Metro

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



Agenda - Final

Thursday, March 23, 2017

9:00 AM

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

Board of Directors - Regular Board Meeting

John Fasana, Chair
Eric Garcetti, 1st Vice Chair
Sheila Kuehl, 2nd Vice Chair
Kathryn Barger
Mike Bonin
James Butts
Jacquelyn Dupont-Walker
Robert Garcia
Janice Hahn
Paul Krekorian
Ara Najarian
Mark Ridley-Thomas
Hilda Solis
Carrie Bowen, non-voting member

Phillip A. Washington, Chief Executive Officer

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

PUBLIC INPUT

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

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

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

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

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

CALL TO ORDER

ROLL CALL

APPROVE Consent Calendar Items: 2, 6, 7, 8, 10, 11, 13, 17, 19, 20, 21 and 22.**

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

****Item requires two-thirds vote**

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

***Item requires 2/3 vote*

CONSENT CALENDAR

2. APPROVE **Minutes of the Regular Board Meeting held February 23, 2017** 2017-0129

Attachments: February 23, 2017 - Regular Board Meeting Minutes

FINANCE, BUDGET AND AUDIT COMMITTEE (4-0) AND PLANNING AND PROGRAMMING COMMITTEE (3-0) MADE THE FOLLOWING RECOMMENDATION:

6. APPROVE the Resolution in Attachment A to: 2016-0987

A. AUTHORIZE the Chief Executive Officer (CEO) or his designee to **claim $7,750,898 in fiscal year (FY) 2016-17 LCTOP grant funds for one year of Gold Line Foothill Extension Phase 2A operations and one year of Expo Line Phase 2 operations**; and

B. CERTIFY that Metro will comply with LCTOP Certification and Assurances and the Authorized Agent requirements, and authorize the CEO or his designee to execute all required documents and any amendments with the California Department of Transportation.

Attachments: Attachment A - Resolution for FY2016-17 LCTOP Funding

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

7. CONSIDER: 2016-0807

A. AUGMENTING the Life-of-Project (LOP) Budget for the **P2000 Light Rail Vehicle Overhaul Program** (CP 206044) by $30,000,000 adjusting the LOP Budget from $130,800,000 originally established March 2013, to $160,800,000;

B. AUTHORIZING the Chief Executive Officer to award a firm-fixed price Contract No. OPP2000 Light Rail Vehicle Overhaul to Alstom Transportation Inc. in the amount of $140,079,867, inclusive of taxes for a period of 50 months for the overhaul and delivery of the 52 P2000 LRVs, subject to resolution of protest(s), if any; and

C. FINDING that the award to Alstom Transportation, Inc. is the proposer providing the best value and is the most advantageous to Metro.

Attachments:
Attachment A - Procurement Summary
Attachment B - P2000 Uses and Sources
Attachment C - BR DATED JULY 17, 2014 PURCHASE OF NEW HRVs AND R
Attachment D - FTA LTTR RE LOCAL PILOT HIRING PROGRAM DATED SEP
Attachment E - DEOD Summary

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

8. APPROVE the release of the **draft Measure M Master Guidelines for public review**. 2017-0051

Attachments:
Attachment A - Draft Measure M Guidelines.Rev
Attachment B - 20% Transit Operations Process & Working Group
Attachment C - Rev-17% Local Return Process & Working Group
Presentation - Item 8 Draft Measure M Guidelines

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

10. AUTHORIZE the Chief Executive Officer (CEO) to: 2017-0066

A. EXECUTE Modification No. 6 to Contract No. AE354280011791 with **RNL Interplan, Inc. (RNL) for the Willowbrook/Rosa Parks Station Improvement Project (Project) Design and Engineering Services** to complete final design for the Project in the firm fixed amount of $1,391,035, increasing the total contract value from $6,904,331 to $8,295,366; and

B. INCREASE Contract Modification Authority (CMA) specific to Contract No. AE 354280011791 for the Willowbrook/Rosa Parks Station Improvement Project Design and Engineering Services, in the amount of $250,000, increasing the total authorized CMA amount from $1,151,214 to $1,401,214.

