (which can be summed across locations) rather than vehicle count (which cannot be summed across locations without high risk of counting many vehicles more than once). Therefore, in this analysis, total corridor VMT will be used as a measure of total corridor traffic volume. As this analysis considers only the HOT lanes, only the VMT from the HOT lanes will be aggregated.

Identifying Days with Typical Traffic Volumes

To identify dates with typical traffic volumes, VMT data are aggregated for each corridor across all hours of the respective peak period for that corridor (see the Parameters section) to yield a measure of total VMT for a given peak period and date. The distribution of total VMT throughout the year is then analyzed and the median or 50th percentile value identified. All days with VMT reasonably close to this median value then constitute the set of days with typical traffic volumes, where "reasonably close" is defined as the range between the 40th and 60th percentile total VMT values.

Identifying Days with Reduced Traffic Volumes

Once the 40th and 60th percentile total VMT value are established, these two values are reduced by 5% to identify a new VMT range to define days where traffic volumes were 5% less than typical or average (median) values. All days with VMT within this modified range constitute the set of days with traffic volumes reduced by 5%.

Addressing a Complication of VMT and Congestion

The intent of this analysis is to focus on the effect of taking 5% of vehicles off the road, rather than by reducing capacity so that 5% fewer vehicles can use the road. Unfortunately, either scenario can have the overall effect of reducing VMT by 5%, depending on the particular nature of the roadway congestion (i.e., the specific distribution of speeds in time and space). For example, compared to typical commuter traffic conditions, VMT can be expected to decrease on holidays (i.e., less congestion and higher speeds due to taking some vehicles off the road) and also on days with severe congestion that substantially limits the flow of vehicles on the roadway during the analysis period (e.g., a major incident near the downstream end of the corridor).

Fortunately, measurements of traffic density can be used to focus only on the days where VMT decreased due to a reduction in the number of vehicles on the road at any given time rather than the days when VMT decreased due to severe congestion and reduced capacity, as density decreases in the former situation and increases in the latter case. This is intuitive (but can be shown theoretically), as vehicles are packed more closely together on the road when congestion worsens, whereas they have more space between them when traffic gets lighter.

While density cannot be measured directly by inductive loops, occupancy data can be used in its place assuming traffic is roughly stationary (i.e., does not change in characteristics rapidly in time or space) in each detector's effective coverage zone for each 5-minute period. When traffic is stationary, occupancy and density are directly proportional to each other, assuming that the distribution of vehicle lengths on the road does not change over time.

Therefore, for this analysis, average peak period detector occupancy is calculated for each corridor and date using the 5-minute detector data, weighted by the length of each detector's

effective coverage zone. The median detector occupancy value is calculated for the “typical traffic volumes” days and the “reduced traffic volume” days combined. Any days in the “typical traffic volumes” set that are lower than the median detector occupancy are filtered out, and any days in the “reduced traffic volume” set that are higher than the median are filtered out, to ensure the overall traffic density decreases when going from the “typical traffic volume” set to the “reduced traffic volume” set as desired.

Characterizing Traffic Patterns for Days with Typical and Reduced Volumes

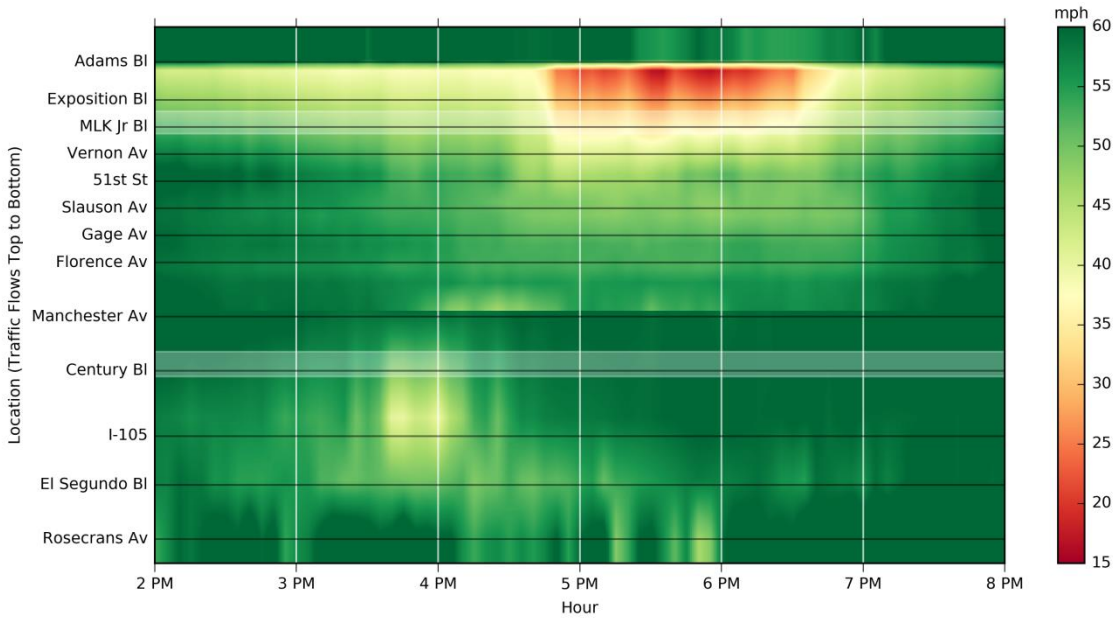
Travel time data are reported as median travel times by time of day, where the median value is calculated across all days in the data set. A median value is used in place of the arithmetic mean due to the asymmetrical nature of travel time distributions and a tendency for extreme outliers to exist more often on the higher end of the distribution. Using the median travel times by time of day, the peak hour can be identified to within 5 minutes, based on the one-hour interval with the highest total travel times in it (recall that travel times are evaluated every 5 minutes). The difference between the total travel times for this peak hour in the “typical traffic volume” and “reduced traffic volume” sets is then calculated and reported as both a percentage and an absolute value, where the absolute value is divided by the total number of travel time data points included in the peak hour analysis (i.e., 12 points) to represent an expected time savings for a single given trip.

Using the peak hour identified from the travel time data, the peak hour average speed for the corridor can also be calculated by taking the median speed data for the corridor and computing the arithmetic mean value across all detectors for the peak hour. In the latter case, the arithmetic mean is appropriate given that the median has already been used in an earlier calculation step as a form of outlier filtering that could have otherwise skewed the results, and that taking a median of a median set can generate misleading results due to the definition of the median. Furthermore, when characterizing speeds across two dimensions (time and space), it can be an asset rather than a liability to use a statistic (i.e., the mean) that gives equal consideration, weight, and influence to each source data point regardless of its value. Finally, because the ultimate quantity of interest is a difference between two datasets (i.e., the “typical traffic volume” and “reduced traffic volume” sets), issues of detector bias that can otherwise create issues with using the arithmetic mean instead of the median are less of a concern, as the bias would be present in both datasets being compared.

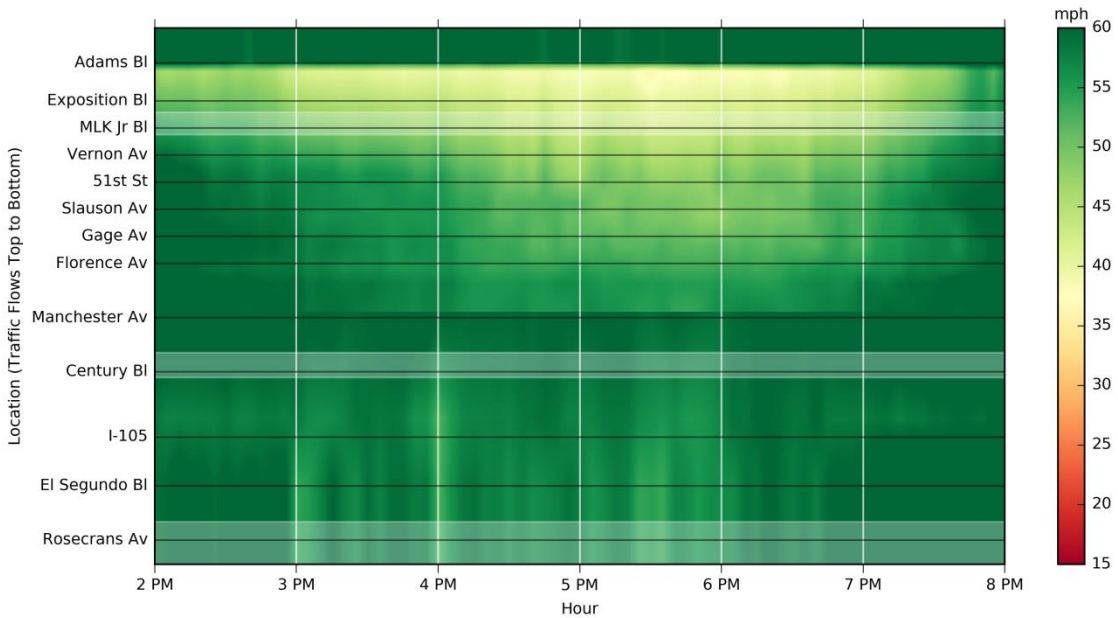
Once average speeds for the peak periods are calculated for both the “typical traffic volume” and “reduced traffic volume” datasets, the difference between the two is calculated and reported as both a percentage and an absolute value.

Appendix B: Speed Data for other ExpressLanes corridors
Results for I-110 North are provided in the main body of the technical memo.

Figure 5. Comparison of speeds on I-110 South ExpressLanes during the PM Peak
TYPICAL TRAFFIC CONDITIONS

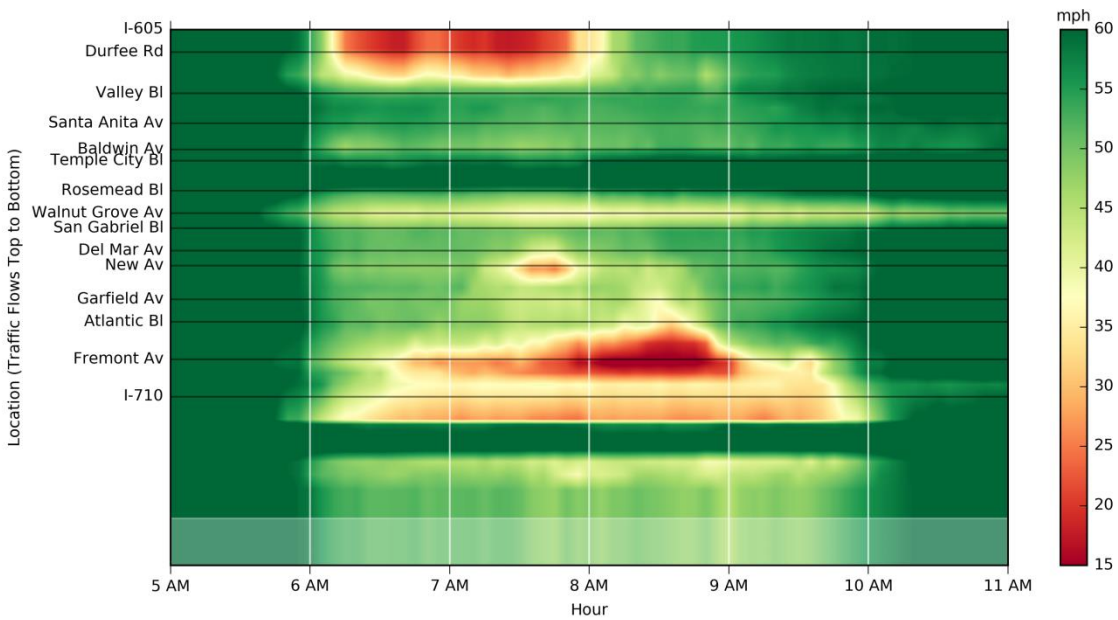


TRAFFIC CONDITIONS WHEN VOLUMES ARE 5% LOWER

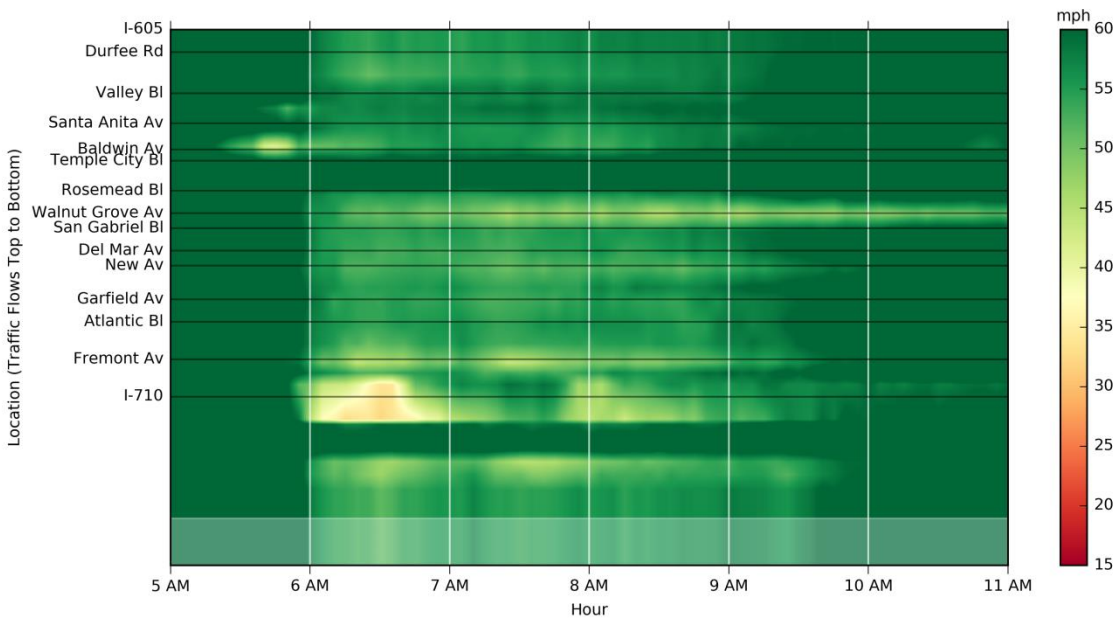


Note: Lighter bands in the figures indicate areas where detector coverage was poor and where results may be less reliable.

Figure 6. Comparison of speeds on I-10 West Express Lanes during the AM Peak
TYPICAL TRAFFIC CONDITIONS

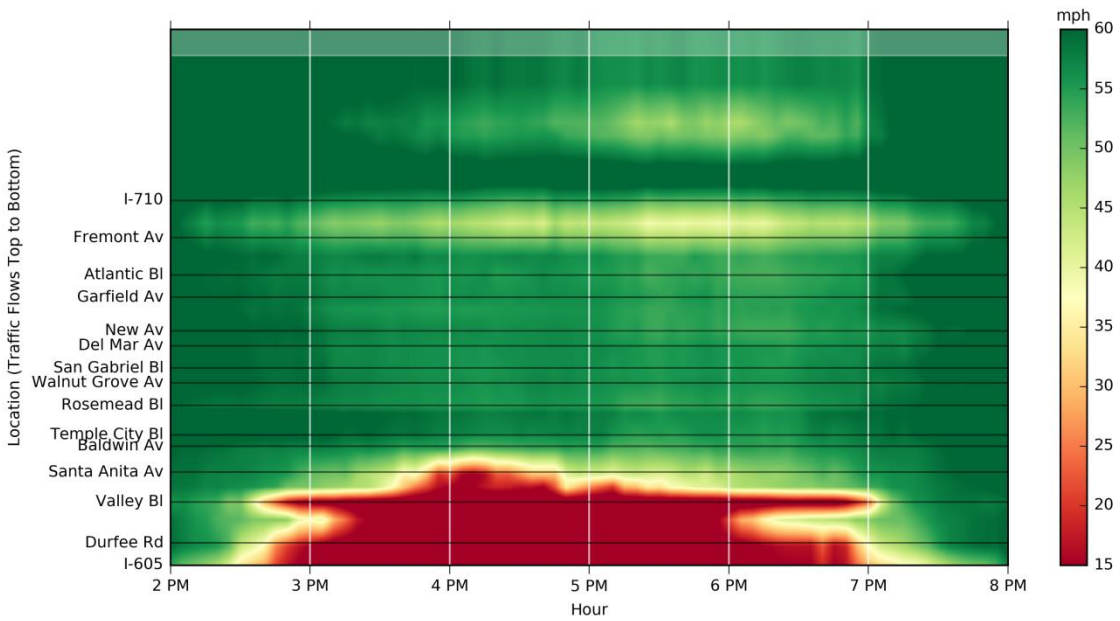


TRAFFIC CONDITIONS WHEN VOLUMES ARE 5% LOWER

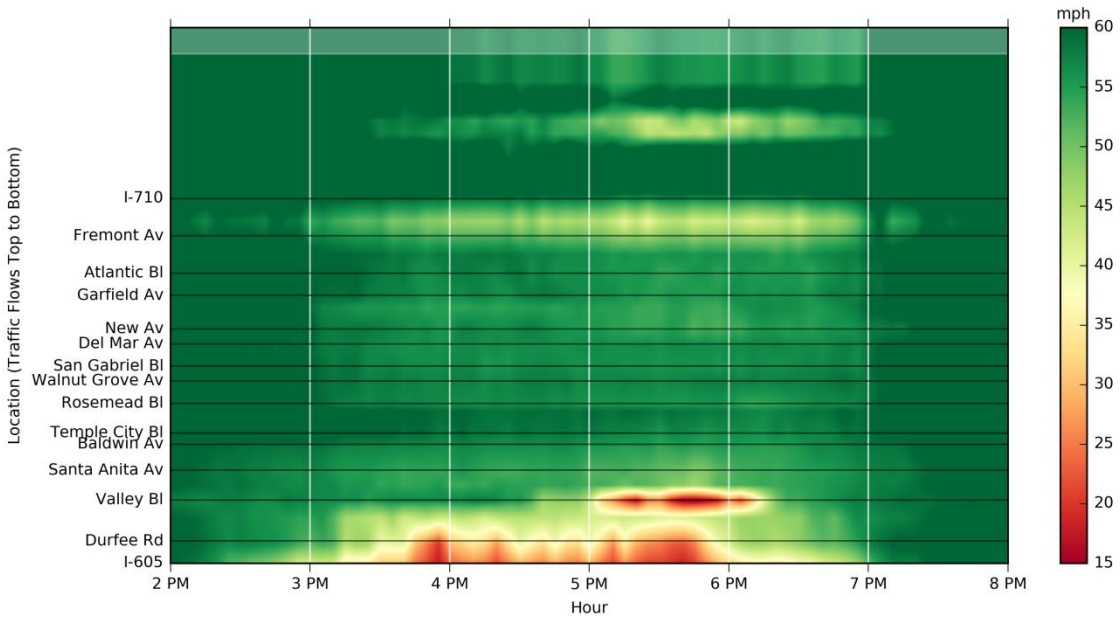


Note: Lighter bands in the figures indicate areas where detector coverage was poor and where results may be less reliable.

Figure 7. Comparison of speeds on I-10 East Express Lanes during the PM Peak
TYPICAL TRAFFIC CONDITIONS



TRAFFIC CONDITIONS WHEN VOLUMES ARE 5% LOWER



Note: Lighter bands in the figures indicate areas where detector coverage was poor and where results may be less reliable.

Appendix C: Travel Times for other ExpressLanes Corridors
Results for I-110 North are provided in the main body of the technical memo.

Figure 8. Comparison of End-to-End travel times on I-10 West ExpressLanes during the AM Peak

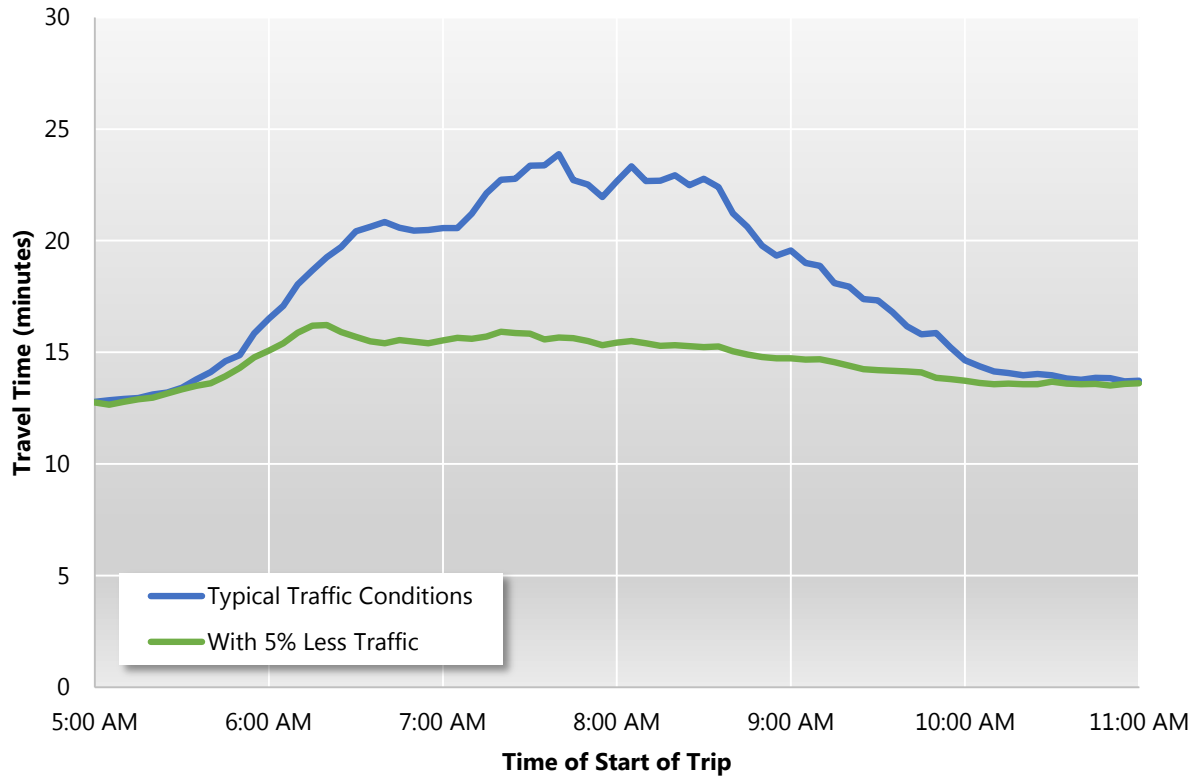


Figure 9. Comparison of End-to-End travel times on I-10 East ExpressLanes during the PM Peak

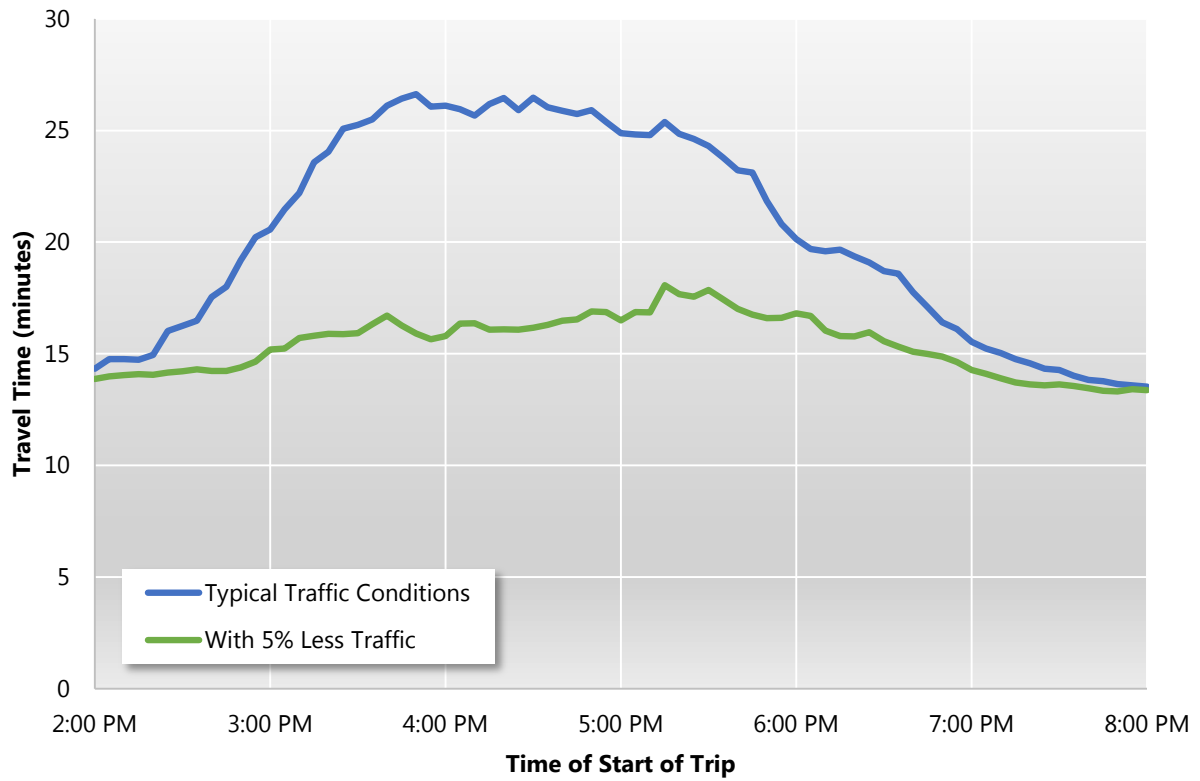
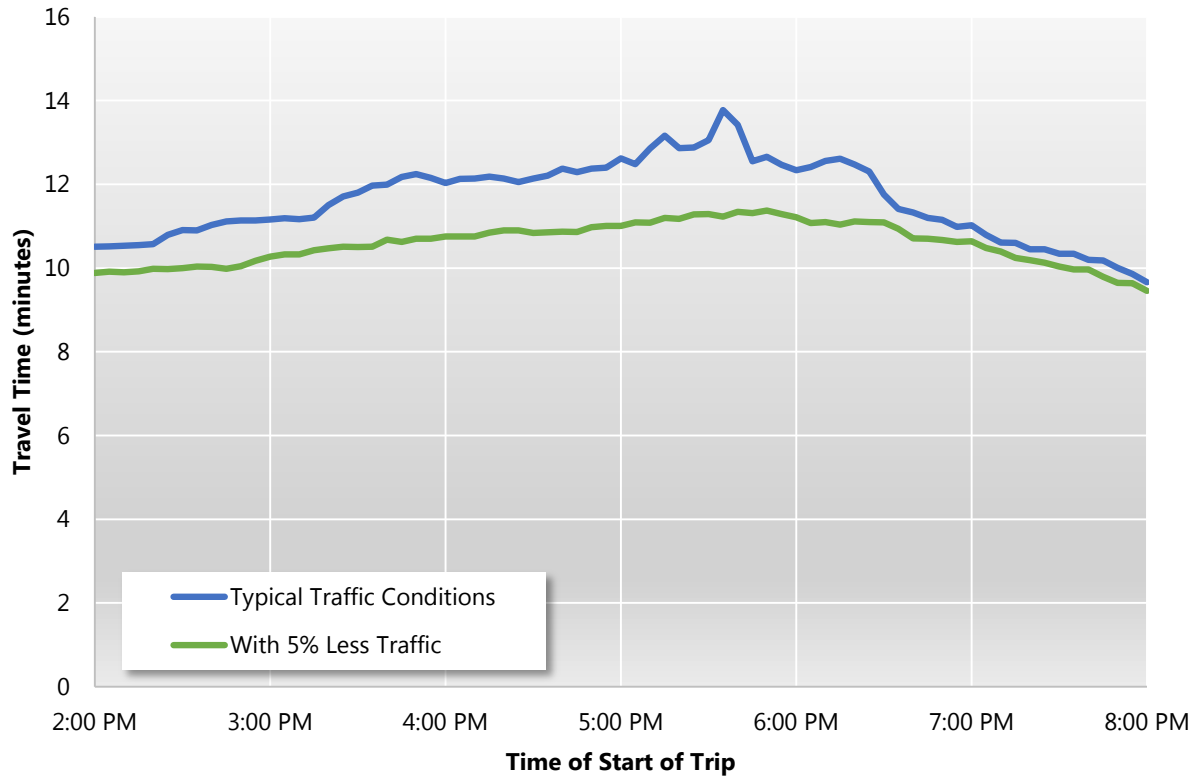


Figure 10. Comparison of End-to-End travel times on I-110 South ExpressLanes during the PM Peak



ATTACHMENT B

CAV Treatment on Express Lanes Facilities in the United States

| State | Facility | CAV Discount |
|-----------------------|---|---|
| CA | SR 91 Express Lanes | 100%, except 50% during PM Peak (EB only) |
| | I-15 Express Lanes | 100% |
| | I-580 Express Lanes | 100% |
| | I-680 Express Lanes | 100% |
| | SR 237 & I-880 Express Lanes | 100% |
| CO | I-25 Central Express Lanes | 100% |
| | US 36 | 100% |
| | I-25 North Segment | 100% |
| | I-70 Mountain Express Lane | 100% |
| FL | I-95 Express Lanes | 100% |
| | I-595 | 0% |
| GA | I-85 Express Lanes | 100% |
| | I-75 Express Lanes | 0% |
| MD | I-95 Express Toll Lanes | 0% |
| MN | I-394 Managed Lanes | 0% |
| | I-35W Managed Lanes | 0% |
| | I-35E Managed Lanes | 0% |
| TX | I-10 Katy Fwy Managed Lanes | 0% |
| | I-45 North Fwy HOT Lanes | 0% |
| | I-45 Gulf Fwy HOT Lanes | 0% |
| | US 59 Eastex Fwy HOT Lanes | 0% |
| | US 59 Southwest Fwy HOT Lanes | 0% |
| | US 290 Northwest Fwy HOT Lanes | 0% |
| | LBJ TEXpress Lanes and I-635 East Express | 0% |
| | DFW Connector TEXpress Lanes | 0% |
| | NTE (I-35W) TEXpress Lanes | 0% |
| | I-30 TEXpress Lanes | 0% |
| | MoPac Loop 1 Express Toll | 0% |
| | SH 71 Toll Express | 0% |
| | I-35E TEXpress Lanes | 0% |
| SH 114 TEXpress Lanes | 0% | |
| UT | I-15 Express Lanes | 100% |
| VA | I-495 Express Lanes | 0% |
| | I-95 Express Lanes | 0% |
| | I-66 Express Lanes | 0% |
| WA | SR 167 HOT Lanes | 0% |
| | I-405 Express Lanes | 0% |

Sources:

- Individual agency informational materials, phone calls, and press releases.
- Turnbull, K. *Impact of Exempt Vehicles on Managed Lanes*. Texas A&M Transportation Institute. Report FHWA-HOP-14-006. March 2014.

ATTACHMENT C

CAV Treatment on FasTrak Roadway Facilities in California

| Agency | Facility | Effective CAV Discount |
|-----------------------------|---|------------------------|
| OCTA and RCTC | SR 91 Express Lanes | 97% ¹ |
| SANDAG | I-15 Express Lanes | 100% |
| | SR 125 South Bay Expressway | 0% |
| ACTC | I-580 Express Lanes | 100% |
| | I-680 Express Lanes | 100% |
| VTA | SR 237 & I-880 Express Lanes | 100% |
| TCA | SR 73 | 0% |
| | SR 133 | 0% |
| | SR 241 | 0% |
| | SR 261 | 0% |
| BATA | Antioch Bridge (SR 160) | 19%. ² |
| | San Francisco-Oakland Bay Bridge (I-80) | 21%. ² |
| | Benicia-Martinez Bridge (I-680) | 18%. ² |
| | Carquinez Bridge (I-80) | 16%. ² |
| | Dumbarton Bridge (SR 84) | 28%. ² |
| | Richmond-San Rafael Bridge (I-580) | 20%. ² |
| | San Mateo-Hayward Bridge (SR 92) | 24%. ² |
| Golden Gate Bridge District | Golden Gate Bridge (US 101) | 6%. ³ |

Notes

1. 50% during PM Peak (EB only). 100% all other situations. The volume-weighted average discount is approximately 97%.
2. Based on a 50% discount during the peak periods, and no discount at all other times. Traffic volumes are used to calculate a weighted average of the two discount levels to obtain an effective overall average.
3. Based on a 30% discount during the peak periods, and no discount at all other times. Traffic volumes are used to calculate a weighted average of the two discount levels to obtain an effective overall average.

ATTACHMENT D

The Importance of Managing Demand

Congestion Pricing is widely recognized as an effective, justifiable method for transportation demand management (TDM). This briefing document provides an overview of the reasons that TDM is such an important topic, particularly in the context of facilities carrying vehicular traffic such as freeways.

GOVERNING PRINCIPLE

According to traffic flow theory, there is a key fundamental relationship between the flow of vehicles in a given lane and the corresponding density of vehicles in that lane. When traffic is uncongested, flow and density increase proportionally, and all vehicles get to travel at full speed. This is intuitive, and can be easily seen in Figure 1 and Figure 2, where density doubles when flow doubles, but speeds remain the same because the lane has not yet reached its capacity threshold.

Figure 1: ExpressLanes traffic conditions for a demand of 360 vehicles per hour

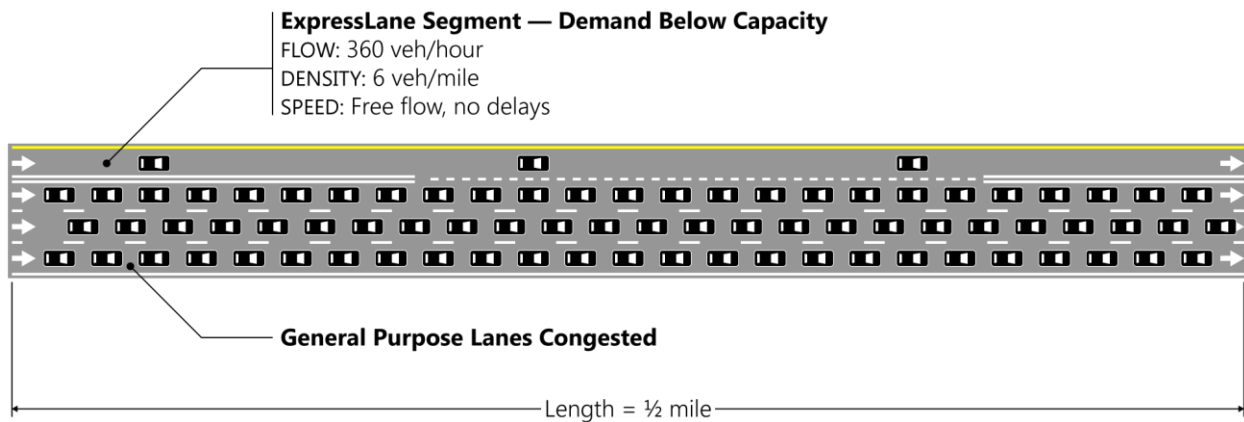
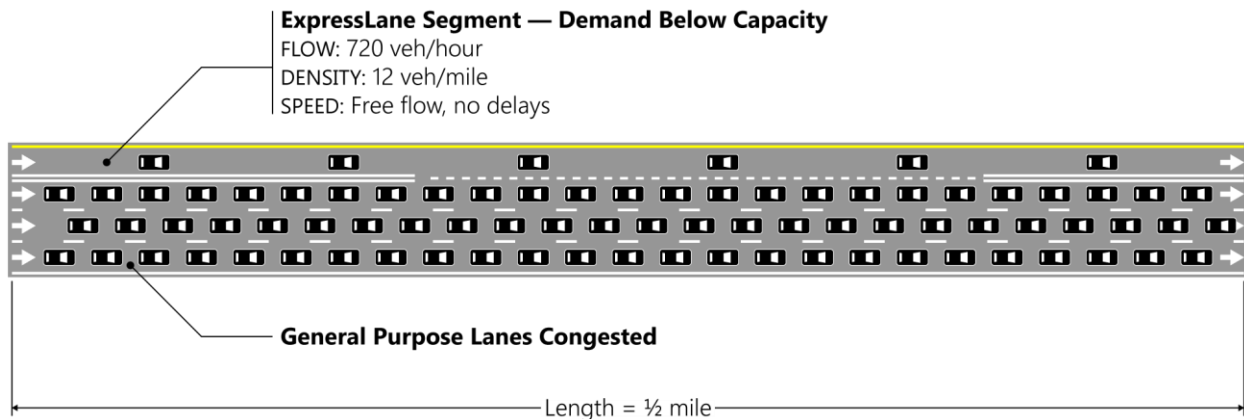
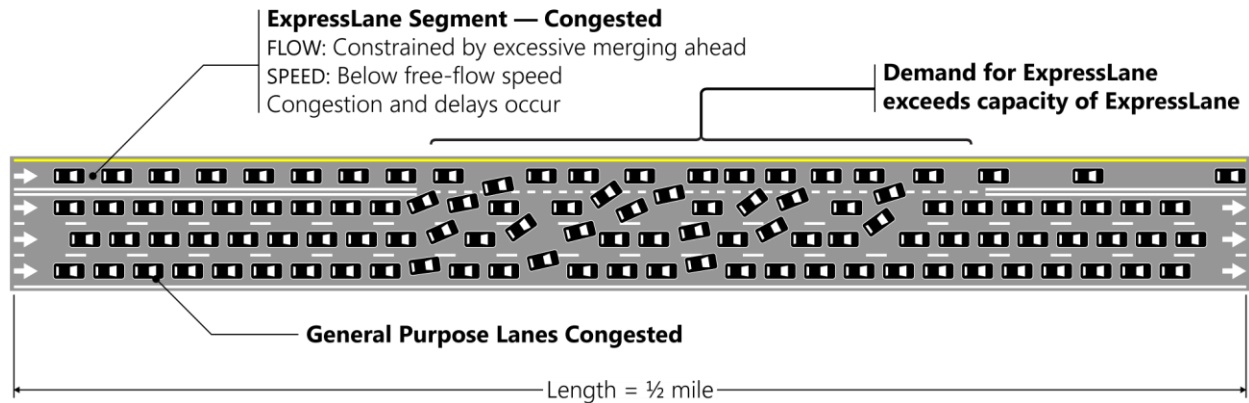


Figure 2: ExpressLanes traffic conditions when demand doubles to 720 vehicles per hour



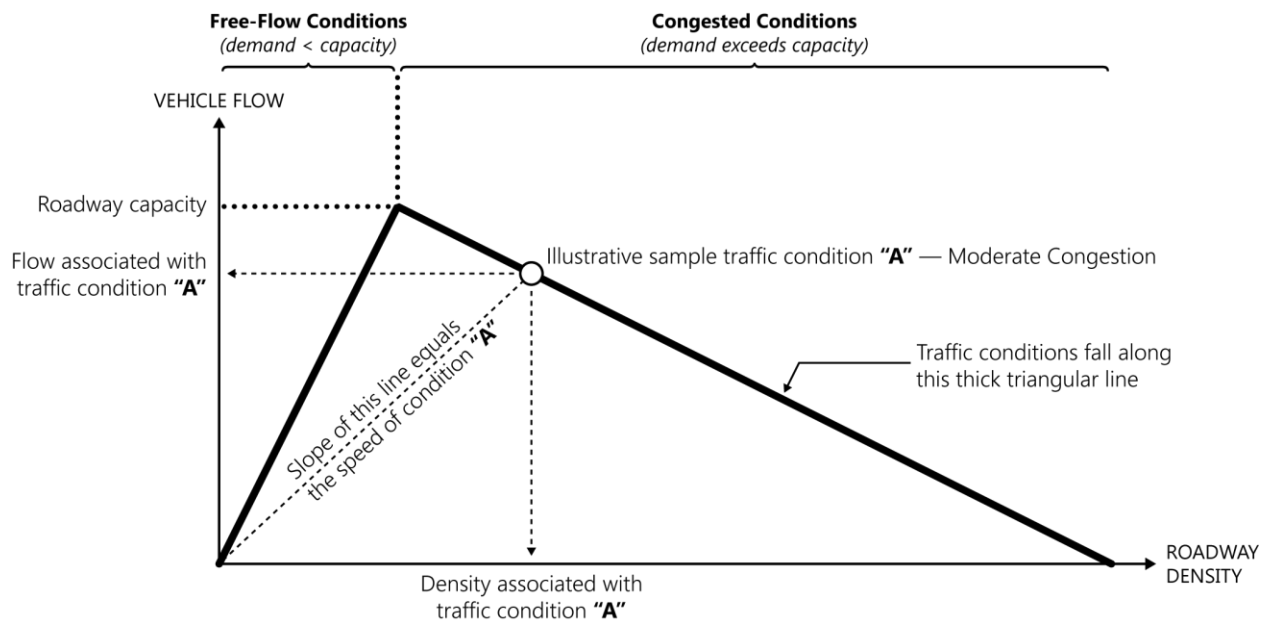
When demand exceeds the maximum capacity of a road, conditions shift from being uncongested to being congested and the relationship between flow and density changes drastically—yet predictably. Flow becomes constrained as more vehicles attempt to access the road than it can accommodate. Queues form, delays rise, and speeds drop. In these congested conditions, the more constrained the flow becomes (or the greater the imbalance between demand and capacity), the farther the speeds drop. This condition is shown in Figure 3.

Figure 3: ExpressLanes traffic conditions when demand exceeds capacity



The relationship between speed, flow, and density can be represented visually in what is referred to as the “fundamental diagram,” which is shown in Figure 4. As the figure shows, traffic speeds start dropping immediately once demand rises above capacity. The extents of the resultant delays caused by the congestion are specific to each roadway configuration and demand profile.

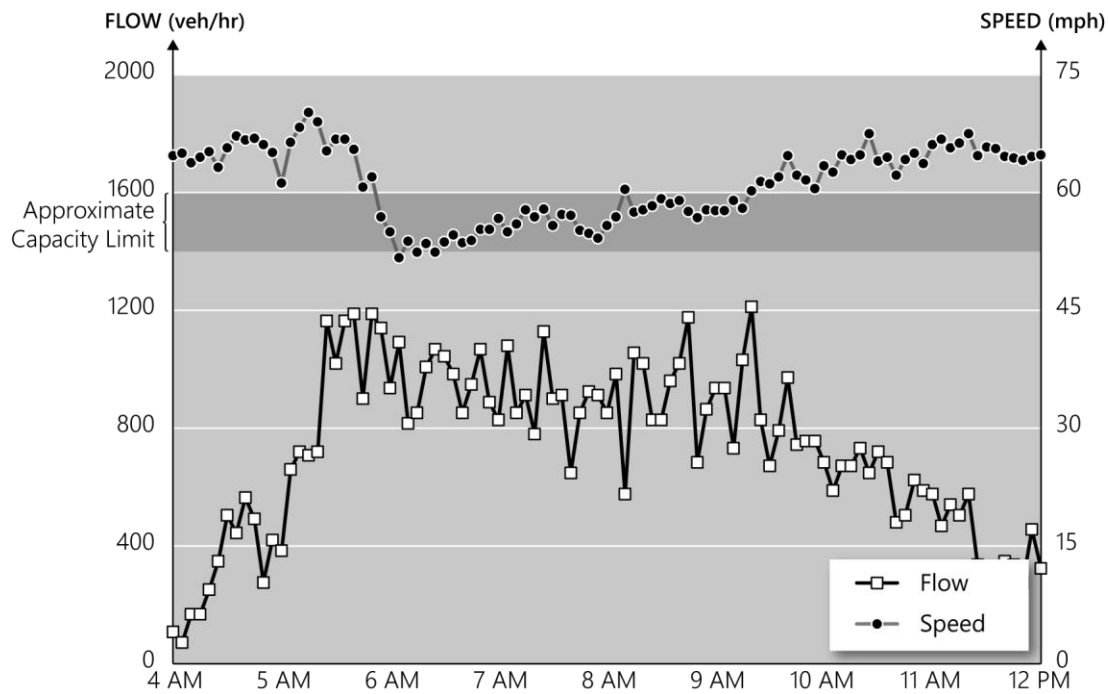
Figure 4: Fundamental diagram showing relationship between traffic flow, density, and speed



REAL-WORLD DATA

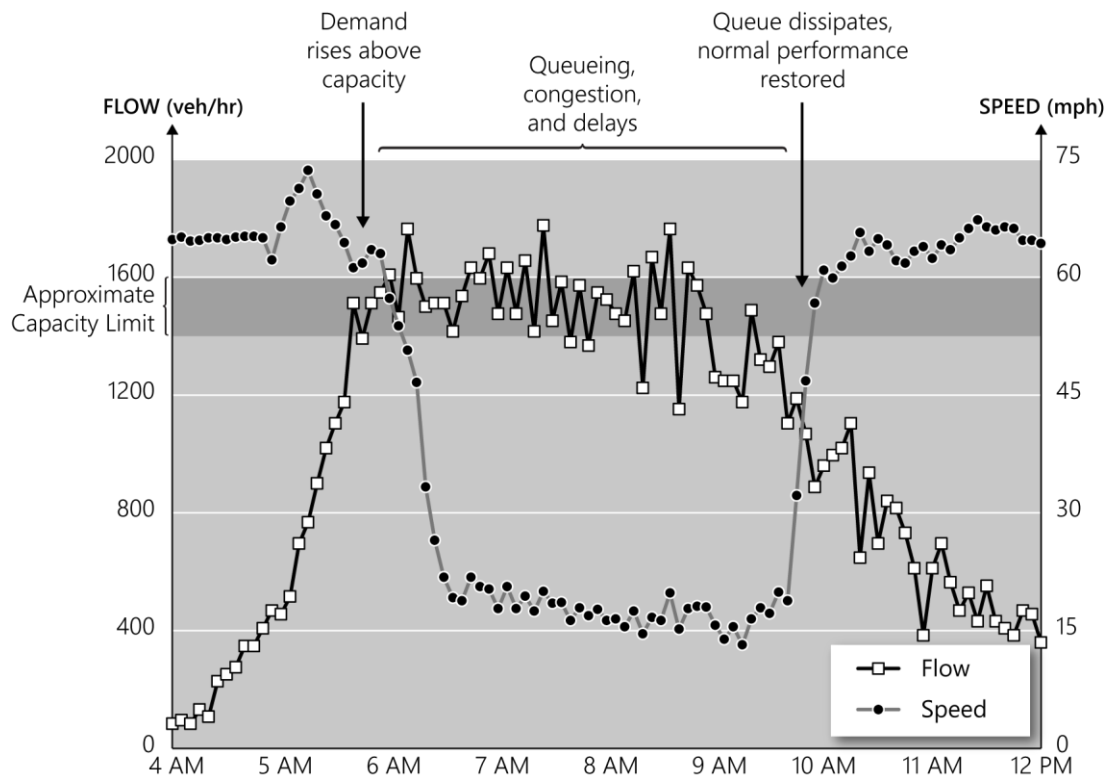
The effects described in the previous theoretical discussion can be readily observed in the Metro ExpressLanes. Measurements taken from the I-10 Westbound ExpressLanes at the 710 Freeway split reveal the negative impacts of allowing demand to exceed capacity. Figure 5 shows traffic data from a date where the traffic demand never exceeded the ExpressLanes capacity, which is approximately 1,400–1,600 vehicles per hour on this segment. As the speed data reveal, the ExpressLanes continued to provide customers with a high-speed journey the entire time.

Figure 5: Speed and flow data from I-10 West ExpressLanes at I-710 when demand stays below capacity



In contrast, Figure 6 shows traffic data from a date where the traffic demand exceeded capacity during the AM Peak period, resulting in an extended period of congestion as indicated by the lower speeds. During this period of excessive demand, flows were constrained to approximately 1,600 vehicles per hour, queues formed upstream, and travelers experienced delays. Demand eventually dropped, allowing the queues to dissipate and the ExpressLanes to return to normal operations (e.g., free-flow speeds).

Figure 6: Speed and flow data from I-10 West ExpressLanes at I-710 when demand exceeds capacity



Once demand exceeds capacity and traffic shifts from an uncongested state to a congested state, additional flow-related inefficiencies often occur (which often reduce roadway capacity even more, thereby further exacerbating the congestion), and it can take a substantial amount of time for the facility performance to fully recover. This underscores the importance of keeping traffic demand from rising above roadway capacity to ensure travelers can still reach their destinations expeditiously.

METRO EXPRESSLANES

Clean Air Vehicle Policy



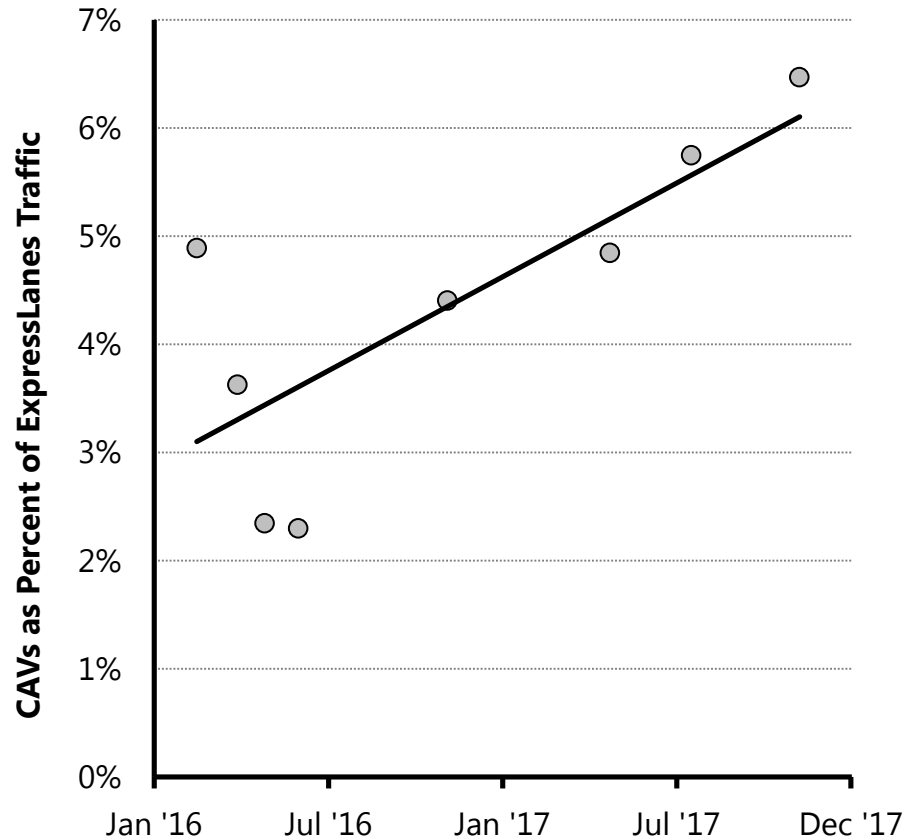
ISSUE:

Existing CAV Policy Contributes to ExpressLanes Congestion

- Clean Air Vehicles (CAVs) are a growing class of ExpressLanes users. AM Peak CAV volumes have doubled since 2016.
- CAVs contribute to congestion just as much as any other vehicle type.
- Without pricing to control CAV volumes, ExpressLanes congestion increases.