Attachments: Attachment A - Procurement Summary
Attachment B - Contract Modification_Change Order Log
Attachment C - DEOD Summary
Attachment D - Project Summary

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

11. AUTHORIZE the Chief Executive Officer, in accordance with the 2006 Board adopted Bicycle Transportation Strategic Plan (Attachment C), to award a Contract No. PS67785000 (Contract) to Estolano LeSar Perez Advisors for a three-year period of performance for the **Bicycle Education Safety Team (BEST)** program in the amount of $2,308,001.01, subject to resolution of protest(s), if any. 2016-0997

Attachments: Attachment A - Procurement Summary
Attachment B - DEOD Summary
Attachment C - 2006 Bicycle Transportation Strategic Plan
Attachment D - Active Transportation Strategic Plan
Attachment E - BEST Program Board Presentation

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0-1):

13. AUTHORIZE the Chief Executive Officer to execute two Easement Agreements allowing construction of a portion of the **Hope/2nd Street Pedestrian Bridge to be built on, and Metro patron access across, private property owned by the Broad Museum**. 2017-0023

Attachments: Attachment A - July 2014 Board Motion 77
Attachment B - Conceptual Design
Attachment C - Site Plan
Attachment D - Draft Plat Diagram
Attachment E - Conceptual Signage Plan
Presentation - Hope 2nd Street Bridge

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

17. APPROVE **bylaws revisions for Metro's Citizens' Advisory Council (CAC)**. 2017-0075

Attachments: Attachment A - Revised Bylaws

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

19. ADOPT staff recommended positions: 2017-0114

A. ~~**AB 287 (Holden)** - State Highway Route 710: Advisory Committee **OPPOSE UNLESS AMENDED**~~

B. **AB 378 (C. Garcia) -** California Global Warming Solutions Act of 2006: Regulations **SUPPORT**

C. **AB 408 (Chen)** - Eminent Domain: Final Offer of Compensation **OPPOSE**

Attachments: Attachment B - AB 378 (Garcia)
Attachment C - AB 408 (Chen)

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0-1):

20. AWARD a cost plus fixed fee contract for Technical and Program Management Support Services under Contract No. OP20113000 for the **P2000 Light Rail Vehicle Overhaul Program Consultant Support Services, to CH2M Hill, Inc.**, in the not-to-exceed amount of $5,829,626 for a period of 55 months from issuance of a Notice-to-Proceed (NTP) for the overhaul of 52 Siemens P2000 LRVs, subject to resolution of protest(s), if any. 2017-0149

Attachments: Attachment A - Procurement Summmary 2017-0149 (0805)
Attachment B - DEOD Summary
Attachment C - P2000 LIGHT RAIL VEHICLES OVERHAUL PROGRAM CONS

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

21. CONSIDER: 2016-0881

A. FINDING that compliance with PUC sections 130232 and 130233 does not constitute a method of procurement adequate for the operation of prototype equipment and herewith approves the procurement of prototype buses under PUC section 130236 without further observance of any provisions regarding contracts, bids, advertisement or notice;

B. APPROVING the **Advanced Transit Vehicle Consortium's (ATVC) Award and Execution of a non-competitive Contract No.OP29199 with BYD Motors, Inc. (BYD), for the purchase of five (5) prototype 60 foot articulated battery electric vehicles and charging equipment** at a firm fixed price of $6,594,771, including applicable taxes;

C. AUTHORIZING the Contract Modification credit in the amount of $3,000,000 under Contract No. OP33202790, with BYD, resulting from the buy-back of five (5) battery electric 40 foot vehicles delivered to Metro to be expended on the five prototype articulated battery electric vehicles in recommendation B; and

D. CLOSING project 201071 Bus Acquisition 30 Zero Emission/Super Low Emission and utilize unused funds from this project to establish a Life-of-Project (LOP) Budget of $8,109,500 for project 201074, BYD 60 foot Articulated Zero Emission Bus.

(REQUIRES TWO-THIRDS VOTE)

Attachments: Attachment A - Procurement Summary
Attachment B - ATVC BR BYD ELECTRIC BUS BUY BACK PROPOSAL DATE
Attachment C - Motion by Directors Garcetti, Krekorian and Antonovich, Oct 27,
Attachment D - DEOD Summary

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

22. AUTHORIZE the Chief Executive Officer to award a five-year, indefinite delivery/indefinite quantity Contract No. PS28069-2000, for **space planning/installation services and furniture**, to M3 Office, Inc., for a not to exceed amount of $5,000,000 for the three-year base period, and $1,000,000 for each of the two, one-year options, for a combined total of $7,000,000 effective April 1, 2017, subject to resolution of protest(s), if any. 2016-0969

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

NON-CONSENT

1. SPECIAL **Recognition of former Director Diane DuBois.** 2017-0189

3. Report by the **Chair.** 2017-0185

4. Report by the **Chief Executive Officer.** 2017-0186

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

5. RECEIVE AND FILE report on **FY2018 Program Management Annual Program Evaluation (APE).** 2017-0047

Attachments: Attachment A - FY18 Annual Program Evaluation (APE) Presentation

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

9. CONSIDER: 2016-0835

A. RECEIVING AND FILING update on **Vermont BRT Corridor Technical Study**;

B. APPROVING the findings and recommendations from the **North Hollywood to Pasadena Bus Rapid Transit (BRT) Technical Study**;

C. APPROVING advancement of the **North Hollywood to Pasadena BRT corridor into environmental review**; and

D. APPROVING initiation of a technical study for the **North San Fernando Valley BRT Improvements Project preceding environmental review**.