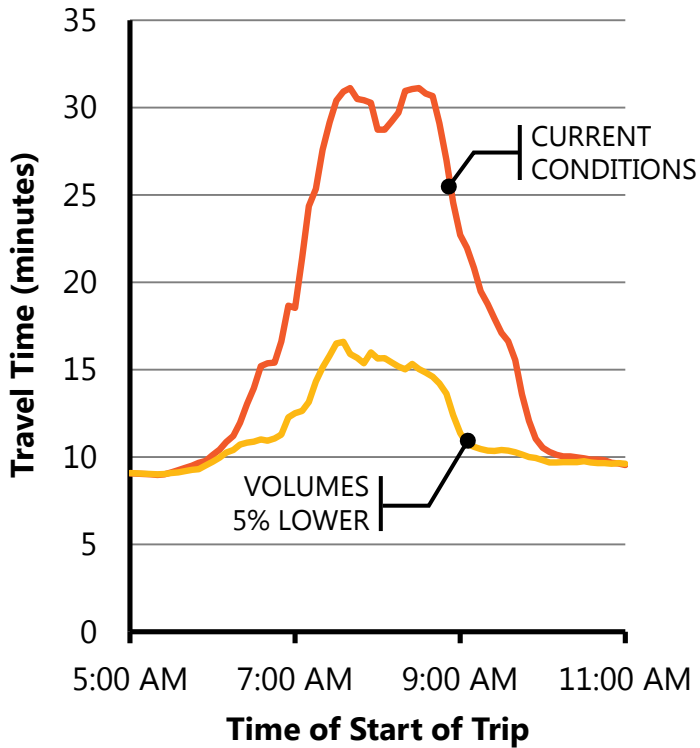
CAVs in ExpressLanes
Northbound I-110 at Slauson Ave, 6–9 AM



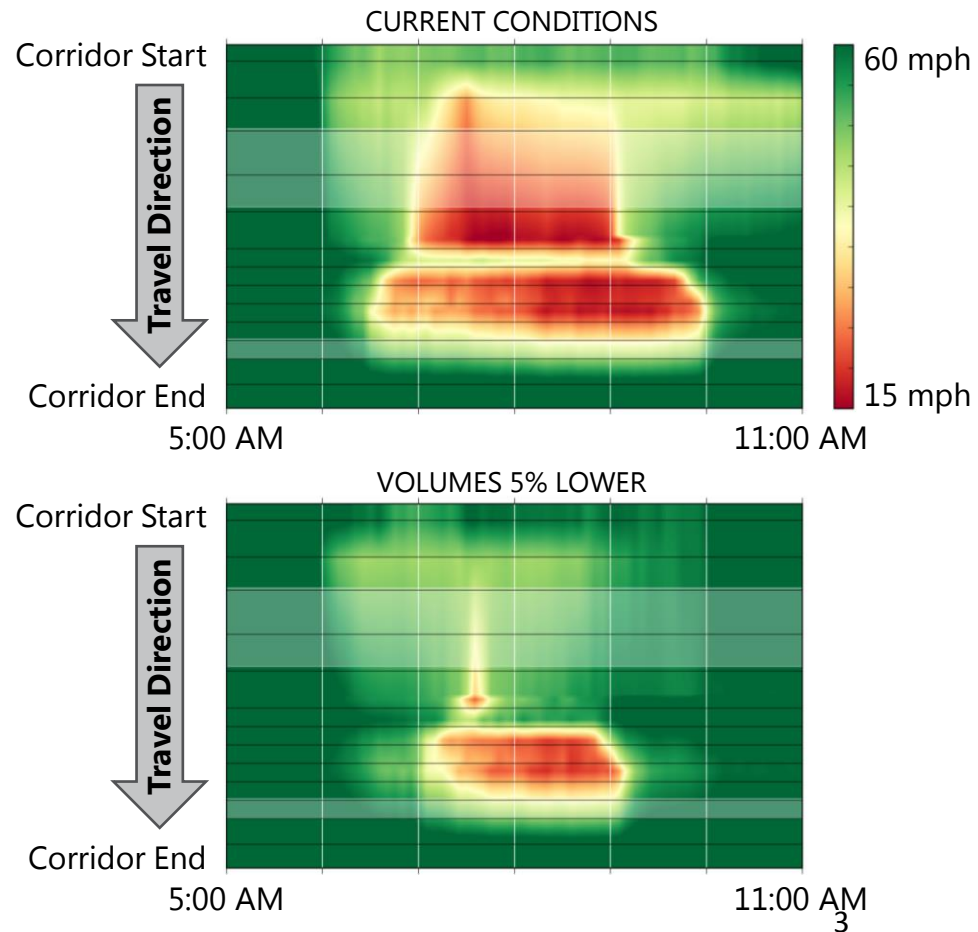
CONTEXT:

Impact of a Reduction in ExpressLanes Traffic Volume

End-to-End Travel Times
Northbound I-110 during AM Peak



Corridor Speeds
Northbound I-110 during AM Peak



KEY ANALYSIS:

Research on CAV Policies in California and Across the Country

- Provisions in California and Federal law explicitly grant authority to charge CAVs a discounted toll for ExpressLanes use.
- 68% of Express Lane facilities across the country are already charging clean air vehicles the full toll price.
- 78% of FasTrak facilities across the state are already charging clean air vehicles a partial or full toll price.
- 80% of the states in the country are not currently offering free HOV-lane access as an incentive for CAV drivers.
- There are up to 17 other incentive programs offered in California to encourage CAV ownership and adoption in addition to the CAV decal program.

RECOMMENDATION:

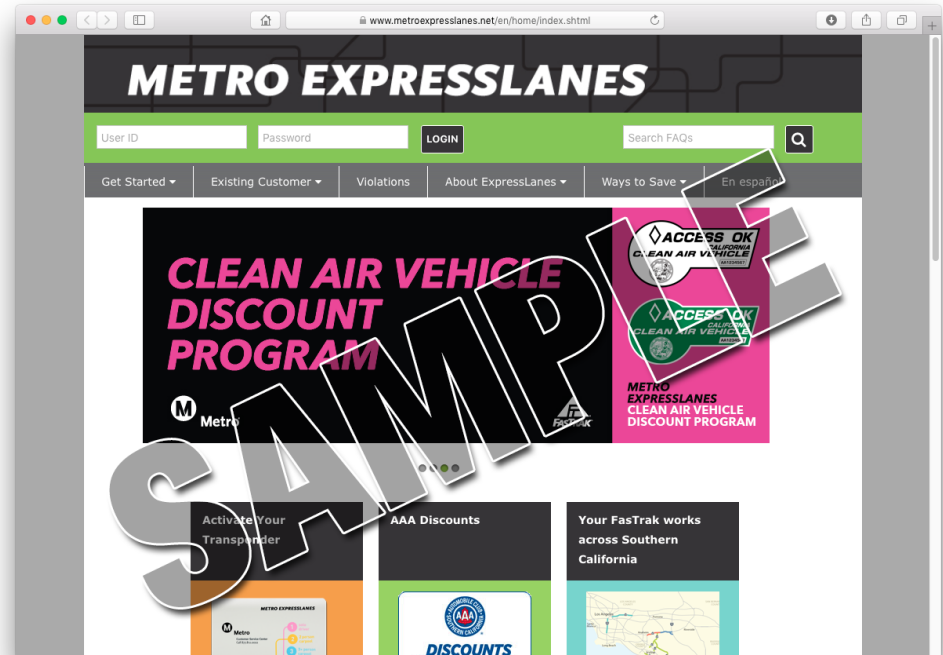
Adopt a Toll Discount for CAVs

- Recommended a 15% Discount based on:
 - Maximizing mobility benefits
 - Economic theory
 - Research on price perception and consumer behavior

NEXT STEPS:

Outreach Plan for CAV Discount Policy

- Educational campaign will include:
 - E-mail announcements
 - Web site updates
 - Welcome booklet enhancements





Thank you



Board Report

File #: 2017-0905, File Type: Contract

Agenda Number: 29.

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE APRIL 12, 2018

SUBJECT: POWER SWEEPING SERVICES

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a three-year firm fixed unit rate Contract No. OP962800003367 to Nationwide Environmental Services Inc., to provide power sweeping services for Metro transit facilities for a not-to-exceed amount of \$5,314,860 effective June 1, 2018 through May 31, 2021.

ISSUE

The existing power sweeping services contract is due to expire on May 31, 2018.

To continue providing safe, quality, regularly scheduled and as-needed power sweeping services throughout Metro facilities, a new contract award is required effective June 1, 2018.

DISCUSSION

This Contract requires the contractor to provide power sweeping services for 108 parking lots and structures throughout Metro bus and rail facilities and 41 Caltrans owned Park and Ride (P&R) lots.

The services provided under the existing contract are based on an on-going frequency and as-needed services. Under the new Contract, service frequencies have been adjusted to provide the necessary service levels and ensure delivering clean and well maintained parking lots and structures throughout Metro facilities and 41 Caltrans owned P&R lots.

DETERMINATION OF SAFETY IMPACT

The approval of this item will ensure service continuity to provide on-going power sweeping services, improve Metro bus and rail facilities overall appearance and cleanliness, and continue providing safe, quality, on-time, and reliable services system-wide.

FINANCIAL IMPACT

The three year base contract value is \$5,314,860. Funding of \$147,635 for the remainder of FY18 is

included in the FY18 budget in cost center 3367 - Facilities Property Maintenance, account 50308, Service Contract Maintenance, under various operating 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

Funding for this action will come from the Enterprise operating fund. The source of funds will be from State and local funds that are eligible for Bus and Rail Operating Projects. These funding sources will maximize fund use based on funding allocation provisions.

ALTERNATIVES CONSIDERED

Staff considered providing this service through Metro in-house staff. This would require the hiring and training of additional personnel, and purchase of additional equipment, vehicles, and supplies to support the expanded responsibility. Staff's assessment indicates that this is not a cost-effective option for Metro.

NEXT STEPS

Upon Board approval, staff will execute Contract No. OP962800003367 with Nationwide Environmental Services Inc., effective June 1, 2018, to provide power sweeping services throughout Metro bus and rail facilities and 41 Caltrans owned P&R lots.

In preparation for the next power sweeping services solicitation, staff is committed to conduct an industry review to reach out to a wider population of potential vendors, to solicit their input, consider recommendations, and encourage greater participation. Staff has started a review of the geographical service locations, scope of work, and technologies in an effort to identify opportunities for regional work distribution, efficiency betterments, and environmental improvements.

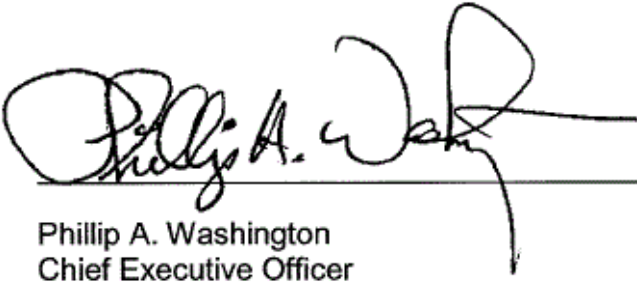
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Brady Branstetter, DEO, Facilities Maintenance, (213) 922-6767
Lena Babayan, Sr. Director, Facilities Maintenance, (213) 922-6765

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 418-3108
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

POWER SWEEPING SERVICES / OP962800003367

| | | |
|----|---|--|
| 1. | Contract Number: OP962800003367 | |
| 2. | Recommended Vendor: Nationwide Environmental Services Inc. | |
| 3. | Type of Procurement (check one): <input type="checkbox"/> RFP <input checked="" type="checkbox"/> IFB <input type="checkbox"/> IFB-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order | |
| 4. | Procurement Dates: | |
| | A. Issued: November 22, 2017 | |
| | B. Advertised/Publicized: November 22, 2017 | |
| | C. Pre-Proposal/Pre-Bid Conference: December 13, 2017 | |
| | D. Proposals/Bids Due: January 9, 2018 | |
| | E. Pre-Qualification Completed: January 23, 2018 | |
| | F. Conflict of Interest Form Submitted to Ethics: January 23, 2018 | |
| | G. Protest Period End Date: February 20, 2018 | |
| 5. | Solicitations Picked up/Downloaded: 12 | Bids/Proposals Received: 1 |
| 6. | Contract Administrator: Rommel Hilario | Telephone Number: (213) 922-4654 |
| 7. | Project Manager: Maral Minasian | Telephone Number: (213) 922-6760 |

A. Procurement Background

This Board Action is to approve a contract award to Nationwide Environmental Services Inc., for power sweeping services at all Metro transit facilities including bus divisions, terminals, busways, railroad trackways, layover areas, rail divisions and train/bus stations park-and-ride.

Invitation for Bid (IFB) No. OP47896 was issued as a competitive procurement in accordance with Metro's Acquisition Policy. The contract type is a firm fixed unit rate.

Three amendments were issued during the solicitation phase of this IFB:

- Amendment No. 1, issued on December 18, 2017, provided pre-bid conference material including sign-in sheets, planholder's list, and prevailing wage information.
- Amendment No. 2, issued on December 20, 2017, provided pre-bid conference PowerPoint slides.
- Amendment No. 3 issued on January 2, 2018, provided revised Schedule of Quantities and Prices.

A pre-bid conference was held on December 13, 2017. A total of three participants attended representing two firms.

One bid was received on the due date of January 9, 2018 from Nationwide Environmental Services Inc.

A market survey was conducted on January 12, 2018. The survey was sent out to ten firms on the planholders' list who did not submit a bid but downloaded the solicitation. Four firms submitted a response to the survey. One firm was already working with a prime as a potential subcontractor; another firm stated that the statement of work was too large in scope; and the remaining two firms stated that it was a business decision for them not to bid on the contract.

B. Evaluation of Bids

This procurement was conducted in accordance, and complies, with Metro's Acquisition Policy for a competitive sealed bid.

Nationwide Environmental Services Inc.'s bid was determined to be responsive and responsible to the IFB's minimum requirements. Nationwide also committed to meeting the mandatory 7% SBE and 3% DVBE goal required by the solicitation.

C. Cost/Price Analysis

The bid price from Nationwide Environmental Services, Inc. has been determined to be fair and reasonable based upon price analysis, an independent cost estimate, and technical review by the Program Manager.

| BIDDER | BID AMOUNT | METRO ICE | AWARD AMOUNT |
|-----------------------------------|-------------------|------------------|---------------------|
| Nationwide Environmental Services | \$5,314,860.00 | \$4,816,645.64 | \$5,314.860.00 |

D. Background on Recommended Contractor

Nationwide Environmental Services (NES), a division of Joe's Sweeping, Inc., is one of the largest street sweeping companies in the nation. Founder Joe Samuelian started sweeping parking lots services in 1968, then created a company that has served over 50 municipalities throughout California. The company mission statement is to provide the highest level of customer satisfaction with quality services using state-of-the-art, environmentally friendly technologies. NES is Metro's current provider of power sweeping services for all Metro transit facilities.

DEOD SUMMARY

POWER SWEEPING SERVICES / OP962800003367

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 7% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this procurement. Nationwide Environmental Services, Inc. met the goal by making a 7% SBE and 3% DVBE commitment.

| | | | |
|------------------------------------|---------------------------|--|---------------------------|
| Small Business Goal | 7% SBE 3% DVBE | Small Business Commitment | 7% SBE 3% DVBE |
|------------------------------------|---------------------------|--|---------------------------|

| | SBE Subcontractor(s) | % Committed |
|----|-----------------------------|--------------------|
| 1. | Islas Tires, Inc. | 6.58% |
| 2. | Rose Equipment, Inc. | 0.42% |
| | Total SBE Commitment | 7.00% |

| | DVBE Subcontractor(s) | % Committed |
|----|------------------------------|--------------------|
| 1. | Hunter Tires, Inc. | 3.00% |
| | Total DVBE Commitment | 3.00% |

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) will not be applicable on this Contract.

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.

**Board Report**

File #: 2018-0061, **File Type:** Contract**Agenda Number:** 30.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
APRIL 12, 2018****SUBJECT: ENGINEERING SUPPORT FOR RAIL MAINTENANCE
AND ENGINEERING****ACTION: AWARD CONTRACT****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award Contract No. PS46172000 to Gannett Fleming Transit & Rail Systems for on-call engineering support services in support of Rail Maintenance and Engineering, for a total not-to exceed amount of \$31,000,000, inclusive of \$16,000,000 for the initial two-year base, and \$5,000,000 for each of the three, one-year options (effective May 2018 through April 2023); subject to resolution of protest(s), if any.

ISSUE

Metro Rail Maintenance and Engineering has limited scope and depth of engineering and technical resources to develop and execute capital projects and meet the day-to-day engineering needs necessary to maintain and improve railway infrastructure assets and systems. Establishment of an engineering support services contract will enable Metro to supplement internal resources on an on-call basis in situations where either Metro does not have sufficient capacity or the expertise necessary to perform a task.

DISCUSSION

This task order based contract establishes a range of services that includes train control, traction power, communications, track, mechanical electrical plumbing, civil design, and fare collection. Also included are support services for project management, construction management, and computer-aided design and drafting (CADD). Work assignments will be provided on a task order basis to augment support for existing capital projects, large scale construction projects, and ongoing day-to-day needs for Rail Maintenance and Engineering. Prior to each work task order authorization, Rail Maintenance and Engineering will develop the scope of work, schedule and independent cost estimate. Metro's Vendor/Contract Management (V/CM) will then request proposal details and pricing information and negotiate an acceptable amount in accordance with agreed upon Metro terms and conditions. Rail Maintenance and Engineering staff reviewed the rail maintenance capital work program in the amount of \$47 million per fiscal year for the next five years and calculated that maintaining a support cost of 10-15% was reasonable in order to deliver capital projects on time and

within budget. Refer to Attachment A for a list of proposed project uses.

A Disadvantaged Business Enterprise (DBE) participation goal of 25% has been established as part of this contract. Gannett Fleming Transit & Rail Systems made a 25% DBE commitment. A list of DBE firms who will have subcontracting opportunities for on-call engineering support services is shown in the DEOD Summary - Attachment C.

DETERMINATION OF SAFETY IMPACT

The engineering support services for rail maintenance are not directly related to a specific safety issue. However, the services provided via this Contract will contribute to maintaining the rail system in a State of Good Repair (SGR) as recommended by Metro's Transit Asset Management (TAM) Plan, which is essential to providing a safe and reliable service for riders who use the Metro rail system daily.

FINANCIAL IMPACT

This contract award action is for a not-to-exceed threshold amount of \$31,000,000. As work task orders become necessary, funding will be provided from the appropriate capital project requiring support. For FY 18, funding of \$100,000 is included in the operating budget and \$250,000 is included in the capital project budget under various cost centers and projects, including cost centers: 3910 - Maintenance and Engineering, 3922 - Rail Communications Systems, 3926 - Rail Signal Systems, 3927 - Rail MOW Track Maintenance, 3928 - Rail Traction Power Systems, 3960 - Rail Transit Engineering, and 3929 - Rail MOW Engineering, Account 50316 -Professional and Technical Services.

Since this is a multi-year contract, the Project Manager will ensure that the balance of funds is budgeted in future Fiscal Years.

Impact to Budget

The source of funds for operating related task orders is Enterprise operating funds. For capital related task orders, the source of funds will be dependent on the specific capital project funding. Use of all related funding will maximize allowable funding allocations given approved funding provisions.

ALTERNATIVES CONSIDERED

1) Solicit competitive bids for each individual task order as it becomes required. This is not recommended as it would require extensive additional staff time to process each request and result in project delays due to the lead time required to complete each procurement cycle. Additionally, procuring these services on a per-assignment basis would impose additional burden on the Vendor/Contract Management (V/CM) department.

2) Utilize existing Engineering staff to provide the required technical support. This is not feasible as the current budgeted MOW Engineering capacity is fully utilized to maintain Metro's existing systems and oversee the acceptance of the new rail lines. Also, there would not be sufficient existing staff to

re-assign to provide technical support to the various capital projects concurrently.

NEXT STEPS

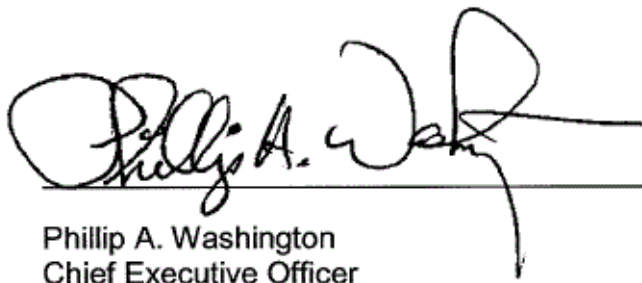
Upon Board approval, staff will execute Contract No. PS46172000 with Gannett Fleming Transit & Rail Systems to provide engineering support for Rail Maintenance and Engineering on an as needed task-orders basis.

ATTACHMENTS

- Attachment A - List of Proposed Project Uses
- Attachment B - Procurement Summary
- Attachment C - DEOD Summary
- Attachment D - Estimated Engineering Support Services

Prepared by: Marshall Epler, DEO, Systems Engineering, (213) 617-6232
Geyner Paz, Senior Administrative Analyst, (213) 617-6251
Errol Taylor, Senior Executive Officer, Rail Maintenance and Engineering, (213) 922-3227

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 418-3108
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

LIST OF PROPOSED PROJECT USES

| Description |
|--|
| Support for Correct Door Enable on LRT Project |
| Project to implement an Overhead Catenary System (OCS) Monitoring System |
| Support for MRL Gas Analyzer Upgrade Project |
| Project to upgrade Transit Passenger Information System (TPIS) |
| Support for various TPSS/COM/TP/UPS Battery Replacement Projects |
| Computer Aided Design (CAD) Support to Capture System Configuration |
| Project for SCADA to monitor Manual and Motor Operated OCS Section Switches |
| Project for Communication Based Train Control (CBTC) Upgrade to EXPO Line |
| Support for Corrosion Protection Project |
| Support for New Blue Project |
| Support for MGL Train Control and TWC Replacement Project |
| Project to add Generator Receptacles to Red Line Stations |
| Support for Various Facility Maintenance Projects |
| Support for MRL Train to Wayside Communication (TWC) Rehabilitation Project |
| Support for Radio Replacement Project |
| Support for Rehabilitation of MBL Emergency Trip System (ETS) Project |
| Support for various Rail Maintenance and Engineering Initiatives |
| Support for Rail Maintenance and Engineering Acceptance of Various Mega Projects |
| Support for Rail Maintenance and Engineering Capital Program |
| Project for replacement of Emergency Management Panels at Select Locations |
| Support for various Safe-7 projects |
| Support for Analysis of Traction Power system along Red / Purple Line trunked corridor |
| Support for Conversion of Various MGL Stations to 3 Car Platforms |
| Assessments and Inspections of Critical Fire/Life/Safety Elements and Infrastructure |
| Assessments and Inspections of Critical Wayside Control and Power Systems |

PROCUREMENT SUMMARY

ENGINEERING SUPPORT FOR RAIL MAINTENANCE AND
ENGINEERING/PS46172000

| | | |
|----|---|--|
| 1. | Contract Number: PS46172000 | |
| 2. | Recommended Vendor: Gannett Fleming Transit & Rail Systems | |
| 3. | Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFQ-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order | |
| 4. | Procurement Dates: | |
| | A. Issued: October 12, 2017 | |
| | B. Advertised/Publicized: October 16, 2017 | |
| | C. Pre-Proposal Conference: October 26, 2017 | |
| | D. Proposals Due: November 28, 2017 | |
| | E. Pre-Qualification Completed: February 8, 2018 | |
| | F. Conflict of Interest Form Submitted to Ethics: November 29, 2017 | |
| | G. Protest Period End Date: April 23, 2018 | |
| 5. | Solicitations Picked up/Downloaded: 78 | Bids/Proposals Received: 2 |
| 6. | Contract Administrator: Victor Zepeda | Telephone Number: (213) 922-1458 |
| 7. | Project Manager: Marshall Epler | Telephone Number: (213) 617-6232 |

A. Procurement Background

This Board Action is to approve Contract No. PS46172000 for on-call engineering support services in support of rail maintenance and engineering. Board approval of contract awards are subject to resolution of any properly submitted protest.