Attachments: Attachment A - July 24, 2014 Board Motion
Attachment B - October 23 2014 Board Motion
Attchment C - North Hollywood to Pasadena BRT PowerPoint
Attachment D - June 23, 2016 Board Motion

9.1. **WITHDRAWN:** ~~CONSIDER **Motion by Directors Solis, Fasana and Barger** that the Board direct the CEO to conduct a cooperative technical study with Foothill Transit to:~~ 2017-0192

~~A. Establish an electric bus rapid transit route(s) (e.g. Ramona Blvd., Valley Blvd., Amar Rd., Temple St., etc.) that connect major destinations (i.e. employment centers, educational institutions, downtown areas, etc.) from the El Monte bus station to the Eastern region of the San Gabriel Valley;~~

~~B. Identify and provide recommendations to develop and/or improve transit/mobility hubs at strategic locations along the route(s); and~~

~~C. The study shall include, but not limited to capital and operational requirements, funding strategy, implementation timeline and opportunities to coordinate with related projects along the identified route(s).~~

~~**FURTHER MOVE** that staff report back within 120 days with the necessary next steps to implement this motion.~~

26. CONSIDER: 2017-0146

A. APPROVING the award of and authorize the Chief Executive Officer to execute a cost-plus fixed fee Contract No. AE66758000 to perform preliminary engineering and complete final design for the **Core Capacity Enhancements at Division 20 for a Portal Widening and Turnback Facility** to T.Y. Lin International, Inc., in an amount not-to-exceed $10,265,661, subject to resolution of any protests;

B. AUTHORIZING Contract Modification Authority in the amount of $2,053,132 (20% of the not-to-exceed contract award value) and authorize the CEO to execute individual Contract Modifications within the Board approved Contract Modification Authority;

C. INCREASING anticipated expenditures and authorization from $3.5M to $17.2M to include contract amounts and modification authority requested in A and B, and Metro staff support costs through Final Design;

D. ENTERING into Letters of No Prejudice (LONP) with the State of California as needed to ensure the eligibility of reimbursement of State funds for design work required to begin before State funds are available;

E. FINDING the Division 20 Portal Widening and Turnback Facility is exempt from the California Environmental Quality Act (CEQA) pursuant to Public Resources Code Section 21080, subdivision (b) (10);

F. ADOPTING the Final Initial Study/Mitigated Negative Declaration (IS/MND) for the Division 20 Portal Widening and Turnback Facility, and the recommended Mitigation Monitoring and Reporting Program (MMRP) of the Final IS/MND; and

G. ASSURING that the final design in this action preserves the ability to construct a potential future station in the vicinity of 6th Street in the Arts District.

Attachments: Attachment A - Procurement Summary Div 20.pdf
Attachment B - DEOD Summary.pdf
Attachment C - Div 20 Portal Widening Turnback.pdf
Attachment D - Motion Downtown Los Angeles Arts District Connectivity.pdf

27. CONSIDER: 2017-0087

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

B. ADOPTING the **Resolution of Necessity authorizing the commencement of an eminent domain action to acquire Parcels HS-2701 (APN 4013-008-008) and HS-2701-1 (APN 4013-007-32, 022, 021 and 029)**, consisting of the real property and site improvements (hereinafter the "Property").

(REQUIRES TWO-THIRDS VOTE)

Attachments: Attachment A- Site Plan
Attachmnet B- Staff Report
Attachment C- Resolution of Necessity

28. CONSIDER: 2017-0121

A. APPROVING the recommended Alternative 2 with six Regional Rail run-through tracks and two High Speed Rail run-through tracks (also referred to as "6+2 Run Through Tracks" Alternative) to be carried forward in the California Environmental Quality Act (CEQA) Draft Environmental Impact Report (EIR) and National Environmental Policy Act (NEPA) Draft Environment Impact Statement (EIS) and continue to evaluate Alternatives 1, 3 and 4 as reasonable alternatives in the Draft EIR/EIS;