The Request for Qualifications (RFQ) No. PS46172 was issued in accordance with Metro's Acquisition Policy and the contract type is task order based. The RFQ was issued with a DBE goal of 25%.

The period of performance is two base years with three, one-year options (from May 2018 to April 2023).

A pre-proposal conference was held on October 26, 2017 with 22 attendees representing 15 companies.

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

- Amendment No. 1, issued on October 27, 2017 clarified the DBE Contracting Outreach Mentoring Plan and corrected the Statement of Work.
- Amendment No. 2, issued on November 1, 2017, extended the due date from November 14 to November 28, 2017.

On November 28, 2017, Metro received two proposals as follows, in alphabetical order:

1. Gannett Fleming Transit & Rail Systems, Inc. (GFT&RS)
2. PacRim Engineering, Inc. (PacRim)

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Project Engineering and Wayside Systems 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:

- | | |
|--|------------|
| • Minimum Qualifications (Project Management) | Pass/Fail |
| • Degree of the Prime's Skills and Experience | 50 Percent |
| • Proposer's Team | 20 Percent |
| • Effectiveness of Execution Plan | 25 Percent |
| • DBE Contracting Outreach and Mentor Protégé Approach | 5 Percent |

The evaluation criteria are appropriate and consistent with criteria developed for other similar engineering support procurements.

Both firms passed the minimum qualifications and were determined to be responsive and placed in the competitive range.

During the week of January 18, 2018, the PET met and interviewed both firms. The firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the PET's questions. In general, each team's presentation addressed the requirements of the RFP, experience with all aspects of the required tasks, and stressed each firm's commitment to the success of the project. Also highlighted were staffing plans, work plans, and perceived project challenges.

Qualifications Summary of Firms within the Competitive Range:

Gannett Fleming Transit & Rail Systems

Since 1993, GFT&RS, has provided engineering services with a specialty in rail-related operation control systems, signal, and communications. GFT&RS is a division of Gannett Fleming that was established in 1915.

The firm has a local Los Angeles office and has teamed up with 16 different firms. GFT&RS has assembled a team of 16 subcontractors to ensure its qualifications are complimented with firms that specialize in various engineering services and offer ample opportunity to small businesses to participate in delivering services for this Contract.

PacRim Engineering, Inc.

PacRim Engineering, Inc. (PacRim) was established in 2007 and is a local SBE firm located in Santa Ana, CA. PacRim provides engineering services with specialty services in rail and civil engineering.

PacRim has assembled a team of 10 subcontractors to ensure its qualifications are complimented with firms that specialize in various engineering services and offer ample opportunity to small businesses to participate in delivering services for this contract.

The following is a summary of the PET's evaluation scores:

| 1 | Firm | Average Score | Factor Weight | Weighted Average Score | Rank |
|-----------|--|----------------------|----------------------|-------------------------------|-------------|
| 2 | GFT&RS | | | | |
| 3 | Minimum Qualifications (Project Management) | Pass | Pass/Fail | Pass | |
| 4 | Degree of the Prime's Skills and Experience | 86.34 | 50.00% | 43.17 | |
| 5 | Proposer's Team | 74.15 | 20.00% | 14.83 | |
| 6 | Effectiveness of Execution Plan | 78.40 | 25.00% | 19.60 | |
| 7 | DBE Contracting Outreach and Mentor Protégé Approach | 80.00 | 5.00% | 4.00 | |
| 8 | Total | | 100.00% | 81.60 | 1 |
| 9 | PacRim | | | | |
| 10 | Minimum Qualifications (Project Management) | Pass | Pass/Fail | Pass | |
| 11 | Degree of the Prime's Skills and Experience | 79.66 | 50.00% | 39.83 | |
| 12 | Proposer's Team | 72.50 | 20.00% | 14.50 | |
| 13 | Effectiveness of Execution Plan | 72.68 | 25.00% | 18.17 | |
| 14 | DBE Contracting Outreach and Mentor Protégé Approach | 40.00 | 5.00% | 2.00 | |
| 15 | Total | | 100.00% | 74.50 | 2 |

C. Cost/Price Analysis

The recommended hourly rates are determined to be fair and reasonable based upon independent cost estimate, cost analysis, technical evaluation, and fact finding. All future task orders and modifications will be determined to be fair and reasonable in accordance with Metro's Acquisition Policy at the time of issuance and award.

D. Background on Recommended Contractor

The recommended firm, GFT&RS, is located in Los Angeles with 60 other offices nationwide. GFT&RS' parent company, Gannett Fleming, has been in business for over 100 years providing transportation engineering services. GFT&RS has been on Metro's General Engineering Consultant Bench Contract and has a similar on-call contract with Washington Metropolitan Area Transit Authority. Past similar contracts include San Diego Trolley (Metropolitan Transit System) – San Ysidro Yard, and Amtrak in the Northeast (Boston to D.C.) since 1992.

GFT&RS' project management team is led by Matthew Dixon, PE. Mr. Dixon is experienced in managing transit and rail system design projects on several rail projects within the State of California. The team led by Mr. Dixon has over 60 years of rail engineering and transit operation experience. Further, GFT&RS has in its employment over 450 registered professional engineers, a significant depth of resources available Metro's Engineering Support for Rail Maintenance Services.

DEOD SUMMARY

**ENGINEERING SUPPORT FOR RAIL MAINTENANCE AND
ENGINEERING/PS46172000**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 25% Disadvantaged Business Enterprise (DBE) goal for this project. Gannett Fleming Transit & Rail Systems formed a team that included DBE firms without schedules or specific dollar commitments prior to the establishment of this on-call Contract and has committed to meeting the 25% DBE goal. Overall DBE participation for the on-call Contract will be determined based on the aggregate of all Task Orders awarded.

| Small Business Goal | | 25% DBE | Small Business Commitment | 25% DBE | |
|---------------------|-----------------------------------|---|---|-----------------------------|-------------|
| | DBE Subcontractors | Scope of Work | NAICS Codes | Ethnicity | % Committed |
| 1. | Armand Consulting, Inc. | Communication Systems Design | 541330 - Engineering Services 541512- Computer Systems Design Services | Caucasian Female | TBD |
| 2. | Birdi & Associates, Inc. | CADD Services Networking | 541512 - Computer Systems Design Services 541519 - Other Computer Related Services | Subcontinent Asian American | TBD |
| 3. | C2PM | Engineering Services | 541330 - Engineering Services | Asian Pacific American | TBD |
| 4. | GC Tech, Inc. | CADD Services Document Control | 541430 - Graphic Design Services 541340 - Drafting Services 541618 - Other Management Consulting Services | African American | TBD |
| 5. | JM Diaz, Inc. | Civil, Traffic, Rail, and Transit Engineering | 541330 - Engineering Services | African American | TBD |
| 6. | NBA Engineering, Inc. | Mechanical, Electrical, Plumbing, and Fire Protection Engineering | 541330 - Engineering Services | Caucasian Female | TBD |
| 7. | Pacific Railway Enterprises, Inc. | Signal and Communications System Design | 541330 - Engineering Services 541340 - Drafting Services 541512 - Computer Systems Design | Caucasian Female | TBD |

| | | | | | |
|-----------------------------|-----------------------------------|---|---|------------------------|------------|
| | | | Services | | |
| 8. | Rani Engineering, Inc. | Signal, Train Control | 541330 - Engineering Services 541340 - Drafting Services | Asian Pacific American | TBD |
| 9. | Wagner Engineering & Survey, Inc. | Land Surveying, Mapping, Right of Way Engineering | 541370 - Surveying and Mapping 541330 - Engineering Services 541360 - Geophysical Surveying and Mapping | Caucasian Female | TBD |
| Total DBE Commitment | | | | | 25% |

B. Contracting Outreach and Mentoring Plan

To be responsive, proposers were required to submit a Contracting Outreach and Mentoring Plan (COMP) which included its strategy to mentor two DBE firms for protégé development. The selected DBE protégés are Pacific Railway Enterprise and GC Tech, Inc.

C. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is not applicable to this Contract.

D. 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 US Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

E. Project Labor Agreement/Construction Careers Policy

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

Potential Services Provided by the Engineering Support Bench

| Type Task Order | Description | Cost | Years plus Options | Total | Comments |
|--------------------|-------------------------------|------------------------|--------------------|-------------------------|------------|
| Staff Augmentation | CAD Services - Traction Power | \$ 213,750.00 | 5 | \$ 1,068,750.00 | Various CP |
| Staff Augmentation | CAD Services - Communications | \$ 213,750.00 | 5 | \$ 1,068,750.00 | Various CP |
| Staff Augmentation | CAD Services - Train Control | \$ 213,750.00 | 5 | \$ 1,068,750.00 | Various CP |
| Staff Augmentation | Project Manager No.1 | \$ 320,625.00 | 5 | \$ 1,603,125.00 | Various CP |
| Staff Augmentation | Project Manager No.2 | \$ 320,625.00 | 5 | \$ 1,603,125.00 | Various CP |
| Staff Augmentation | Track Engineer | \$ 427,500.00 | 5 | \$ 2,137,500.00 | Various CP |
| Staff Augmentation | COM Engineer | \$ 427,500.00 | 5 | \$ 2,137,500.00 | CP-205070 |
| Staff Augmentation | Train Control Engineer | \$ 427,500.00 | 5 | \$ 2,137,500.00 | Various CP |
| Subtotal | | \$ 2,565,000.00 | | \$ 12,825,000.00 | |

| Type Task Order | Description | Cost | Years plus Options | Total | Comments |
|--------------------|------------------------------------|---------------|--------------------|-------------------------|--|
| Design Task Order | Update of CCTV System | \$ 475,000.00 | 1 | \$ 475,000.00 | |
| Design Task Order | Update of TPIS | \$ 475,000.00 | 1 | \$ 475,000.00 | |
| Design Task Order | Update of MBL ETS | \$ 475,000.00 | 1 | \$ 475,000.00 | |
| Design Task Order | Red Line Generator Recepticle | \$ 112,500.00 | 1 | \$ 112,500.00 | |
| Design Task Order | EOS/MOS Switches | \$ 112,500.00 | 1 | \$ 112,500.00 | |
| Design Task Order | ETEL/PTEL Upgrade | \$ 112,500.00 | 1 | \$ 112,500.00 | CP-205100 |
| Design Task Order | MRL TWC Rehab | \$ 143,750.00 | 1 | \$ 143,750.00 | CP-205100 |
| Design Task Order | MGL Signal Rehab - Phase II | \$ 125,000.00 | 1 | \$ 125,000.00 | CP-205092 |
| Design Task Order | System Wide Corrosion | \$ 500,000.00 | 1 | \$ 500,000.00 | |
| Design Task Order | Fare Gate Design | \$ 187,500.00 | 1 | \$ 187,500.00 | |
| Design Task Order | OCS Monitoring System | \$ 465,000.00 | 1 | \$ 465,000.00 | |
| Design Task Order | Correct Door Enable on LRT Project | \$ 465,000.00 | 1 | \$ 465,000.00 | Typical Yearly Work |
| Subtotal | | | | \$ 3,648,750.00 | |
| | | | 5 | \$ 18,243,750.00 | |
| Grand Total | | | | \$ 31,068,750.00 | Max Value of Contract over Five Years |



Board Report

File #: 2018-0018, File Type: Program

Agenda Number: 33.

CONSTRUCTION COMMITTEE APRIL 12, 2018

**SUBJECT: FISCAL YEAR 2019 PROGRAM MANAGEMENT
ANNUAL PROGRAM EVALUATION**

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE report on FY2019 Program Management Annual Program Evaluation.

ISSUE

The Annual Program Evaluation (APE) is a priority initiative created to evaluate Metro's capital program annually. Given the challenges of managing a multi-billion dollar capital program, a comprehensive review of the risks associated with the costs and schedules of the program is conducted on an annual basis. This report summarizes the results of the FY2019 APE review performed by Program Management.

DISCUSSION

The APE initiative is a comprehensive evaluation of Metro's capital program, including Transit, Highway, and Regional Rail projects. As part of the process, staff reviewed and updated project costs and schedules to current conditions, challenges, and risks. Any changes to project budgets/schedules and the reasons for the adjustments are to be reported to the Board annually for approval. In addition, APE serves as a project management tool bringing greater consistency, transparency, and discipline to better manage and deliver Board-approved projects. The APE is a dynamic tool, which is updated annually as projects move towards completion and any changes approved by the Board are incorporated.

FY19 Results

For the FY2019 APE, Program Management focused on new and carry-over projects to FY2019 with project cost estimated at \$5 million or greater. Program Management staff evaluated 66 projects, including 31 Transit projects, 28 Highway projects, and 7 Regional Rail projects (see presentation for a complete project listing), which total approximately \$16 billion. Compared to the FY18 APE review, the FY19 program size has increased 16% or approximately by \$2.2 billion since the FY18 review.

The major focus remains on managing the projects within the Board-approved life of project (LOP)

budgets and schedules established for these projects. A summary of the potential adjustments, requiring future Board approval, to Metro's capital program in FY19 is reported in the FY2019 Program Management APE presentation (page 54).

Challenges

With the significant increase in number and size of projects and the accelerated implementation schedule for delivering Metro's capital program, including the projects on the 28 by 2028 initiative, Metro is currently undertaking the largest transportation capital program in the nation. Metro's capability and capacity to deliver multiple complex mega projects on-time and within budget creates an unprecedented challenge to project delivery.

Efforts to improve, innovate, and increase our capabilities to deliver projects are essential. Our ability to encourage and attract a competitive and qualified pool of contractors, small businesses, and workforce on Metro projects is integral to project delivery. Building and delivering projects in a growing construction market with a shortage of skilled workers may impact project costs and must be managed effectively. Also, continued commitment by various external jurisdictions for efficient Third Party review and approval is key to successful delivery of Metro's capital program.

Strategic Initiatives

Program Management has begun and will continue to implement various strategic initiatives to bring improved planning, consistency, transparency, and discipline to project delivery. There are new organizational approaches, including systematic approaches to Quality Assurance. Program Management has made significant efforts to develop new and enhance existing project management procedures, establish new training program, and improve its Best Practices/Lessons Learned Program. Recently at the January 2018 Board meeting, the Board approved delegation of authority for LOP budget management on all transit and regional rail projects.

In an effort to consistently manage and support successful delivery of capital projects, staff recommends establishing and consistently implementing a Concurrent Non-Project Activities project for each major capital project. The Concurrent Non-Project Activities project, already implemented on several Metro major capital projects, tracks betterments, non-federally eligible costs, unknown regulatory requirements, and other activities that are not included as part of the core project scope. A Board adoption of these Concurrent Non-Project Activities projects is required and is typically budgeted outside of the Board adopted major capital project LOP budget. Having these Concurrent Non-Project Activities projects will protect the integrity of the major capital project core LOP budget and improve transparency.

FINANCIAL IMPACT

The FY19 Program Management APE report does not have any specific budgetary or financial impacts. The APE report serves as an annual and early notice instrument to assess the scope, cost and schedule risk items affecting the respective projects under the oversight of Program Management. Risk items affecting scope, cost and schedule are identified on a project by project basis within the APE Presentation.

Should any of the potential project risks affecting scope, cost and schedule parameters be realized, the Chief Program Management Officer will return to the Board with separate recommendations to address the identified risks and adjust the project cost and/or schedule accordingly.

NEXT STEPS

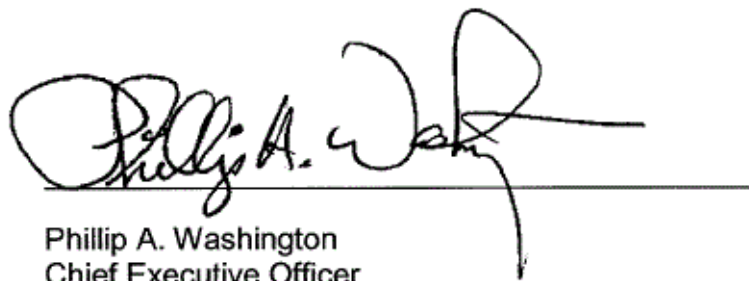
Program Management will request the resources required for project delivery success through the FY19 Budget process for Board approval. Project managers will manage to deliver projects safely, on-time and within the Board-approved budgets. Staff will continue to provide the Board with monthly updates on the project status throughout the year. The next FY20 Program Management APE report will be presented to the Board in spring 2019.

Prepared by:

Brian Boudreau, Senior Executive Officer, Program Control; 213-922-2474

Reviewed by:

Richard F. Clarke, Chief Program Management Officer; 213-922-7557



Phillip A. Washington
Chief Executive Officer



Fiscal Year 2019 Program Management Annual Program Evaluation



Presentation Overview

- Purpose and Process
- Capital Program Status
- Capital Program Costs and Schedules
- Adjustments for FY2019
- Summary
- Next Steps



Purpose

- Annual evaluation of Metro's capital program
- Reporting to the Board any project budget and schedule changes, and reasons for the changes
- A project management tool bringing greater consistency, transparency, and discipline
- Facilitates financial planning
- Reduces the number of requests to the Board for budget adjustments



Process

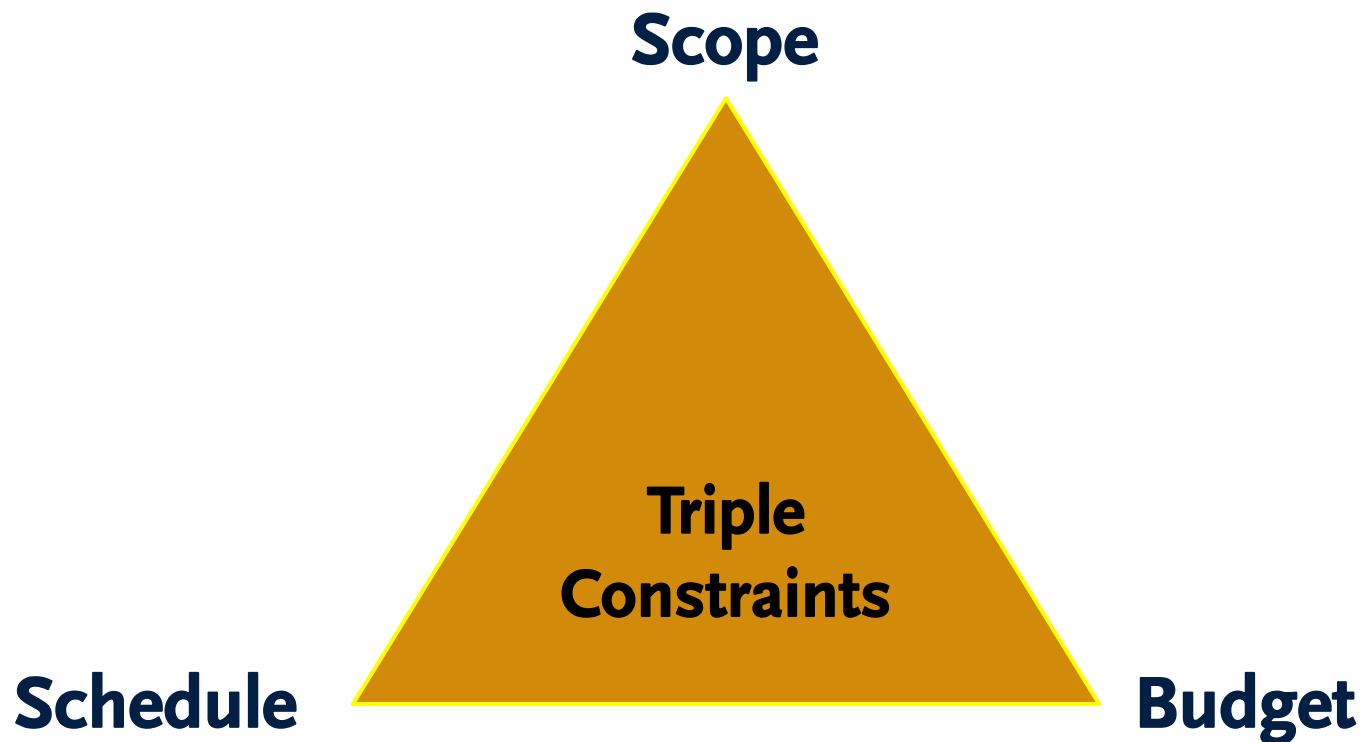
- A review of project costs and schedules
- Update project capital cost estimates to current conditions, including price trends and changes
- Focus on budget to complete current project phase/milestone
- Include APE results in future fiscal year annual budget review and adoption by the Board



Project Management



One side of the triangle cannot be changed without affecting the other sides:



FY19 Scope

- Focus on capital projects with total project cost greater than \$5M being managed by Program Management:
 - Major Transit Construction Projects – 6 projects
 - Other Transit Capital Projects – 25 projects
 - Regional Rail Projects – 7 projects
 - Highway Program – 28 projects
- Project budgets in the APE focus on authorized funding amount
- Project funding amounts remain within the annual budget limit approved by the Board

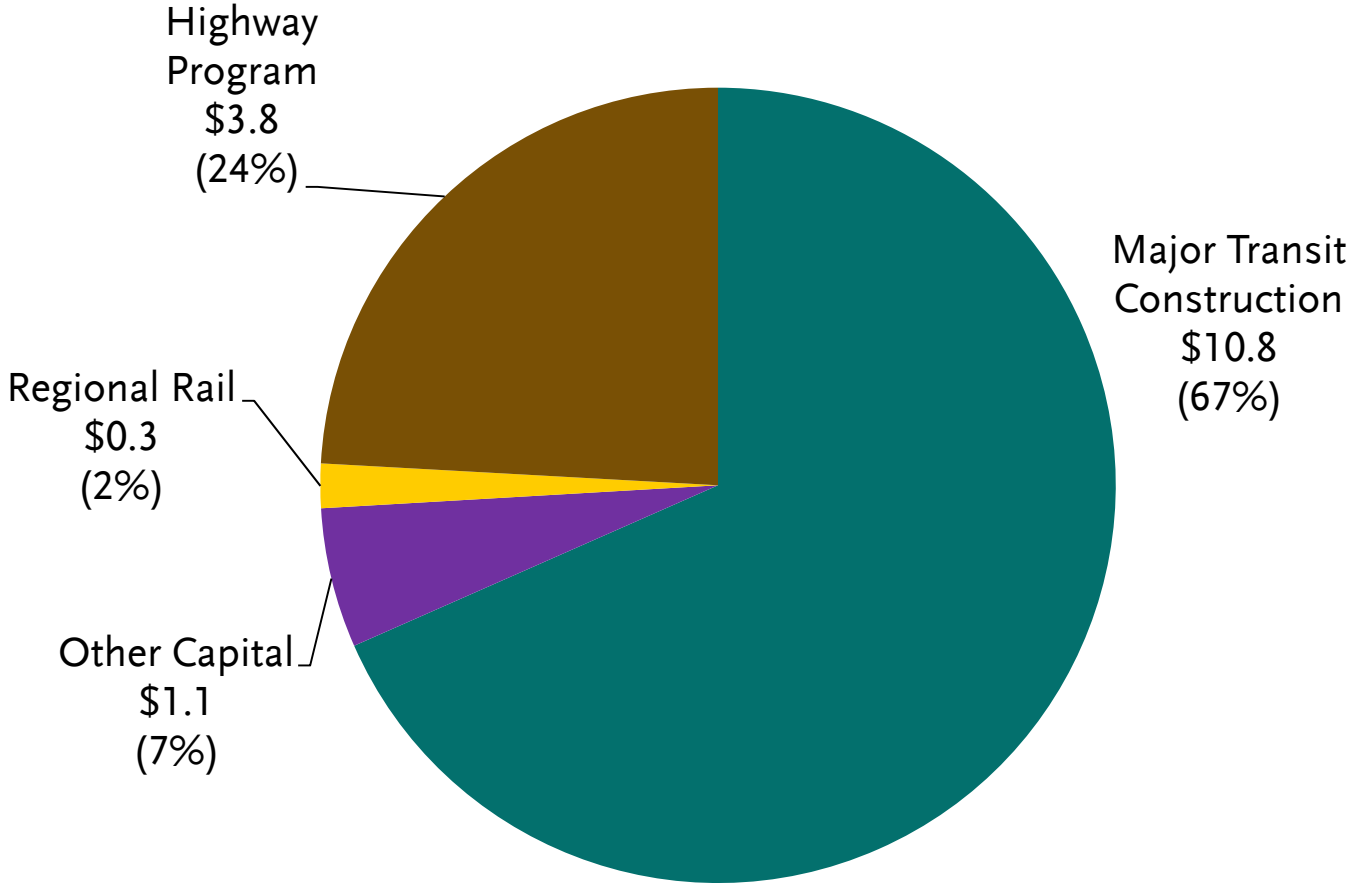


FY19 Scope

- In addition to the projects in APE, Program Management also manages/oversees 100+ Operations Capital Improvements and State of Good Repair projects
- In total, Program Management manages and supports volume of 170+ projects with a total authorized value estimated at \$16.8 billion
- Approximately \$16 billion of approved budget in projects are included in the FY19 APE review



FY19 Current Program: \$16 B



\$ in billions



Program Highlights

- Overall Program increased from \$13.8 billion in FY18 to \$16 billion in FY19
- Program dollars approved for Major Transit Construction projects increased 16% from FY18 to FY19
- With implementation of Measure M and 28 by 2028 Initiative, Metro's capital program will grow significantly in the next decade



Program Challenges

- Deliver multiple large and complex projects on-time and within budget
- Collaborate with stakeholders to meet community expectations
- Commitment of efficient third party review/approval by various external jurisdictions
- Encourage competitive and qualified pool of contractors, small businesses, and workforce on Metro projects
- Manage cost risks impacted by shortage of skilled workers in a growing construction market
- Maintain sufficient resources and staffing needed to manage and support project delivery
- Achieve continuous improvement in project delivery through innovation and application of best practices



Strategic Initiatives

Implement strategic initiatives to bring improved planning, consistency, transparency, and discipline to project delivery:

- Establish more reliable Life-of-Project budgets
- Conduct Annual Program Evaluation of Metro's capital program
- Engage robust management and support services consulting teams to augment technical expertise and resources
- Implement new organizational approaches
- Continue systematic approach for Quality Assurance (on-going)



Strategic Initiatives

- Improved Change Control Procedure
- Implemented Project Readiness Procedure
- Implemented Project Delivery Selection Procedure
- Established Program Management Leadership Institute (PMLI)
- Enhanced Risk Management Program
- Improved Best Practices/Lessons Learned Program
- Received Board Delegated Authority for LOP Budget Management on all transit and regional rail projects
 - Quarterly reporting to the Board on Changes and Modifications that are above \$500,000



Strategic Initiatives

Consistent Implementation of Concurrent Non-Project Activities Project for Major Capital Projects

- Concurrent Non-Project Activities Project are implemented on several Metro projects, including Metro Gold Line Eastside Extension Phase 1 Project and the Regional Connector Project
- Intended to track betterments, non-federally eligible costs and other activities not part of the core project scope
- Concurrent Non-Project Activities Project is approved by the Board but budgeted outside of the Board adopted major capital project LOP budget
- This will protect the integrity of the core LOP Budget and improve transparency



Metro Transit Program



Metro Transit Capital Projects

| Type | Project Budget (in millions) | # of Projects |
|-------------------------------|---------------------------------|---------------|
| Major Transit Construction | \$10,804 | 6 |
| Other Transit Capital | \$1,051 | 25 |
| Bus Facilities | \$143 | 9 |
| Rail Facilities | \$242 | 6 |
| Wayside Systems | \$150 | 2 |
| Security/Safety | \$124 | 2 |
| Misc. Capital | \$392 | 6 |
| Total Transit Capital Program | \$11,855 | 31 |



Metro Transit Capital Program Summary

Projects Completion In FY2018

- Metro Pershing Replacement/ Modernization Project (2nd Quarter)
- Bus Facility Maintenance Improvements & Enhancements Phase I (Scheduled 4th Quarter)
- Metro Blue Line Pedestrian Safety Enhancement at Grade Crossings (Scheduled 4th Quarter)



Project Completion Planned in FY2019:

- Metro Silver Line Improvements and Upgrades



Metro Transit Capital Program Summary

Projects Transitioned from Planning to Program Management in FY18:

- Willowbrook/Rosa Parks Station Improvements Project
- Airport Metro Connector Project (96th Street Station)
- Metro Gold Line Eastside Access Project
- Rail to Rail Corridor Active Transportation Connector Project

Planned Transition from Planning to Program Management in FY19:

- Orange Line Bus Rapid Transit Improvement Project
- North Hollywood to Pasadena Bus Rapid Transit Project
- East San Fernando Valley Transit Corridor Project



Crenshaw/LAX Transit Project

Project Budget: \$2,058M

Project Completion: October 2019

Project Complete: 79%

Accomplishments:

- All five tunnel structures are complete
- All six at-grade and aerial stations' structures are complete
- The three underground stations' structures are approaching 80% completion
- Continuing critical track work installation along the southern section of the eight mile alignment
- Systems installation has commenced
- Working closely with community to mitigate any concerns during construction

Challenges / Risks:

- Limited remaining cost contingency
- Near-term need for concurrent non-project activities to capture Crenshaw/LAX Project non-federal eligible costs and betterments which currently are reducing available project contingency
- Contractor behind schedule and is required to mitigate delays to achieve revised baseline schedule. Metro and contractor mitigating delays to ensure meeting October 30, 2019 revenue service date



Regional Connector Transit Project



Regional Connector Transit Project

Project Budget: \$1,756 M
(Excludes finance costs)

Project Completion: December 2021
Project Complete: 49%

Accomplishments:

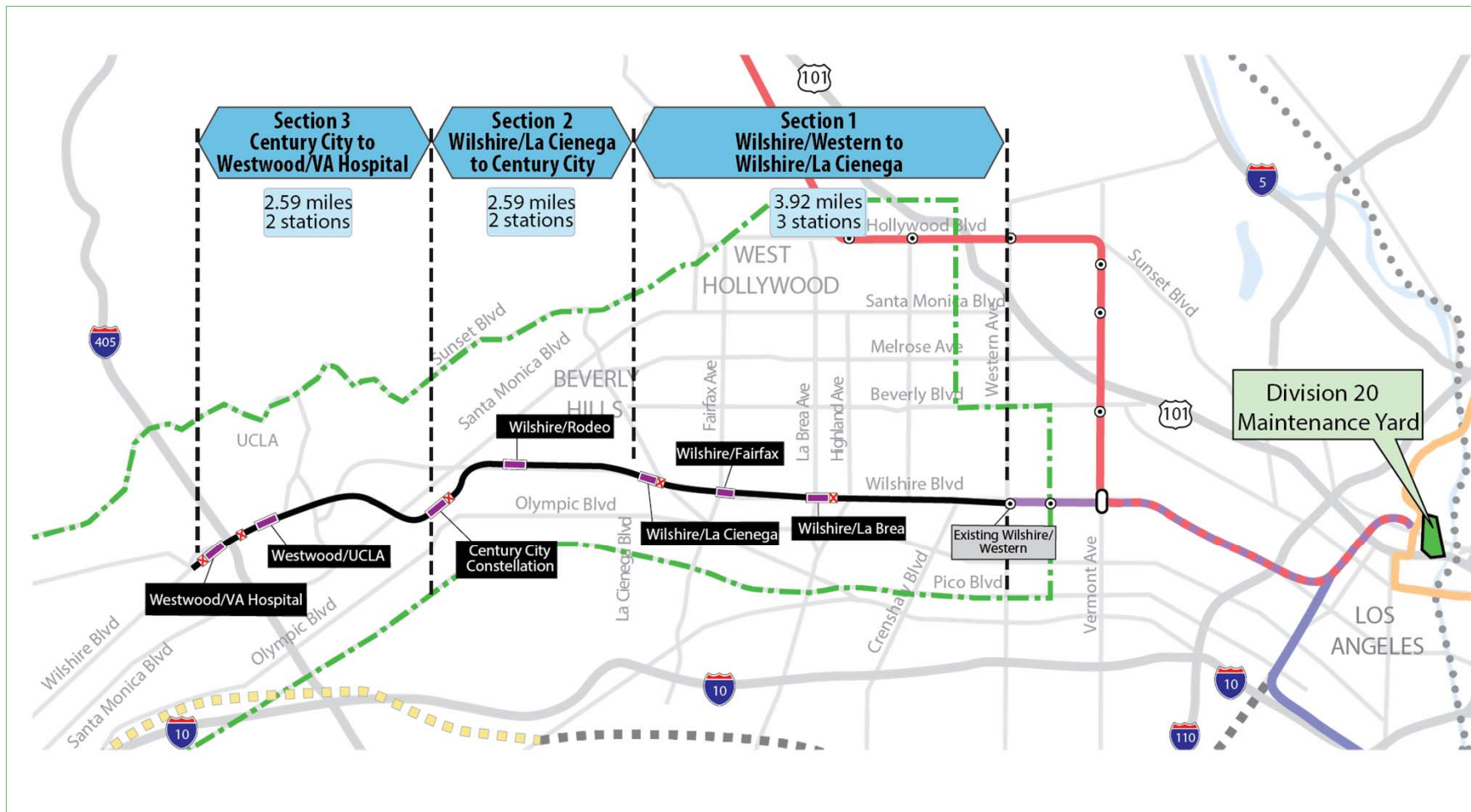
- Successfully completed tunnel boring machine (TBM) operations; retired TBM "Angeli" in mid-January
- Initiated build-out of permanent structural elements at the Grand Av Arts/Bunker Hill Station
- Advanced support of excavation (SOE) installations and utility relocations on Flower Street sufficient to facilitate completion of decking placement from 4th Street to 6th Street; steady state operations are now underway between these stakeholder-sensitive points
- Safely initiated and completed closure of 6th Street east of Flower Street to facilitate key utility relocations in the intersection
- Completed 126" LA County Storm Line relocation along 2nd between Broadway and Spring to allow station box excavation and adjacent building underpinning
- Executed global agreement with contractor which addressed cumulative schedule and cost impacts of numerous utility interferences

Challenges/Risks:

- Transitioning from a TBM mining-centric priority to permanent station and cut/cover guideway construction
- Securing and retaining sufficient craft labor resources to safely, and efficiently prosecute the work
- Effectively identify and manage risks early to afford broader response options for improving or protecting schedule and costs
- Maintaining stakeholder support for necessary traffic control, extended work-hour permits, and general disruptions inherent to heavy construction in a dense urban setting
- Relocating LADWP underground power assets south of 6th/Flower intersection to allow LADWP forces to complete the cabling and intercepts throughout the area per plan and schedule



Westside Purple Line Extension Project



Westside Purple Line Extension Section 1

Project Budget: \$2,779 M
(Excludes finance costs)

Forecast Completion: November 2023
Project Complete: 31%

Accomplishments:

FY18

- Completed Wilshire/La Brea Station excavation and began station concrete operations
- Delivery of tunnel boring machines (TBM)
- Completed Wilshire/La Cienega Station street decking and began excavation
- Completed Wilshire/Western TBM retrieval site piling and street decking

Planned FY19

- Commence Reach 1 tunnel drive from Wilshire/La Brea Station to Wilshire/Western TBM retrieval site
- Complete excavation and temporary TBM support slab at Wilshire/Western TBM retrieval site
- Begin Wilshire/Fairfax Station concrete operations
- Complete excavation at Wilshire/La Cienega Station

Challenge:

- Potential schedule delay due to differing site conditions



Westside Purple Line Extension Section 2

Project Budget: \$ 2,441M

(Excludes finance costs)

Forecast Completion: August 2025

Project Complete: 6%

Accomplishments:

FY18

- Completed joint trench civil work, telecom cable pulling and splicing, and Southern California Gas (SCG) utility relocations at Century City Constellation Station
- Completed Southern California Edison (SCE) utility relocations at Wilshire/Rodeo Station
- Began SCG and AT&T utility relocations at Wilshire/Rodeo Station
- Signed Memorandum of Agreement (MOA) with the City of Beverly Hills for third party utility relocations
- Continue property acquisitions, final design, manufacturing of TBMs, and construction mobilization

Planned FY19

- Complete third party utility relocations civil work at Century City Constellation Station
- Complete final design
- Deliver and assemble tunnel boring machines and begin tunnel mining
- Begin construction of Wilshire/Rodeo Station
- Acquire all subsurface property easements

Challenge:

- Manage in accordance with the signed MOA with the City of Beverly Hills



Westside Purple Line Extension Section 3

Projected Budget through FY19: \$364M

Forecast Completion: TBD

Working Project Estimate: \$3.0 B

(Excludes finance costs)

Accomplishments:

FY18

- Submitted Request for Letter of No Prejudice to FTA for the Tunnels Contract
- Issued Stations, Trackwork and Systems Contract solicitation
- Executed the Construction Management Support Services Contract
- Issued the Notice to Proceed (NTP) for Wilshire/UCLA Advanced Utility Relocations

Planned FY19

- Complete real estate certification process and begin property acquisitions
- Substantially complete Wilshire/UCLA Advanced Utility Relocations
- Continue third party utility relocations
- Issue NTP for Stations, Trackwork and Systems Contract (Planned 4th Quarter)
- Complete final design of the Tunnels
- Tunnel boring machine power becomes available
- Receive approval of the Full Funding Grant Agreement from FTA

Challenges/Risks:

- Secure FTA's funding commitment; may impact cost and schedule
 - Timely receipt of construction and staging areas at the VA Hospital and the Army Reserve to begin construction as currently planned
-



Gold Line Foothill Extension Phase 2B



Gold Line Foothill Extension Phase 2B

Project Budget: \$1,407 M

Forecast Completion: 2027

Accomplishments:

- Ground breaking in December 2017
- Commenced year long Design-Build solicitation for Phase 2B Alignment in November 2017
- Submitted 28 of 50 grade crossing applications to California Public Utility Commission

Challenges/Risks:

- Construction while under operations and accommodating future projects
- Close coordination with Third Party entities, including SCRRA (Metrolink), San Bernardino County Transportation Authority, and Cities
- Secure commitment from Transit and Intercity Rail Capital Program to fully fund approved budget
- Lawsuits from local jurisdictions



Patsaouras Plaza Busway Station

Project Budget: \$ 39.7 M

Project Completion: December 2018

Project Complete: 54%

Accomplishments:

- Completion of all major design work
- Completion and approval of all bridge falsework and bridge foundations
- Major concrete work is in progress

Challenges/Risks:

- Third party review/approvals, including the City of Los Angeles and Caltrans, in a timely manner
- Potential budget and schedule impacts due to design changes and unforeseen field conditions during underground construction
- Maintain planned schedule milestones



Metro Blue Line Signal Rehabilitation Project

Project Budget: \$ 119 M

Project Completion: April 2021

Project Complete: 14%

Accomplishments:

- Met Cap & Trade deadline for project funding
- Issued Notice to Proceed to contractor
- Complete 60% design is under review

Challenges/Risks:

- Track allocation coordination with other projects/maintenance on Metro Blue Line
- Existing aged ductbank/conduits may require replacement, potential additional scope
- Complete the resignaling scope within the scheduled Metro Blue Line shutdown window



New train control



Project adds 4 Crossovers



Willowbrook/Rosa Parks Station Project

Approved Budget through FY19: \$36.0 M
Working Project Estimate: \$ 92.4 M

Forecast Completion: Summer 2020

Accomplishments:

- Completion of real estate acquisition
- Completion of all final design work
- First contract has been awarded, and procurement of second contract is underway



Challenges/Risks:

- Continue Third Party cooperation review/approval, including City of Los Angeles, County, Caltrans, Union Pacific, Public Utility Commission to be consistent with project schedule
- Construction phase plan coordination during Metro operations
- Meet groundbreaking deadline for funding



Emergency Security Operations Center

Project Budget: \$ 113 M

Forecast Completion: Phase 1 in Dec. 2021

Accomplishments:

- Completed preliminary engineering drawings in July 2017
- Issued best value design build procurement in 2nd quarter 2018
- Completion of Constructability review

Challenges/Risks:

- Coordination with adjacent Division 20 Portal Widening Turnback and LINK US projects
- Staff intends to provide \$100,000 per stipend agreement for unsuccessful responsive bidders on the design build solicitation to enhance competition
- Staff plans to return to the Board in Winter 2019 for an increase to LOP budget



Highway Program





Highway Program Status Summary (Measure R Funded)

| # | Project | Current Phase | Estimated Costs through Current Phase (\$mil) | Current Phase Completion |
|----|--|---------------|---|--------------------------|
| 1 | I-5 South – Alondra | Construction | \$114.1 | Completed |
| 2 | I-5 South – Valley View Interchange | Construction | \$631.1 | Aug 2022 |
| 3 | I-5 South – Shoemaker, Rosecrans, Bloomfield | Construction | \$188.2 | Mar 2019 |
| 4 | I-5 South – San Antonio, Imperial Hwy and Orr Day | Construction | \$323.3 | Jul 2019 |
| 5 | I-5 South – Florence | Construction | \$211.7 | Jul 2020 |
| 6 | I-5 South – Carmenita Interchange | Construction | \$419.9 | Mar 2018 |
| 7 | I-5 North – HOV from SR 118 to SR 170 | Construction | \$219.5 | Completed |
| 8 | I-5 North – HOV from FR 170 to North of Buena Vista | Construction | \$94.7 | Completed |
| 9 | I-5 North – North of Buena Vista to South of Magnolia Blvd | Construction | \$402.4 | Jun 2020 |
| 10 | I-5 North –Magnolia Blvd to SR 134 | Construction | \$137.4 | Apr 2019 |



Highway Program Status Summary (Measure R Funded)

| # | Project | Current Phase | Estimated Costs through Current Phase (\$mil) | Current Phase Completion |
|----|---|--|---|--------------------------|
| 11 | I-5 North HOV Project SR 14 to Parker Road | Plans, Specifications & Estimates (PS&E) | \$42.4 | Dec 2018 |
| 12 | Interstate 605 Corridor Hot Spots – I-605/I-5 Interchange Improvement | Project Approval/Environmental Document (PAED) | \$30.3 | Jul 2021 |
| 13 | Interstate 605 Corridor Hot Spots – I-605/SR 60 Interchange Improvement | PAED | \$41.6 | Jul 2021 |
| 14 | Interstate 605 Corridor Hot Spots – SR-91 Westbound Widening at I-605 Interchange | PAED | \$9.3 | Dec 2018 |
| 15 | Interstate 605 Corridor Hot Spots – I-605 Beverly Interchange Improvement Project | PAED/PS&E | \$3.5 | Apr 2019 |
| 16 | I-605 from SR-91 to South St. Improvements Project | PAED/PS&E | \$4.5 | Jan 2019 |



Highway Program Status Summary (Measure R Funded)

| # | Project | Current Phase | Estimated Costs through Current Phase (\$mil) | Current Phase Completion |
|--|--|---------------|---|--------------------------|
| 17 | Interstate 405 Crenshaw Blvd On and Off Ramp Improvements | PS&E | \$20.0 | Mar 2020 |
| 18 | Interstate 405 and I-110 Aux Lane from SR 91 to Torrance Blvd | Construction | \$44.0 | Dec 2019 |
| 19 | I-710 (South) Corridor Improvement Projects | PAED | \$91.0 | Sep 2018 |
| 20 | I-710 (South) Early Action Projects - Soundwall Projects (3 locations) | PS&E & ROW | \$12.7 | Aug 2019 |
| 21 | I-710 (North) Early Action Projects | PAED | \$47.0 | Jun 2018 |
| 22 | Soundwall Package 10 | PS&E | \$59.4 | Dec 2018 |
| 23 | Soundwall Package 11 | Construction | \$89.2 | Dec 2021 |
| Subtotal Measure R Highway Projects | | | \$3,237.2 | |

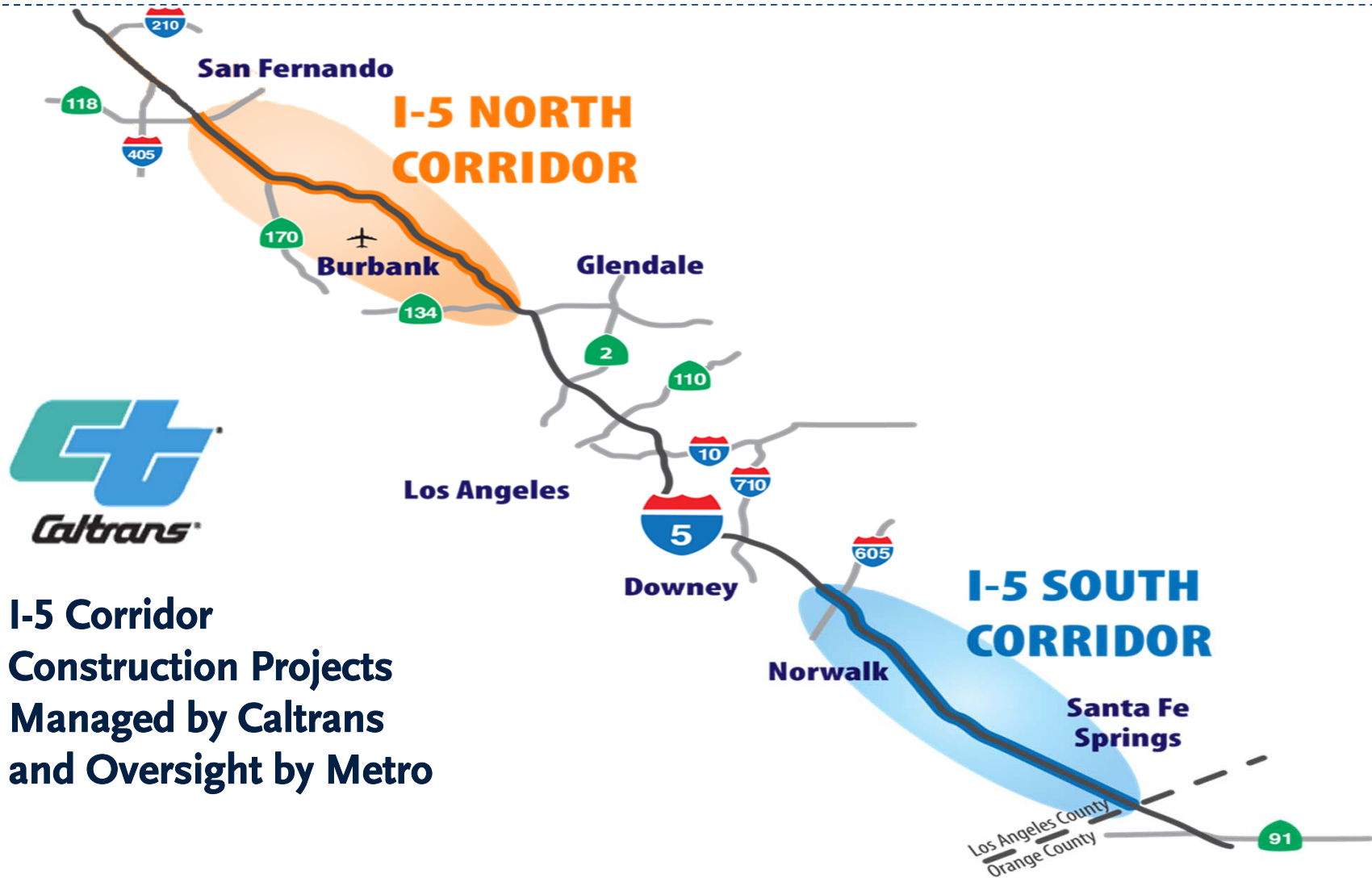


Highway Program Status Summary (Non-Measure R Funded)

| # | Project | Current Phase | Estimated Costs through Current Phase (\$mil) | Current Phase Completion |
|----|---|---------------|---|--------------------------|
| 24 | I-10 HOV from Puente Avenue to Citrus Avenue (Seg. 2) | Construction | \$195.6 | Apr 2019 |
| 25 | I-10 HOV from Citrus Avenue to SR 57 (Seg. 3) | Construction | \$268.7 | Jan 2022 |
| 26 | SR-57/SR-60 Interchange Improvements (Eastbound and Westbound flyover off-ramp to Grand Ave, Eastbound on-ramp SR-60) | PS&E and ROW | \$54.0 | Jul 2020 |
| 27 | SR 71: Interstate 10 to Mission Blvd | PS&E and ROW | \$16.0 | Dec 2020 |
| 28 | SR 71: Mission Blvd to Rio Rancho Road | PS&E and ROW | \$40.0 | Aug 2019 |
| | Subtotal Non-Measure R Funded Highway Projects | | \$574.3 | |
| | TOTAL HIGHWAY PROGRAM | | \$3,811.5 | |



I-5 Corridor Construction





I-5 North: SR 118 to SR 134



PHASE: CONSTRUCTION

Project Managed by Caltrans :

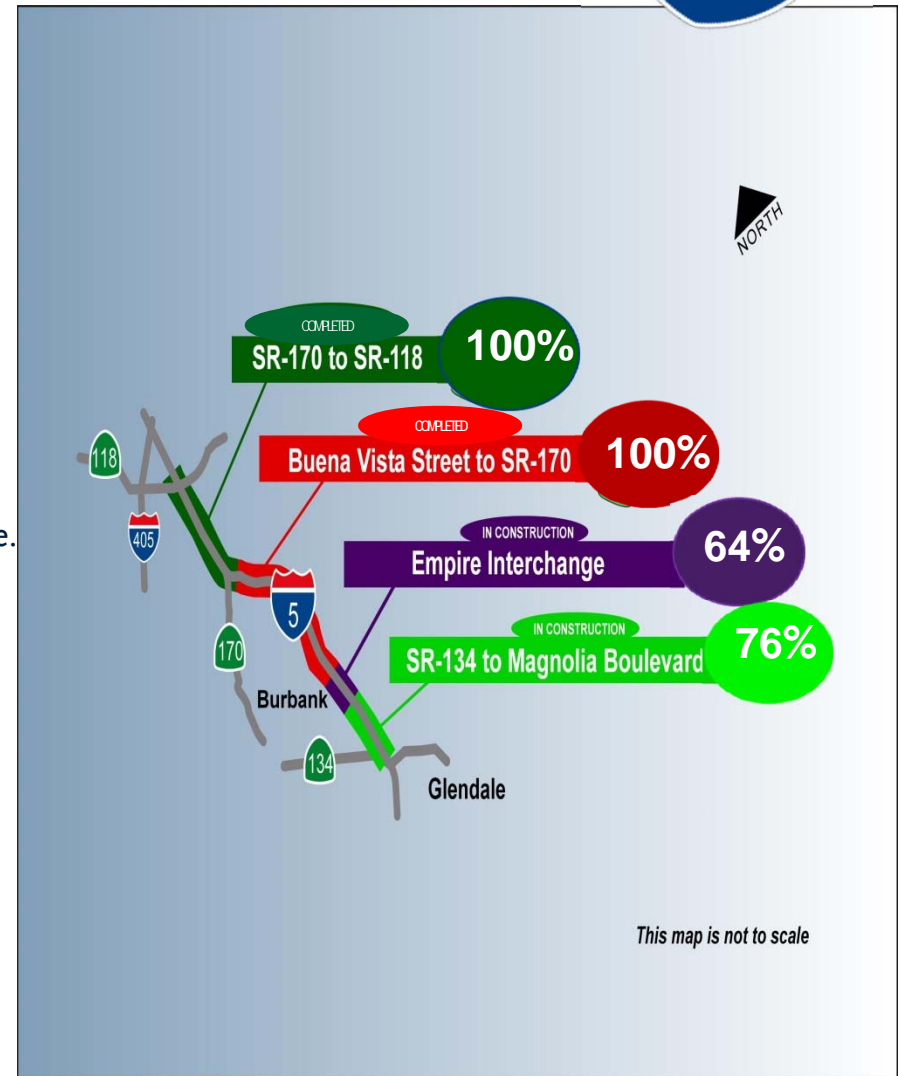
- Approved budget: \$854.0 M
- Estimated Cost to Complete Construction: TBD

Accomplishments:

- SR118 to SR170 - Construction Completed for new HOV Lanes and HOV Direct Connectors, Open to Traffic and Claims have been settled.
- SR170 to North of Buena Vista – HOV Construction Completed and Open to Traffic.
- North of Buena Vista to Magnolia Blvd including Empire Ave. Interchange – Construction in progress.
- Magnolia Blvd to SR 134 – Construction in progress.

Challenges/Risks:

- Adverse field conditions (Seg. 4).
- Utility relocation/ Railroad work changes (Seg. 3).
- Survey work related to roadway and structures (Seg.4).
- LA River Bridge construction requires significant changes to avoid working on the River bed. (Seg. 4).
- Several change orders have consumed significant cost contingency
- High risk level on potential schedule and budget impacts





I-5 South: Orange County Line to I-605



PHASE: CONSTRUCTION

Project Managed by Caltrans :

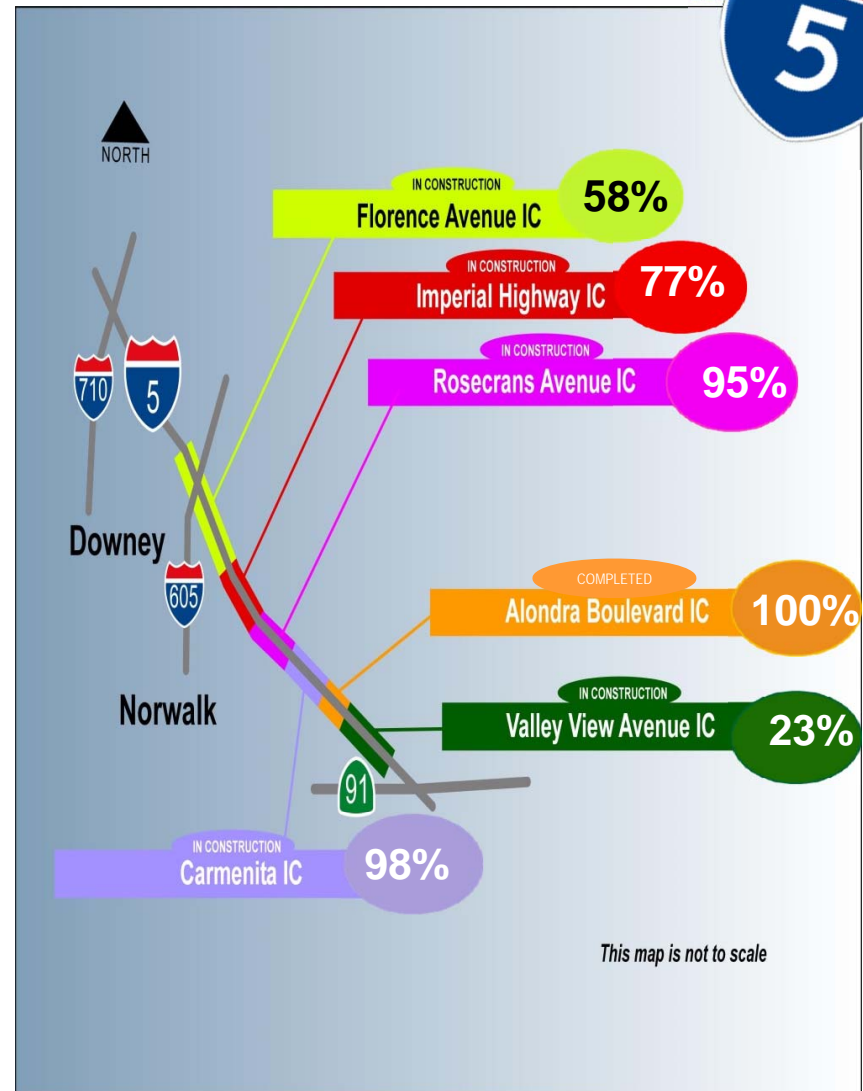
- Approved budget: \$1,888.3 M
- Estimated Cost to Complete Construction: TBD

Accomplishments:

- Alondra Blvd – Started the pre-final Audit process
- Valley View Avenue – Construction in progress
- Rosecrans Avenue – Open to Traffic January 2018, Construction still in Progress
- Imperial Highway – Construction in progress
- Florence Avenue – Construction in progress
- Carmenita Interchange – Interchange open to traffic fall 2016. Construction on local streets in progress

Challenges/Risks:

- Extensive utility and ROW relocation
- Adverse field conditions and railroad work
- Schedule delay and potential budget overrun
- Timely resolution of valid contractors' claims
- Low to medium risk level on potential schedule and budget impacts



I-5 N Capacity Enhancements (SR14 to Parker Road)



PHASE: Plans, Specifications & Estimates

- Approved Budget: \$42.4 M
- Estimated Cost to Complete Design: \$42.4 M

Accomplishments:

- Awarded the PS&E Contract in June 2016
- 65% of PS&E Plans submitted to Caltrans on schedule in December 2017

Challenges/Risks:

- Coordination with Caltrans' ongoing pavement rehabilitation project
- Delays with utility company facility relocations
- Right of Way Acquisition Delays



I-605 “Hot Spots”



PHASE: Various

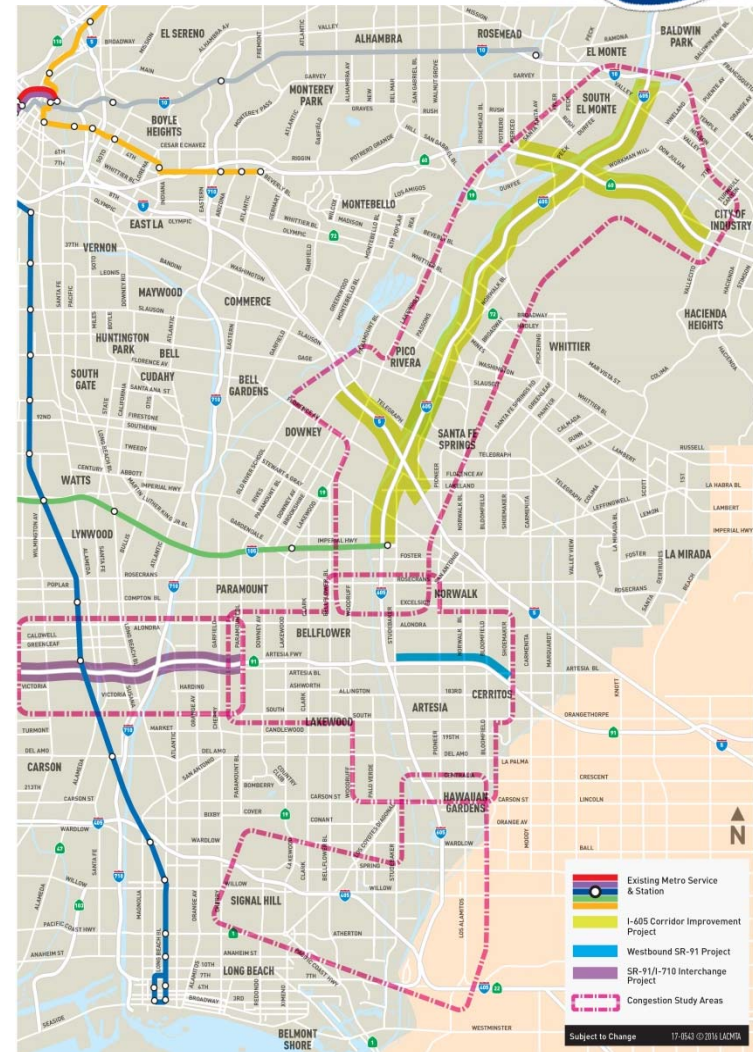
- Approved budget: \$88.7 M
- Estimated Cost to Complete Phase: \$88.7 M

Accomplishments:

- I-605 Corridor Improvement Project (I-605/I-5 and I-605/SR-60) Commenced PAED in 2015 and 2016, respectively
- Completed I-605 Corridor Improvement Project scoping Meetings in Fall 2016
- I-605/SR-91 Westbound PAED expected May 2018
- Pursuing early action projects during the development of the corridor environmental document

Challenges/Risks:

- Funding to advance projects to design and construction
- Strategy to resolve: Considering breaking down the mega projects to smaller fundable projects with independent utility and sustainability



I-710 South Corridor Improvement Projects



Project Phase: Project Approval/Environmental Document

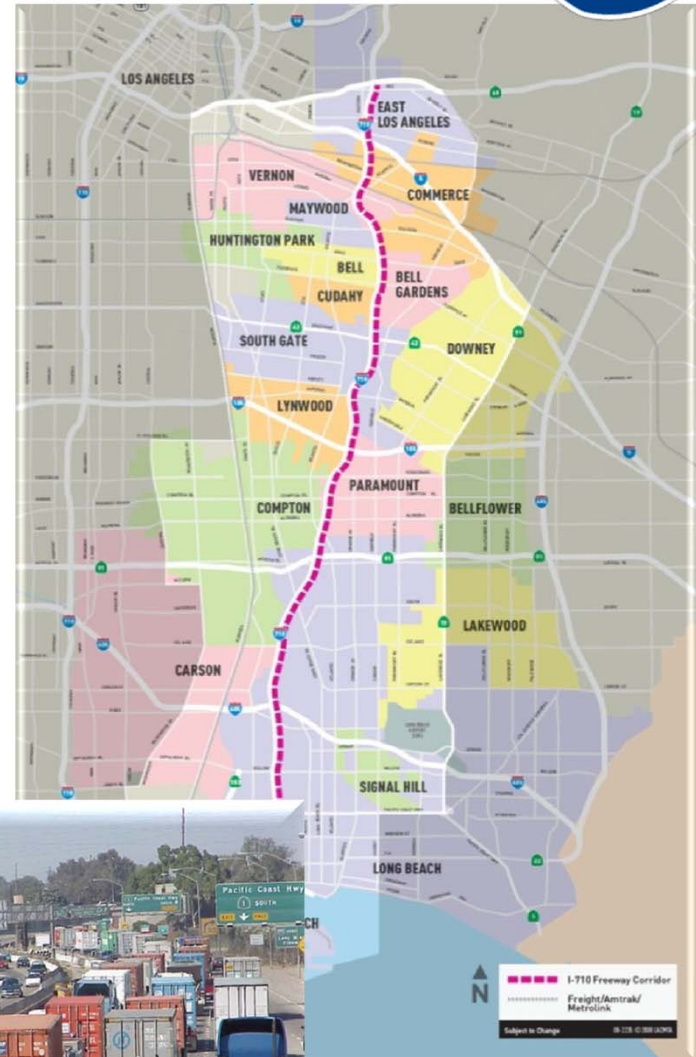
- Approved Budget: \$91.0 M
- Estimated Cost to Complete Phase: \$91.0 M

Accomplishments:

- Released RDEIR/SDEIS for Public Review in Jul 2017.
- Conducted additional studies as directed by the Board
- Strong collaborative work with the local agencies, communities, and Metro Board members in addressing community concerns
- Alternative 5C approved by Metro Board on March 1, 2018 as the Locally Preferred Alternative
- Pursuing early action projects during the development of the corridor environmental documents

Challenges/Risks:

- Funding to pursue design and construction of the proposed improvements
- Strategy to resolve: Pursuing implementation of early action projects with independent utility and sustainability
- Proper phasing of the project funding



I-710 North Early Action Projects



PHASE: Project Approval/Environmental Document

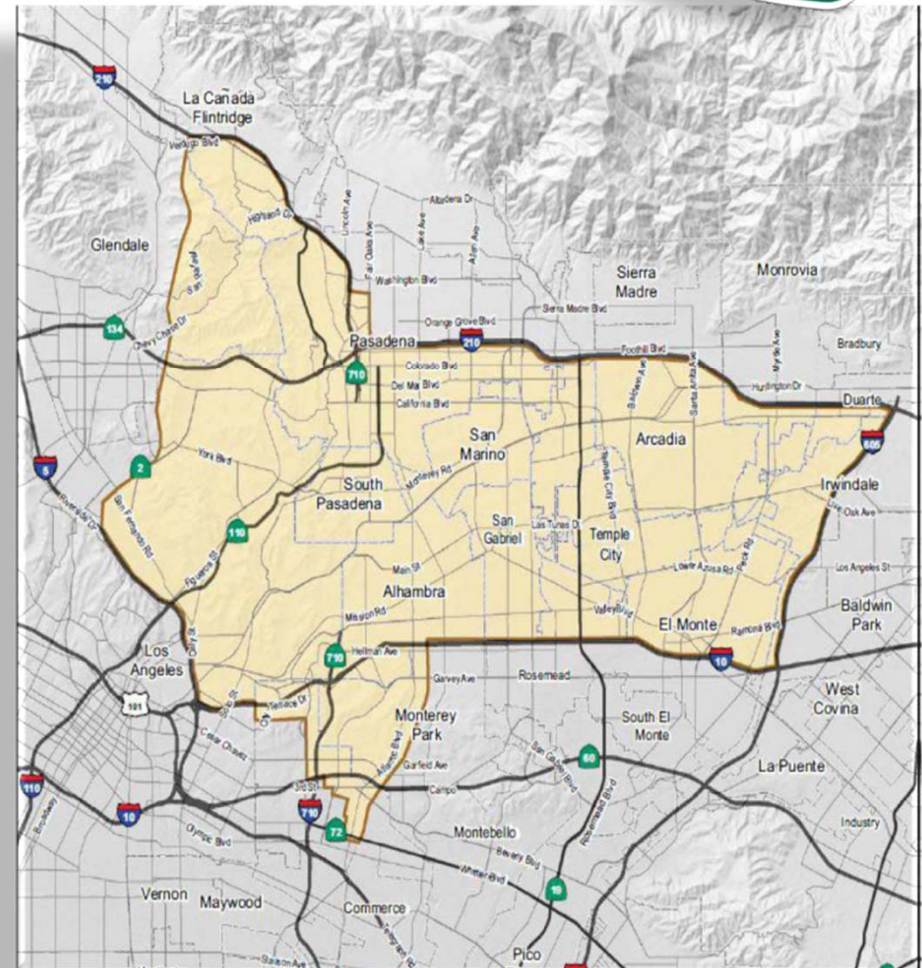
- Approved Budget: \$47.0 M
- Estimated Cost to Complete Phase: \$47.0 M

Accomplishments:

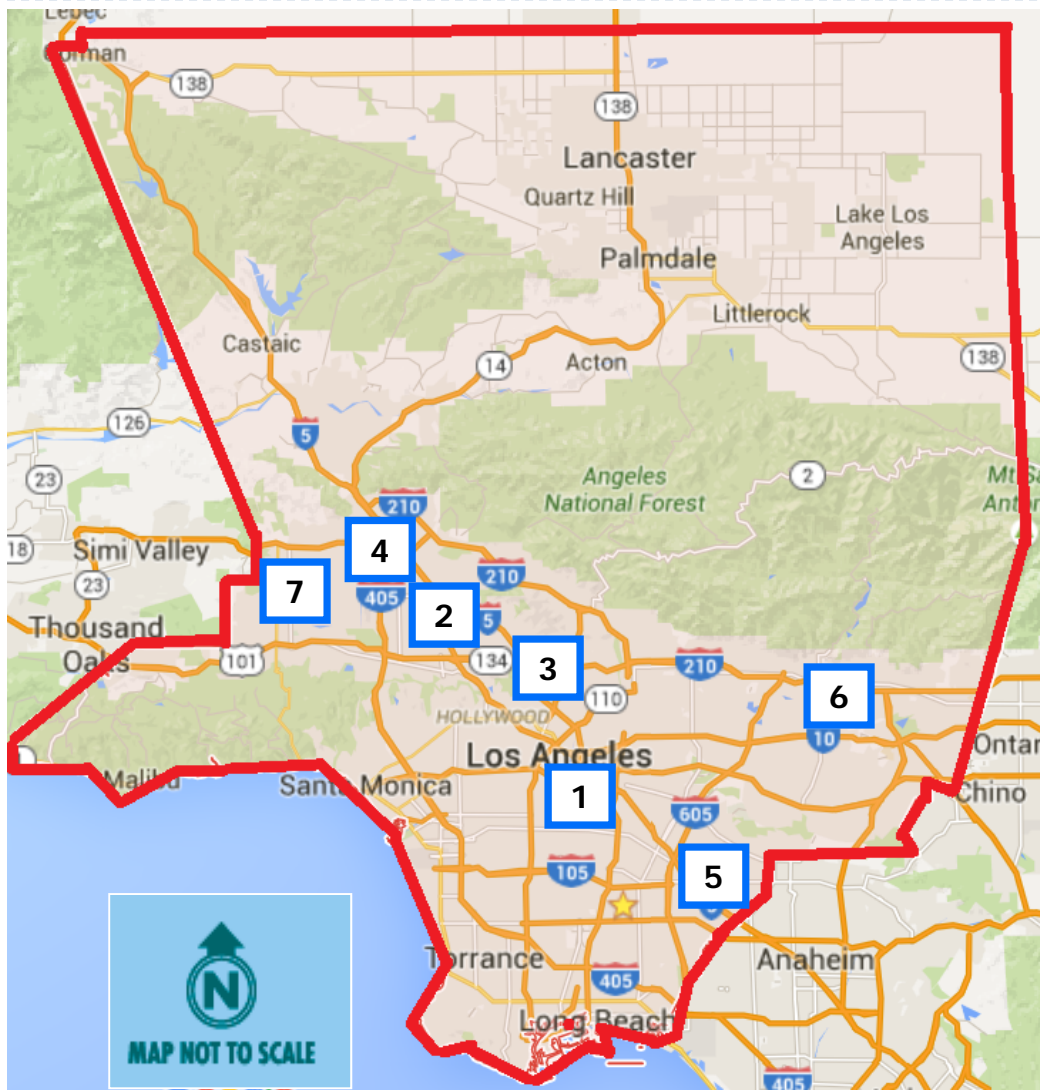
- Environmental Document is being finalized in Spring of 2018
- General agreement has been reached to invest in early action traffic mitigation/congestion relief projects
- Pursuit of early action congestion relief projects will start upon approval of the Final Environmental Document by Caltrans

Challenges/Risks:

- Consensus among local jurisdictions to apply available funds



Regional Rail Program



Los Angeles County



1. LINK Union Station
2. Burbank Airport North - Metrolink Station Project
3. Doran Street and Broadway/Brazil Grade Separation Project
4. Brighton to Roxford Double Track Project
5. Rosecrans/Marquardt Grade Separation Project
6. Lone Hill to CP White Double Track Project
7. Raymer to Bernsen Double Track Project

Regional Rail Program Summary

| # | Project | Current Phase | Estimated Costs through Current Phase (\$mil) | Current Phase Completion |
|---|---|---|---|--------------------------|
| 1 | LINK Union Station Project | Environmental & PE | \$71.6 | June 2019 |
| 2 | Burbank Airport – North Metrolink Station Project | Construction | \$15.0 | April 2018 |
| 3 | Doran Street and Broadway/Brazil Grade Separation Project | Environmental/PE | \$11.6 | November 2019 |
| 4 | Brighton to Roxford Double Track Project | Environmental/ Final Design | \$15.0 | October 2019 |
| 5 | Rosecrans/Marquardt Grade Separation Project | Environmental; Plan, Specification & Estimate Final Design, Real Estate Acq. | \$155.3 (including construction) | September 2022 |
| 6 | Lone Hill to White Double Track Project | Environmental & Final Design | \$10.0 | September 2020 |
| 7 | Raymer to Bernsen Double Track Project | Environmental & Final Design | \$6.0 | June 2020 |
| | Total Regional Rail Program | | \$284.5 | |



Link Union Station (LINK US)

Estimated Cost to Complete Environmental/PE:
Current Phase Completion Date:

\$71.6 M
June 2019

Accomplishments:

- Board approved to proceed with staff recommended alternative 2 in March 2017 with six Regional Rail run-through tracks and two High Speed Rail run-through tracks to be carried forward in the NEPA and CEQA as the locally preferred alternative
- New above-grade concourse concepts and various active transportation linkage options was presented to July 2017 Board
- Worked closely with Division 20 Portal Widening Team in November 2017 to collaborate on design modifications to both the Portal project and the Link US run-through tracks to accommodate each project

Challenges/Risks:

- Potential return to the Board in June for additional budget in the amount of \$1.2M to accommodating WSAB Line at LAUS rail yard while the WSAB Line is undergoing potential project redefinition
- Funding commitments from HSR on required number of platforms and run-through track
- Board authorization on the preferred alternative will be sought in Summer 2018



Burbank Airport – North Metrolink Station Project

Project Budget: \$15.0M

Project Completion: April 2018

Accomplishments:

- Construction to be completed on-time and under budget
- Ribbon cutting/Grand opening anticipated in mid May 2018
- Revenue Service in May



Doran Street and Broadway/ Brazil Grade Separation Project

Est. Cost to Complete Environmental/Design: \$11.6 M

Current Phase Completion Date: November 2019

Accomplishments:

- Completion of Alternative Analysis; starting environmental
- Submittal of Petition to Modify from the proposed one-way interim at-grade improvements at Doran Street to a two-way configuration with quiet zone ready improvements and support for all stakeholders

Challenges/Risks:

- Secure funding for construction
- Board approval of active transportation elements to the project



Brighton to Roxford Double Track Project

Estimated Cost to Complete Environmental/PE:

\$15M

Current Phase Completion Date:

October 2019

Accomplishment: Completion of 30% Preliminary Engineering

Challenges/Risks:

- Possibility that East San Fernando Valley Transit Corridor Project could no longer accommodate the second track shown on B&R plans resulting in \$1M increase in design costs and at least \$50M in right-of-way and construction impacts
- If federal funds are applied to the project, a NEPA process would be required; adding significant time to the project schedule
- Secure funding for construction



Rosecrans/Marquardt Grade Separation Project

Working Project Estimate: \$155.3 M

Phase Completion: September 2022

Accomplishments:

- California High-Speed Rail Authority (CHSRA) awarded \$76.7 million towards the costs of the Rosecrans/Marquardt
- Metro's Real Estate acquired 2 of 8 full take properties
- California Public Utilities Commission approved the Grade Separation application (GO-88-B)

Challenges/Risks:

- Project delay of 8 months by CHSRA for execution of the funding agreement (PMFA)
- Funding agreement executions in progress with Caltrans for Section 190 and BNSF Railway



Lone Hill to White Double Track

Estimated to Complete Environmental/Final Design:

\$10.0 M

Current Phase Completion Date:

September 2020

Accomplishment:

- Completion of 30% Preliminary Engineering

Challenges/Risks:

- Return to the Board in Summer to advance the final design
- Secure construction funding



Raymer to Bernsen Double Track

Estimated Cost to Complete Environmental/Final Design:

\$6.0 M

Current Phase Completion Date:

June 2020

Accomplishments:

- Environmental Clearance in October 2014
- Project received \$60.8M in STIP funds and Prop \$11.8M in Prop1B to-date for environmental, design and construction costs

Challenges/Risks:

- Project placed on hold due to community concerns of environmental studies
- Return to the Board in Summer 2018 to request approval for new environmental studies to directly address community concerns



FY19 Summary

- New Projects with Planned Adoption of Life-of-Project Budget
 - Crenshaw/LAX Concurrent Non-Project Activities Project
 - Willowbrook/Rosa Parks Station Improvements Project
 - Rail to Rail Active Transportation Corridor Connector Project
 - Division 20 Portal Widening Turnback Facility Project
 - Westside Purple Line Extension Section 3 Project

- Existing Projects with Potential Adjustments to LOP Budget (separate Board action):
 - Emergency Security Operations Center
 - Close-out of 7th Street/Metro Station Pedestrian Tunnel (BLOC)
 - Division 4 Permeable Pavement and Bioretention Pilot Project
 - I-5 North: SR 118 to SR 134
 - I-5 South: Orange County Line to I-605



Next Steps

- Project Managers to manage project scope, budget, and schedule for quality, on-time and within budget delivery
- To present project-specific Life-of-Project budget for Board review and adoption
- Maintain resources and staffing needed to manage and support project delivery
- Seek additional revenue sources needed to fulfill funding commitment required to build and deliver projects, including the 28 by 2028 Initiative



Appendix: Project Listing by Type

| TRANSIT CAPITAL PROJECTS WITH TOTAL PROJECT COSTS > \$5 M | | TYPE | LOP BUDGET (\$ MIL.) |
|---|--|---|-------------------------|
| 1 | Bus Rapid Transit Freeway Station Sound Enclosure | Bus Facilities Improvements | \$5.8 |
| 2 | Fuel Storage Tank Program (FY18 - FY21) | Bus Facilities Improvements | \$13.2 |
| 3 | Metro Silver Line Improvements & Upgrades | Bus Facilities Improvements | \$7.8 |
| 4 | Division 3 Master Plan Phases II-IV | Bus Facilities Improvements | \$13.2 |
| 5 | Division 1 Improvements | Bus Facilities Improvements | \$20.9 |
| 7 | Bus Facility Maintenance Improvements & Enhancements Phase II | Bus Facilities Improvements | \$20.9 |
| 8 | Bus Facility Maintenance Improvements & Enhancements Phase III | Bus Facilities Improvements | \$21.7 |
| 9 | Patsaouras Plaza Bus Station Construction | Bus Facilities Improvements | \$39.8 |
| | | Bus Facilities Improvements Total | \$143 |
| 10 | Crenshaw/LAX Light Rail Transit: Construction | Major Construction | \$2,058.0 |
| 11 | Regional Connector: Construction | Major Construction | \$1,755.8 |
| 12 | Westside Purple Line Extension Section 1 Project | Major Construction | \$2,778.9 |
| 13 | Westside Purple Line Extension Section 2 Project | Major Construction | \$2,440.9 |
| 14 | Westside Purple Line Extension Section 3 Project | Major Construction | \$363.6 ^(a) |
| 15 | Gold Line Foothill Extension Phase 2B Project | Major Construction | \$1,406.9 |
| | | Major Transit Construction Total | \$10,804 |
| 16 | Patsaouras Bus Plaza Paver Retrofit | Misc. Capital Projects | \$9.1 |
| 17 | Division 20 Portal Widening Turnback Facility | Misc. Capital Projects | \$188.7 ^(a) |
| 18 | Division 22 Paint and Body Shop | Misc. Capital Projects | \$11.0 |
| 19 | Rail to Rail Corridor Active Transportation Connector Project | Misc. Capital Projects | \$11.4 ^(a) |
| 20 | Metro Eastside Access Improvements Project | Misc. Capital Projects | \$20.4 ^(a) |
| 21 | Airport Metro Connector Project | Misc. Capital Projects | \$151.1 ^(a) |
| | | Misc. Capital Projects Total | \$392 |
| 22 | Southwestern Maintenance Yard | Rail Facilities Improvements | \$157.0 |
| 23 | Systemwide Elevator Installations (Vertical Systems) | Rail Facilities Improvements | \$8.0 |
| 24 | Light Rail Transit Freeway Stations Sound Enclosures | Rail Facilities Improvements | \$8.6 |
| 25 | Metro Red Line Civic Center Station Escalator/Elevator Modernization | Rail Facilities Improvements | \$12.0 |
| 26 | Metro Red Line Escalator Replacement/Modernization | Rail Facilities Improvements | \$20.8 |
| 27 | Willowbrook/Rosa Parks Station Improvement | Rail Facilities Improvements | \$36.0 ^(a) |
| | | Rail Facilities Improvements Total | \$242 |
| 28 | Metro Gold Line I-210 Barrier Replacement Phase I | Security/Safety | \$11.1 ^(b) |
| 29 | Metro Emergency Security Operations Center | Security/Safety | \$112.7 |
| | | Security/Safety Total | \$124 |
| 30 | Metro Blue Line Pedestrian Safety Enhancement at Grade Crossings | Wayside Systems | \$31.4 |
| 31 | Metro Blue Line Signal System Rehabilitation | Wayside Systems | \$118.9 |
| | | Wayside Systems Total | \$150 |
| | | TRANSIT CAPITAL TOTAL | \$11,855 |

(a) Based on projected budget through FY19, prior to Board adoption of life-of-project budget.

(b) Design LOP budget approved for risk assessment study, environmental clearance and final design.

Appendix: Project Listing by Type

| HIGHWAY | TYPE | CURRENT ESTIMATE (\$ MIL.) |
|---|------------------------------------|----------------------------|
| 1 I-5 South – Alondra | Measure R Highway Capital Project | \$114.1 |
| 2 I-5 South – Valley View Interchange | Measure R Highway Capital Project | \$631.1 |
| 3 I-5 South – Shoemaker, Rosecrans, Bloomfield | Measure R Highway Capital Project | \$188.2 |
| 4 I-5 South – San Antonio, Imperial Hwy and Orr Day | Measure R Highway Capital Project | \$323.3 |
| 5 I-5 South – Florence | Measure R Highway Capital Project | \$211.7 |
| 6 I-5 South – Carmenita Interchange | Measure R Highway Capital Project | \$419.9 |
| 7 I-5 North – HOV from SR 118 to SR 170 | Measure R Highway Capital Project | \$219.5 |
| 8 I-5 North – HOV from SR 170 to North of Buena Vista | Measure R Highway Capital Project | \$94.7 |
| 9 I-5 North – North of Buena Vista to South of Magnolia Blvd | Measure R Highway Capital Project | \$402.4 |
| 10 I-5 North – Magnolia Blvd to SR 134 | Measure R Highway Capital Project | \$137.4 |
| 11 I-5 North HOV Project SR 14 to Parker Road | Measure R Highway Capital Project | \$42.4 |
| 12 I-605 Corridor Hot Spots – I-605/I-5 Interchange Improvement | Measure R Highway Capital Project | \$30.3 |
| 13 I-605 Corridor Hot Spots – I-605/SR 60 Interchange Improvement | Measure R Highway Capital Project | \$41.6 |
| 14 I-605 Corridor Hot Spots – SR-91 Westbound Widening at I-605 Interchange | Measure R Highway Capital Project | \$9.3 |
| 15 I-605 – Beverly Interchange Improvement Project | Measure R Highway Capital Project | \$3.5 |
| 16 I-605 from SR-91 to South St. Improvements Project | Measure R Highway Capital Project | \$4.5 |
| 17 I-405 Crenshaw Blvd On and Off Ramp Improvements | Measure R Highway Capital Project | \$20.0 |
| 18 I-405 and I-110 Aux Lane from SR 91 to Torrance Blvd | Measure R Highway Capital Project | \$44.0 |
| 19 I-710 (South) Corridor Improvement Projects | Measure R Highway Capital Project | \$91.0 |
| 20 I-710 (South) Early Action Projects - Soundwall Projects (3 locations) | Measure R Highway Capital Project | \$12.7 |
| 21 I-710 (North) Early Action Projects | Measure R Highway Capital Project | \$47.0 |
| 22 Soundwall Package 10 | Measure R Highway Capital Project | \$59.4 |
| 23 Soundwall Package 11 | Measure R Highway Capital Project | \$89.2 |
| | Measure R Highway Total | \$3,237.2 |
| 24 I-10 HOV from Puente Avenue to Citrus Avenue (Seg. 2) | Other Highway Projects | \$195.6 |
| 25 I-10 HOV from Citrus Avenue to SR 57 (Seg. 3) | Other Highway Projects | \$268.7 |
| 26 SR 57 and SR 60 Mixed Flow Interchange | Other Highway Projects | \$54.0 |
| 27 SR 71: Interstate 10 to Mission Blvd | Other Highway Projects | \$16.0 |
| 28 SR 71: Mission Blvd to Rio Rancho Road | Other Highway Projects | \$40.0 |
| | Other Highway Total | \$574.3 |
| | HIGHWAY PROGRAM TOTAL | \$3,811.5 |
| REGIONAL RAIL | TYPE | CURRENT ESTIMATE (\$ MIL.) |
| 1 LINK Union Station Project | Regional Rail | \$71.6 |
| 2 Burbank Airport – North Station Project | Regional Rail | \$15.0 |
| 3 Doran Street and Broadway/Brazil Safety and Access Project | Regional Rail | \$11.6 |
| 4 Brighton to Roxford Double Track Project | Regional Rail | \$15.0 |
| 5 Rosecrans/Marquardt Grade Separation Project | Regional Rail | \$155.3 |
| 6 Lone Hill to White Double Track Project | Regional Rail | \$10.0 |
| 7 Raymer to Bernsen Double Track Project | Regional Rail | \$6.0 |
| | REGIONAL RAIL PROGRAM TOTAL | \$284.5 |



Board Report

File #: 2018-0066, File Type: Contract

Agenda Number: 34.

CONSTRUCTION COMMITTEE APRIL 12, 2018

SUBJECT: SYSTEMS ENGINEERING AND SUPPORT SERVICES

ACTION: AWARD PROFESSIONAL SERVICES CONTRACT

RECOMMENDATION

AUTHORIZE:

- A. the Chief Executive Officer to award a Task Order (TO) based seven-year cost plus fixed fee contract plus three one-year options, Contract No. AE47810E0128, to SECOTrans (Joint Venture of LTK Engineering Services, NBA Engineering Inc., Pacific Railway Enterprises Inc., and Ramos Consulting Services, Inc) for systems engineering and support services for design of rail and transit projects;
- B. an initial two year not-to-exceed amount of \$28,932,000 for Task Orders issued through Fiscal Year 2020; and
- C. the Chief Executive Officer to execute individual Task Orders and changes within the Board approved not-to-exceed amount for the contract.

ISSUE

Staff seeks to award a Systems Engineering and Support Services contract to assist Metro in the delivery of voter approved Measures R, M, and other Board approved Capital Improvement projects. The recommended action will provide contracting authority for Task Orders issued during the initial two years, FY's 2019 and 2020. Staff intends to return to the Board every two years to request additional contract funding as conditions and project requirements warrant.

DISCUSSION

With the approval of Measure M, the Twenty-Eight by '28 Plan, the ongoing implementation of the Measure R program, and required State of Good Repair initiatives, staff is seeking to engage a Systems Engineering Consultant (SEC) to provide a broad range of systems engineering design and related support services to supplement current Systems Engineering department resources.

Term

Due to the intensive system integration requirements and length of time needed to deliver major capital improvement projects, it is very inefficient and disruptive to change a systems engineering consultant during project delivery. The recommended Systems Engineering and Support Services term will provide greater continuity, consistency and less disruption by implementing a base seven (7) year contract with three (3) one-year options.

Scope

An experienced SEC provides a singular systems engineering team, and associated sub-specialties, with the necessary resources to assist in the planning, development, and delivery of Metro's aggressive schedule of projects for the next decade. The SEC will be capable of applying and withdrawing resources as the workload of projects fluctuates over time. The SEC has the extensive experience and capability to support the complete project lifecycle; from the conceptual phase to final design and construction.

Other Considerations

The challenge presented by the simultaneous implementation of numerous projects is to ensure the integration and standardization of the systems elements within and across the current Metro system. Consistent development and design is necessary to ensure that the required integration is achieved with respect to civil and electrical infrastructure, vehicles, control systems, communications, operations, maintenance, security, training, etc.

With a singular SEC design team supporting Metro, the standardization of design, construction and functionality of systems elements will keep Metro's long term interest of system interoperability and safety at the forefront. A fully-integrated network requires a consistency of systems design and not a collection of potentially incompatible independent designs arising from separate projects. This approach has been implemented successfully in other transit agencies nationwide and the benefits of full systems standardization include:

- Interoperability and efficient maintainability
- Improved commercial viability
- Reduced spares requirements
- Reduced training requirements
- Flexibility to adapt to changing circumstances

The SEC will provide some or all of the systems engineering services for current/future rail and bus transit projects, and other capital improvement projects, including, but not limited to, the following:

- East San Fernando Valley Transit Corridor
- Gold Line Eastside Phase 2 Extension
- Green Line South Bay Rail Extension
- West Santa Ana Transit Corridor

- Sepulveda Pass Transit Corridor
- Vermont Transit Corridor
- Orange Line BRT Improvements
- Westside Purple Line Extension Section 2 & 3
- Metro Blue Line (MBL) Re-signaling Project
- Metro Blue Line (MBL) Systems Upgrades
- Metro Green Line (MGL) Systems Upgrades
- Operations Control Center
- Gold Line Foothill Extension 2B

DETERMINATION OF SAFETY IMPACT

The use of a consistent systems design process has a positive benefit during the construction and subsequent operations of Metro's Rail and Bus transit network.

FINANCIAL IMPACT

Task Orders (TO) with a detailed scope of work shall be issued for each project or system element that requires systems engineering support. The vast majority of funds will be provided by the respective individual project life of project (LOP) funds for which the support work is required. A portion of the proposed contract workscope will require an annual budget allotment for conceptual and preliminary work to be funded through an annual overhead fund. The FY19 and FY20 allotment under recommendation B will initially require a not to exceed amount of \$1,500,000 dollars. Annual overhead allotments beyond FY20 shall not exceed 5% of actual task orders issued for future fiscal years. Aside from the annual allotment, the recommendations for this item have no financial impacts beyond what the Board authorizes through the annual budget adoption and/or LOP budget approval. Upon approval of Recommendation B, the FY19 budget will be amended to allow for up to \$1,000,000 in overhead funds and engineering support activities.

Staff will return to the Board every two years to request additional contract authorization as project needs arise in order to accurately estimate the anticipated level of required resources. On an annual basis, the Project Managers, Cost Center Managers, and Chief Program Management Officer will be responsible for budgeting costs in future years.

Impact to Budget

Upon approval of this action, up to \$1,000,000 will be funded in FY19 to initiate project support efforts. Any additional funding for TOs issued under this action will be provided by the specific project requiring the services. The source for these funds are projects' funding plans and may consist of federal and/or state grants as well as local funds. Many state-of-good repair and capital improvement projects are funded with local funding sources that are eligible for rail and bus operations.

ALTERNATIVES CONSIDERED

The Board may reject the recommendation, proposed duration, or initial funding authorization. Staff does not recommend these alternatives. The use of a qualified SEC allows the agency to secure highly technical expertise without the necessary increase in Metro long term labor costs. Further, by providing for an overall term of seven years plus up to three additional option years, an integrated and consistent network design serves Metro's interests. Finally, by limiting the initial funding to two years, greater accuracy of project scope and cost requirements can be provided to the Board on a two year basis.

NEXT STEPS

Upon Board approval, staff will complete the process to award and execute the contract. Specific task orders will be subsequently issued on an as needed basis.

ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by:

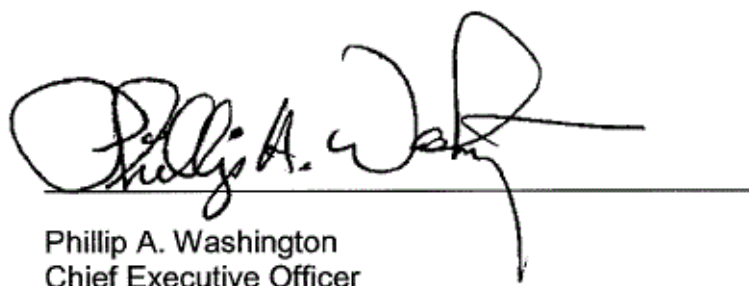
Ron Tien, Director Systems Engineering (213) 922-7263

Michael Ratnasingham, Executive Officer, Systems Engineering (213) 922-7289

Reviewed by:

Richard F. Clarke, Chief Program Management Officer; (213) 922-7557

Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

SYSTEMS ENGINEERING AND SUPPORT SERVICES
AE47810E0128

| | | |
|----|---|--|
| 1. | Contract Number: AE47810E0128 | |
| 2. | Recommended Vendor: SECOTrans (Joint Venture of LTK Engineering Services, NBA Engineering Inc., Pacific Railway Enterprises Inc., and Ramos Consulting Services, Inc.). | |
| 3. | Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order | |
| 4. | Procurement Dates: | |
| | A. Issued: November 14, 2017 | |
| | B. Advertised/Publicized: November 16, 2017 | |
| | C. Pre-Proposal Conference: December 7, 2017 | |
| | D. Proposals Due: January 5, 2018 | |
| | E. Pre-Qualification Completed: March 27, 2018 | |
| | F. Organizational Conflict of Interest Review Completed by Ethics: March 27, 2018 | |
| | G. Protest Period End Date: April 23, 2018 | |
| 5. | Solicitations Picked up/Downloaded: 120 | Proposals Received: 3 |
| 6. | Contract Administrator: Diana Sogomonyan | Telephone Number: 213.922.7243 |
| 7. | Project Manager: Ron Tien | Telephone Number: 213.922.7263 |

A. Procurement Background

This Board Action is to approve Contract No. AE47810E0128 Systems Engineering and Support Services, to supplement Metro's Engineering Department resources in providing engineering services for projects in varying stages of conceptual design, preliminary engineering, final design, bidding for construction, and design support during construction (DSDC), including the following: program management, quality, and computer aided design and drafting (CADD); design services concerning train control, communications systems, traction power, and overhead catenary systems (OCS); operational runtime simulation and modeling, corrosion control, system integration, facilities and system-wide electrical, facilities mechanical, facilities plumbing, and facilities fire protection. The consultant 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 Period of Performance. Board approval of contract awards are subject to resolution of any properly submitted protest.

The Request for Proposals (RFP) was an Architectural & Engineering (A&E) qualifications based procurement process performed in accordance with Los Angeles County Metropolitan Transportation Authority (Metro) Procurement Policies and Procedures, and California Government Code §4525-4529.5 for Architectural and Engineering (A&E) services. The contract type is a Cost Plus Fixed Fee (CPFF). The Contract is for a term of seven (7) years with three (3) one-year options.

Three amendments were issued during the solicitation phase of the RFP:

- Amendment No. 1, issued on November 22, 2017, clarified the Submittal Requirements and Evaluation Criteria;
- Amendment No. 2, issued on December 5, 2017, clarified the Cost Reimbursable Contract Scope of Services, Special Provisions, and Labor Compliance Manual;
- Amendment No. 3, issued on December 22, 2017, clarified the Cost Reimbursable Contract Special Provisions, General Conditions, Compensation & Payment Provisions, Scope of Services, Submittal Requirements, and Evaluation Criteria.

A total of three (3) proposals were received on January 5, 2018.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro Executive Office, Transit Project Delivery, Systems Engineering, Facilities Engineering Operations, Safety, and Light Rail Wayside Systems 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 the Firms on the Consultant’s Project Team.....(30%)
- Key Personnel’s Skills and Experience.....(30%)
- Effectiveness of Management Plan.....(15%)
- Understanding of Work and Appropriateness of Approach for Implementation.....(25%)

The evaluation criteria were appropriate and consistent with criteria developed for other, similar Architect and Engineers (A&E) procurements. Several factors were considered when developing the weightings, giving the greatest importance to the Experience and Capabilities of the Firms on the Consultant's Project Team and Key Personnel's Skills and Experience. Since this is an A&E, qualifications based procurement price could not and cannot be used as an evaluation factor pursuant to state and federal law.

All three proposals received were determined to be within the competitive range and are listed below in alphabetical order:

1. Metro Systems + Partners, a Joint Venture, consisting of Hatch Associates Consultants, Inc. and SENER.
2. SECOTrans, a Joint Venture, consisting of LTK Engineering Services, NBA Engineering Inc., Pacific Railway Enterprises Inc., and Ramos Consulting Services, Inc.
3. Systems Delivery Partners, a Joint Venture, consisting of WSP USA Inc., Mott MacDonald LLC and Auriga Corporation.

During the months of January and February of 2018, the PET reviewed the three written qualification proposals. On January 24, 2018, the PET met with all three Proposers for oral presentations. The firms were given the opportunity to present on 1) Effectiveness of Management Plan, and 2) Understanding of Work and Appropriateness of Approach for Implementation.

The proposing firms' had the opportunity to present their proposed project managers, key personnel and some of their key members, 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 presented in the RFP. Sealed cost proposals were received at the time of oral presentations.

After the recommendation of the most qualified proposer was approved by the Executive Officer of Vendor/Contract Management V/CM, the recommended most qualified proposer's cost proposal was opened. V/CM completed its cost analysis and engaged in negotiations with the recommended proposer.

Qualifications Summary of Recommended Firm:

The Proposal Evaluation Team (PET) ranked the proposals and assessed major strengths, weaknesses and associated risks of each of the Proposers to determine the most qualified firm. The final scoring was based on evaluation of the written proposals as supported by oral presentations and clarifications received from the Proposers. The results of the final scoring are shown below:

| 1 | Firm/Evaluation Factor | Average Score | Factor Weight | Weighted Average Score | Rank |
|----|---|---------------|----------------|------------------------|----------|
| 2 | SECOTrans, JV | | | | |
| 3 | Experience and Capabilities of the Firms on the Consultant's Project Team | 95.33 | 30% | 28.60 | |
| 4 | Key Personnel's Skills and Experience | 90.00 | 30% | 27.00 | |
| 5 | Effectiveness of Management Plan | 92.00 | 15% | 13.80 | |
| 6 | Understanding of Work and Appropriateness of Approach for Implementation | 92.80 | 25% | 23.20 | |
| 7 | Total | | 100.00% | 92.60 | 1 |
| 8 | Systems Delivery Partners, JV | | | | |
| 9 | Experience and Capabilities of the Firms on the Consultant's Project Team | 89.33 | 30% | 26.80 | |
| 10 | Key Personnel's Skills and Experience | 87.33 | 30% | 26.20 | |
| 11 | Effectiveness of Management Plan | 78.67 | 15% | 11.80 | |
| 12 | Understanding of Work and Appropriateness of Approach for Implementation | 83.20 | 25% | 20.80 | |
| 13 | Total | | 100.00% | 85.60 | 2 |
| 14 | Metro Systems + Partners, JV | | | | |
| 15 | Experience and Capabilities of the Firms on the Consultant's Project Team | 73.33 | 30% | 22.00 | |
| 16 | Key Personnel's Skills and Experience | 63.33 | 30% | 19.00 | |
| 17 | Effectiveness of Management Plan | 77.33 | 15% | 11.60 | |
| 18 | Understanding of Work and Appropriateness of Approach for Implementation | 84.00 | 25% | 21.00 | |
| 19 | Total | | 100.00% | 73.60 | 3 |

Weighted Scores are rounded up to the nearest second decimal point.

The evaluation performed by the PET determined SECOTrans as the most qualified firm and team to provide Systems Engineering and Support Services, as provided in the RFP Scope of Services. What distinguished SECOTrans was they demonstrated, through their written proposal and oral presentation, their extensive technical experience performing Systems Engineering design and significant

expertise in each of the specialty areas identified in the Scope of Services. SECOTrans has also demonstrated an exceptionally thorough and comprehensive understanding in many areas concerning Systems Engineering services. Focus of SECOTrans on the four key elements for success: Safety, Engineering, Construction, and Operations, or “SECO,” showed a clear understanding of construction and Operations. The team is highly experienced in delivering similar task order based contracts; with an excellent record in client satisfaction on Metro projects and similar projects around the U.S.

Members of the team providing services to Metro under other contracts may not be eligible to perform certain tasks under this contract if, in accordance with Metro’s Organizational Conflict of Interest policy, their performance would result in an organizational conflict of interest.

C. Cost/Price Analysis

The recommended price 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. The analysis includes, among other things, a comparison with similar firms; an analysis of rates and factors for labor, and other direct costs upon which the consultant will base its billings. Metro negotiated and established provisional indirect (overhead) rates, plus a fixed fee 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 Contract adjustments. 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.

| Proposer Name | Proposal Estimate | Metro ICE | Recommended NTE amount |
|--------------------------|--------------------------|----------------------------------|----------------------------------|
| SECOTrans, Joint Venture | N/A ⁽¹⁾ | \$28,932,000 ^{(2), (3)} | \$28,932,000 ^{(2), (4)} |

- (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 Work. Hourly labor rates, overhead and fee were negotiated and determined to be fair and reasonable.
- (2) FY '19 starts from July 1, 2018 thru June 30, 2019
FY '20 starts from July 1, 2019 thru June 30, 2020
- (3) The amount \$28,932,000 is V/CM's extraction from the Independent Cost Estimate (ICE) for the first two fiscal year contract base period.

(4) The amount of \$28,932,000 is the Not to Exceed amount for the FY '19 –FY '20 period. Future work will be funded according to an Annual Work Program, on a two year basis. The total contract amount will be the aggregate value of all task orders negotiated with the Consultant through the term of the contract.

The Systems Engineering Services Independent Cost Estimate was developed using the current master schedule and construction estimates available from the Program Management Project Controls department. An estimated cost was determined for each project using past project costs, systems to civil project percentages along with historical rates. Depending on the type of transit project and the complexity, the percentages were derived from the overall construction costs to determine the systems construction and engineering costs. Once the systems engineering costs were estimated, they were distributed across each fiscal year according to the master schedule. Other costs for Maintenance of Way (MOW) support, State of Good Repair and Transit Asset Management, were independently developed with each department.

D. Background on Recommended Contractor

SECOTrans is a Joint Venture of LTK Engineering Services and three Disadvantaged Business Enterprise (DBE) firms, NBA Engineering Inc., Pacific Railway Enterprises Inc., and Ramos Consulting Services, Inc.

The team members have provided systems engineering efforts in North America, including Los Angeles, Denver, Seattle and Portland, as well as internationally. Collectively, SECOTrans brings extensive capabilities in various systems disciplines and deep experience in their associated light rail, heavy rail, and bus rapid transit (BRT) applications, involving a broad range of project delivery methods. The Program Manager holds a Bachelor of Science in Electrical/Electronic Engineering. Offering 17-years of Systems Engineering experience, he has been employed with LTK Engineering Services since 1998. The Program Manager's experience highlights include: Project Manager for Metro's current Supplemental Engineering Services (SES) Contract (for Rail Systems Engineering); Systems Manager for Denver Regional Transportation District (RTD) T-REX and FasTracks projects; and Deputy Systems Project Manager for Seattle East Link Light Rail Project.

LTK Engineering Services (LTK) is a rail consulting firm with more than 80 years of experience in rail systems and vehicle design. LTK's staff of over 400 includes more than 290 professionals with expertise in all areas of rail systems and rail vehicle planning, engineering, and economic analysis. LTK has provided systems engineering efforts on a current Metro Supplemental Engineering Services (SES) contract and other recent major systems engineering assignments undertaken on behalf of agencies in Denver, Seattle, Minneapolis and Portland.

NBA Engineering, Inc. (NBA) is a certified DBE firm and has been in operations since 1994. The firm provides MEP services including electrical and emergency power, lighting, LEED and sustainability, HVAC (dry and wet sites), plumbing and

fire protection design. NBA developed the system-wide raceway design and construction cost estimate for BART's 8.2-mile extension to San Francisco International Airport, and provided plumbing, fire protection, electrical power, lighting distribution, fire alarm, cost estimating and construction staging services for BART's Concord, CA, maintenance shop extension. In LA, they are providing mechanical and systems design, and tunnel ventilation for two underground stations for the Purple Line Section 2, as well as MEP for train control and communications rooms at four above ground stations on the Crenshaw Line.

Pacific Railway Enterprises, Inc. (PRE) is a certified DBE and has been in operations since 1994. The firm specializes in train control and communications systems. Headquartered in Riverside, CA, PRE's staff of 30 provides comprehensive services at all project stages from design to commissioning. PRE completed the final design package for Metro's microwave radio replacement project, developed train control loop designs for the Gold, Blue and Green Lines, and developed drawings and specifications for the Gold Line UPS system upgrade.

Ramos Consulting Services, Inc. (Ramos CS) is a certified DBE firm. The firm provides project controls, third-party engineering and construction support. Ramos CS has worked on various projects in the LA region including the current Metro projects Advanced Utility Relocation for the Expo Line Phase 2 and Purple Line Section 1.

DEOD SUMMARY

**SYSTEMS ENGINEERING AND SUPPORT SERVICES/
AE47810E0128**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 15% Disadvantaged Business Enterprise (DBE) goal for this solicitation. SECOTrans, a joint venture of LTK Engineering Services, NBA Engineering, Inc., Pacific Railway Enterprises, Inc., and Ramos Consulting Services, Inc. formed a team that included DBE firms without schedules or specific dollar commitments prior to the establishment of this on-call Contract. SECOTrans committed to meeting the 15% DBE goal through the joint venture partnership, which includes three DBE joint venture partners, as well as utilization of eight additional DBE subcontractors. Overall DBE participation for the on-call Contract will be determined based on the aggregate of all Task Orders awarded.

| SMALL BUSINESS GOAL | | 15% DBE | SMALL BUSINESS COMMITMENT | | 15% DBE |
|---------------------|--|--|--|-------------------|-------------|
| | DBE Contractors | Scope of Work | NAICS Codes | Ethnicity | % Committed |
| 1. | NBA Engineering, Inc. (JV Partner / DBE Prime) | MEP Engineering | 541330 - Engineering Services | Caucasian Female | TBD |
| 2. | Pacific Railway Enterprises, Inc. (JV Partner / DBE Prime) | Railroad Signal and Communications System Design and Engineering | 541330 - Engineering Services 541340 - Drafting Service 541512 - Computer System Design Services | Caucasian Female | TBD |
| 3. | Ramos Consulting Services (JV Partner / DBE Prime) | Systems Engineering and Support Services | 541330 - Engineering Services 541611 - Administrative Management and General Management Consulting Services | Hispanic American | TBD |
| 4. | Arakelyan Drafting Services, Inc. | Computer Aided Drafting and Design | 541340 - Drafting Services | Other Female | TBD |
| 5. | Destination Enterprises, Inc. | Systems Construction Management, Project | 236220 - Commercial and Institutional Building Construction | Caucasian Female | TBD |

| | | | | | |
|-----|--------------------------|--|---|------------------------------|-----|
| | | Management, Inspection Estimating and Scheduling | 237990 - Other Heavy and Civil Engineering Construction 541990 - All Other Professional, Scientific, and Technical Services 541611 - Administrative Management and General Management Consulting Services | | |
| 6. | Enabled Enterprises LLC | IT Infrastructure Systems and Network Architecture, Design, Engineering, and Project Management, Application Development | 541511 - Custom Computer Programming Services 541512 - Computer Systems Design Services 541519 - Other Computer Related Services | Asian Pacific American | TBD |
| 7. | Fariba Nation Consulting | Systems Engineering Design | 541614 - Process, Physical Distribution, and Logistics Consulting Services 541611 - Administrative Management and General Management Consulting Services | Other Female | TBD |
| 8. | Intueor Consulting, Inc. | Systems Engineering CM/DSDC | 541614 - Process, Physical Distribution, and Logistics Consulting Services 541611 - Administrative Management and General Management Consulting Services | Asian Sub-continent American | TBD |
| 9. | PK Electrical Inc. | Electrical Engineering | 541330 - Engineering Services | Caucasian Female | TBD |
| 10. | ROMAR7 LLC | Computer Aided Drafting and Design | 541340 - Drafting Services 541512 - Computer System Design Services 561110 - Office Admin Services | Asian Pacific Female | TBD |

| | | | | | |
|-------------------------|---|--|-------------------------------|------------------|------------|
| 11. | Triunity Engineering and Management, Inc. | Communications Design, System Integration and Analysis | 541330 - Engineering Services | African American | TBD |
| Total Commitment | | | | | 15% |

B. Contracting Outreach and Mentoring Plan (COMP)

To be responsive, Proposers were required to submit a Contracting Outreach and Mentoring Plan (COMP) including strategies to mentor four (4) firms for protégé development. SECOTrans selected to mentor the following DBE firms: 1) Fariba Nation Consulting, 2) NBA Engineering, Inc., 3) Pacific Railway Enterprises, Inc. and 4) Ramos Consulting Services, Inc.

C. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is not applicable on this Contract.

D. Prevailing Wage Applicability

Prevailing wage is not applicable to this Contract.

E. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2018-0134, File Type: Federal Legislation / State Legislation (Position)

Agenda Number: 37.

REVISED
EXECUTIVE MANAGEMENT COMMITTEE
APRIL 12, 2018

SUBJECT: STATE LEGISLATION

ACTION: ADOPT STAFF RECOMMENDED POSITIONS

RECOMMENDATION

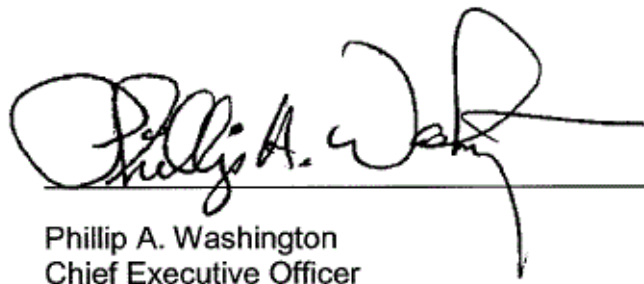
ADOPT staff recommended positions:

- A. Assembly Bill 2417 (Rodriguez) - Metro Foothill Gold Line Construction Authority **OPPOSE UNLESS AMENDED**
- B. Assembly Bill 1912 (Rodriguez) - Public Employees' Retirement: Joint Powers Agreements: Liability **OPPOSE**

ATTACHMENTS

Attachment A - AB 2417 (Rodriguez) Legislative Analysis
Attachment B - AB 1912 (Rodriguez) Legislative Analysis

Prepared by: Michael Turner, Deputy Executive Officer, Government Relations, 213-922-2122
Desarae Jones, State Affairs Administrator, Government Relations 213-922-2230
Reviewed by: Pauletta Tonilas, Chief Communications Officer, (213) 922-3777



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

BILL: ASSEMBLY BILL 2417
AS INTRODUCED FEBRUARY 14, 2018

AUTHOR: ASSEMBLYMEMBER FREDDIE RODRIGUEZ (D- POMONA)

SUBJECT: METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION
AUTHORITY

STATUS: ASSEMBLY LOCAL GOVERNMENT COMMITTEE
COMMITTEE HEARING SCHEDULED: APRIL 11, 2018

ACTION: OPPOSE UNLESS AMENDED

RECOMMENDATION

Staff recommends that the Board of Directors adopt an OPPOSE UNLESS AMENDED position on Assembly Bill 2417 (Rodriguez)

ISSUE

Assembly Member Freddie Rodriguez (D-Pomona) has introduced Assembly Bill 2417, which would add an additional member to the Foothill Construction Authority.

Specifically the bill would:

- Increase to 6 the voting members of the board by adding one voting member appointed by the City of Montclair.

DISCUSSION

AB 2417 (Rodriguez) seeks to restructure the Foothill Gold Line Authority Board of Directors to include the City of Montclair as a voting member.

The next phase of the project will be to construct the segment from Azusa to Montclair in San Bernardino County. This will require the cooperation of a funding commitment from the San Bernardino County Transportation Authority (SBCTA). SBCTA has requested that they be added as a voting member of the Board. Metro is currently a voting member of the Board as the funding and operating agency of the project.

While the project does go through the city of Montclair, the city will not be contributing funding to the project on the scale of that to be committed by SBCTA. Adding the local funding agency to the Board is appropriate and should be addressed at this juncture. This will ensure that the local funding agency has representation on the Board in the same manner as Metro.

Staff recommends that the Board adopt an OPPOSE UNLESS AMENDED position on the measure AB 2417 (Rodriguez).

DETERMINATION OF SAFETY IMPACT

There is no determined safety impact due to the enactment of the proposed legislation.

FINANCIAL IMPACT

The estimated financial impact has yet to be determined.

ALTERNATIVES CONSIDERED

Staff has considered adopting a SUPPORT position on the bill. Adopting a support position on the bill would be counter to the advocacy efforts as outlined in the Board Approved 2018 State Legislative Program.

NEXT STEPS

Should the Board decide to adopt an OPPOSE UNLESS AMENDED position on this measure; staff will communicate the Board's position to the author and work to ensure inclusion of the Board priorities in the final version of the bill. Staff will continue to keep the Board informed as this issue is addressed throughout the legislative session.

ATTACHMENT B

BILL: ASSEMBLY BILL 1912
AS AMENDED APRIL 19, 2018

AUTHOR: ASSEMBLYMEMBER FREDDIE RODRIGUEZ (D- POMONA)

SUBJECT: PUBLIC EMPLOYEES' RETIREMENT: JOINT POWERS
AGREEMENTS: LIABILITY

STATUS: REFERRED TO ASSEMBLY JUDICIARY COMMITTEE
HEARING SCHEDULED: APRIL 24, 2018
PASSED 5-0 BY ASSEMBLY PUBLIC EMPLOYEES,
RETIREMENT AND SOCIAL SECURITY COMMITTEE

ACTION: OPPOSE

RECOMMENDATION

Staff recommends that the Board of Directors adopt an OPPOSE position on Assembly Bill 1912 (Rodriguez).

ISSUE

Assemblymember Freddie Rodriguez (D-Pomona) has recently amended Assembly Bill 1912, which would substantially amend sections of the Government Code and Public Utilities Code relating to public agencies, general obligations and pension liability. The bill would require changes to agencies Joint Powers Agreements to make the member agencies be jointly and severally liable for the retirement obligations of the JPA.

Specifically, this bill:

- Amends provisions in existing law by removing the ability of an agency that is party to a JPA agreement to not be responsible for the pension debts, liabilities, and obligations of the JPA.
- Requires the member agencies of a JPA to be jointly and severally liable for the JPA's pension obligations if the JPA contracts with CalPERS, or any other public employee retirement system for administration of its retirement benefits.
- Requires current and new JPA contracts with CalPERS to include joint and several liability provisions. Existing contracts must be reopened to include such provisions.
- Prohibits CalPERS from contracting with a JPA, unless all parties to the agreement establishing the JPA are jointly and severally liable for the JPA's pension obligations.
- Requires CalPERS to sue the member agencies of a JPA for recovery of its pension obligations owed to the system if the JPA's contract with CalPERS is terminated.
- Provides that CalPERS shall have a lien on the assets of a terminated contracting JPA, subject only to a prior lien for wages equal to the actuarially

determined deficit for funding for the employee's earned benefits. The assets must be available to pay actual costs, including attorney's fees expended for collection of the lien.

- Permits JPA member agencies or the JPA itself to enter into an agreement with CalPERS to ensure the proper calculation of benefits such that employees and retirees of the terminating agency remain whole, and allows for lump-sum payments at termination, and permits CalPERS to refuse to enter into an agreement if it determines that it is not in the best interests of the retirement system.
- Creates a two-year window in which a JPA must notify CalPERS of its intention to enter into such an agreement before the JPA dissolves. The notification would grant CalPERS sufficient time to ensure that the proposed arrangements are in the best interests of the system. Failure to notify CalPERS within the two-year window would result in the JPA's member agencies adding the beneficiaries to their own retirement system.
- Removes language in existing law regarding CalPERS' discretion in reducing retirement benefits related to terminating agencies.
- Makes changes in the Public Utilities Code related to JPA's liability for pension obligations.

DISCUSSION

Assemblymember Freddie Rodriguez (D-Pomona) has recently amended AB 1912, which would significantly alter the Public Utilities Code and Government Code related to Joint Powers Authorities (JPAs) and their associated liabilities and agreements. The bill specifically applies to member agencies of JPAs that contract with the California Public Employee Retirement System (CalPERS) to provide post-employment retirement benefits to their employees. Staff finds this bill to be very problematic – in that it assigns liabilities for past, current and future debt and pension obligations to member agencies of JPAs.

LA Metro is currently a member agency of the Southern California Regional Rail Authority (Metrolink), LOSSAN Rail Corridor Agency, as well as a number of other JPAs. The Metrolink Joint Powers Agreement (JPA) currently specifies that “[t]he debts, liabilities, and obligations of [Metrolink] shall not be the debts, liabilities and obligations of the member agencies.” This bill would completely invalidate that provision. The bill, as proposed would retroactively apply to agreements that were executed prior to the enactment of the legislation. Assuming the liability of the various JPA agreements would substantially increase Metro's liabilities related to pension costs, indemnities and general liabilities.

As amended on March 19, 2018, Section 2 of AB 1912 would shift all of a JPAs debts, liabilities, and obligations to its member agencies. However, in the Public Employees, Retirement and Social Security Committee which heard the bill on April 18, 2018, the author agreed to an amendment that would limit the bill's provisions to only require that the pension obligations of a JPA are the responsibility of its member agencies. The bill however, continues to apply retroactively, which is of significant concern to staff.

This bill would impede Metro's ability to sell debt, could potentially affect Metro's credit rating and presents a risk to existing and future bond sales. Also pending review by bond counsel staff is concerned that the language giving CalPERS a "lien on the assets of all parties to the terminating contracting agency, subject only to a prior lien for wages.." may subject us to legal action from existing bondholders.

This bill fundamentally changes the structure of JPAs and could represent significant new costs that will be borne by Metro. This has the potential to severely impact Metro's budget and the services we provide. This bill would require that the Board of Directors re-negotiate its Joint Powers Agreements to include a provision that all the member agencies to the Agreement are jointly and severally liable for the JPA's pension obligations.

Staff recommends that the Board adopt an OPPOSE position on the measure AB 1912 (Rodriguez) as amended.

DETERMINATION OF SAFETY IMPACT

There is no determined safety impact due to the enactment of the proposed legislation.

FINANCIAL IMPACT

If the legislation is approved, unfunded pension and general liabilities transferred from dissolved JPAs could impact Metro's budget tremendously. The estimated financial impact has yet to be determined.

ALTERNATIVES CONSIDERED

Staff has determined that the Board could opt to take no action on this item; however, without a strong Board adopted position on the proposed legislation, Metro, as a member of several JPA's could be greatly impacted.

NEXT STEPS

Should the Board decide to adopt an OPPOSE position on this measure; staff will communicate the Board's position to the author and work to oppose the bill. Staff will continue to keep the Board informed as this issue is addressed throughout the legislative session.



Board Report

File #: 2018-0205, **File Type:** Oral Report / Presentation

Agenda Number: 44.

**REGULAR BOARD MEETING
APRIL 26, 2018**

SUBJECT: UPDATE ON SENATE BILL 1 IMPLEMENTATION

ACTION: RECEIVE ORAL REPORT

RECOMMENDATION

RECEIVE oral update on the efforts related to Senate Bill 1 implementation.



YOUR TRANSPORTATION TAXES AT WORK

SB 1 Implementation and Outreach Update



April 2018

Senate Bill 1 Funding for Los Angeles County

- **Metro is Seeking State funding through SB 1 to invest in Los Angeles County**
- **Recent announcement of CTC Staff Recommendations for Three Major Funding Categories**
 - **Local Partnership Program**
 - **Solutions for Congested Corridors Program**
 - **Trade Corridor Enhancement Program**
- **CTC Votes on May 16-17, 2018 to approve funding awards**



Major SB 1 Discretionary Funding Categories



Highway Improvements
\$1.5 billion/year



Local Street and Road Improvements
\$1.5 billion/year



Public Transit Improvements
\$750 million/year



Freight Capacity Extension
\$300 million/year



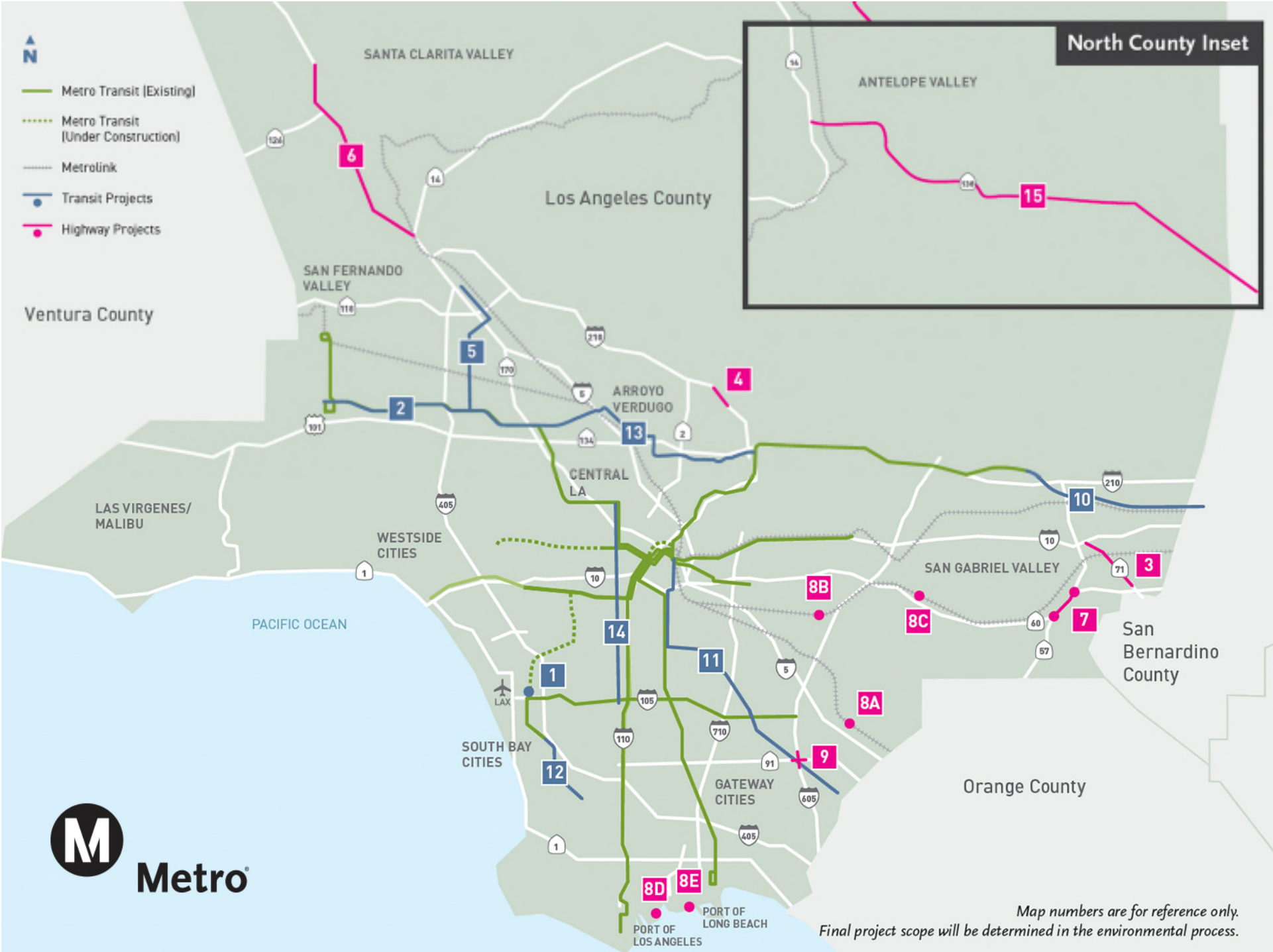
Congested Corridors Solution
\$200 million/year



Local Partnership Program
\$200 million/year



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Advocacy and Outreach Efforts to date

Metro's 2018 State Advocacy Program Goal #1 –

- Ensure the State Continues to Fully Fund the Major Transportation Programs in the State.
- **Support and preserve key funding sources under SB 1 and Cap & Trade**
- Vigorously Oppose any legislation or statewide initiatives that would jeopardize funding or repeal key components of SB 1.



Advocacy and Outreach Efforts to date

Worked with key stakeholders to communicate the Board's priorities and advocate for support of Metro's SB 1 Grant Applications

- Robust informational materials specifically designed for SB 1 projects and programs
- Engaging Metro Board of Directors and regional partners
- On-going briefings, workshops and informational sessions
- Working with key members of Los Angeles County Senate Assembly and Congressional delegation
- Solicited letters and calls of support for Metro's applications



Metro



On-Going Outreach Efforts

- **Robust Communications Plan**

- Continue to promote how Metro is maximizing State funding and committed to investing throughout the County

- **Future Press Events and Community Events**

- Community education and major project milestones

- **Partnering with Mobility 21 for Regional Stakeholder SB1 Workshop**



– Metro

May 18th at Los Angeles Union Station

On-Going Outreach Efforts

- **SB 1 Logo – Prominently Featured on Metro’s informational materials**
 - Metro’s Website
 - Metro’s blog, The Source
 - Earth Day Insert Story
 - Project signage
 - Social Media Postings
 - #rebuildingCA
 - #SB1
 - #SB1roadrepairs



Benefits of Metro's SB 1 Package of Projects

- Leverages \$7 billion in local and federal investments
- Generates over 30,000 jobs
- Reduces GHG's = Improved Air Quality
- Reduces time stuck in traffic by decreasing vehicle delay and improving mobility

Questions?

For more information
about Metro's SB 1
Program visit:

[www.metro.net/
about/govtrela](http://www.metro.net/about/govtrela)