B. AUTHORIZING the Chief Executive Officer (CEO) to execute Modification No. 4 to Contract No. PS2415-3172, with **HDR Engineering, Inc., for Link Union Station (Link US)** to provide advanced engineering for the run-through tracks and environmental and preliminary engineering services for the expansion of Link US to connect the Link US project with Patsaouras Transit Plaza to the east and the historic Union Station to the west, increasing the total contract value by $13,761,273, from $48,279,357 to a not to exceed amount of $62,040,630;

C. AUTHORIZING the CEO to increase Contract Modification Authority (CMA) in the amount of $1,376,127, increasing the total CMA amount from $2,980,588 to $4,356,715;

D. AUTHORIZING the Chief Executive Officer to execute a funding agreement with California High-Speed Rail Authority (CHSRA) in the amount of $3,726,102 for project development work related to Contract Modification No. 4; and

E. APPROVING an amendment to increase the FY17 fiscal year budget in the amount of $9,200,000 for the LINK US Project in Cost Center 2145.

Attachments: Attachment A - Procurement Summary

Attachment B - Contract Modification Change Order Log

Attachment C - DEOD Summary

Attachment D - Mod 4 Study Areas

Attachment E - Alternative Overviews

Attachment F - Third Party Cost and SOURCES AND USEs OF FUNDS

Attachment G - Link US Letter

Presentation - Link Union Station Metro Board Presentation March 23, 2017.pd

29. ADOPT staff recommended position: 2017-0187

AB 17 (Holden) - Transit Pass Program: Free or Reduced-Fare Transit Passes **SUPPORT**

Attachments: Attachment A - AB 17 (Holden)

30. GENERAL PUBLIC COMMENT

END OF NON-CONSENT ITEMS

31. CLOSED SESSION: 2017-0190

A. Conference with Legal Counsel - Existing Litigation - G.C. 54956.9(d)(1):
   1. Carol Bohaty v. LACMTA, LASC Case No. BC593988
   2. Carolyn Bondoc v. LACMTA, LASC Case No. BC527211

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

C. Conference with Labor Negotiator - G.C. 54957.6:
   Agency Designated Representative: Joanne Peterson or designee
   Employee Organizations: SMART, ATU, TCU, AFSCME and Teamsters

D. Conference with Real Property Negotiator - G.C. 54956.8:
   1. Property Description: 620 W. 2nd Street, Los Angeles, CA
      Agency Negotiator: Carol A. Chiodo
      Negotiating Party: The Broad
      Under Negotiation: Price and Terms

   2. Property Description: 14 No. La Cienega, Beverly Hills, CA
      Agency Negotiator: Carol A. Chiodo
      Negotiating Party: Sweetzer Plaza and The Phoenix Restaurant
      Under Negotiation: Price and Terms

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

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

Adjournment

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

Metro

Board Report

File #: 2017-0129, **File Type:** Minutes **Agenda Number:** 2.

REGULAR BOARD MEETING
MARCH 23, 2017

SUBJECT: REGULAR BOARD MEETING MINUTES HELD FEBRUARY 23, 2017

APPROVE **Minutes of the Regular Board Meeting held February 23, 2017**

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Metro
Los Angeles, CA

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

MINUTES

Thursday, February 23, 2017

9:00 AM

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

Board of Directors - Regular Board Meeting

Directors Present:

John Fasana, Chair
Eric Garcetti, 1st Vice Chair
Sheila Kuehl, 2nd Vice Chair
Kathryn Barger
Mike Bonin
James Butts
Jacquelyn Dupont-Walker
Robert Garcia
Janice Hahn
Paul Krekorian
Ara Najarian
Mark Ridley-Thomas
Carrie Bowen, non-voting member

Phillip A. Washington, Chief Executive Officer

CALLED TO ORDER at 9:19 a.m.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, 6, 11, 14, 15, ~~17~~, 23, 28, 30, ~~33~~, 34, 36 and 38.

Consent Calendar items were approved by one motion except for 17 and 33 which were held by a Director for discussion and separate action.

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

CONSENT CALENDAR

2. APPROVED ON CONSENT CALENDAR the **Minutes of the Regular Board Meeting held January 26, 2017** 2017-0061

3. RECEIVED Report by the **Chair.** 2017-0107

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

4. RECEIVED Report by the **Chief Executive Officer.** 2017-0108

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

6. APPROVED ON CONSENT CALENDAR **updates to the Affordable Housing and Sustainable Communities (AHSC) Program Strategy and Policy Framework**, as shown in Attachment A 2017-0016

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

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

8. APPROVED **Motion by Solis** that the Sustainability Plan be included as a chapter in Metro's updated Long Range Transportation Plan. **2017-0110**

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

10. APPROVED: **2016-0767**

A. RECEIVING AND FILING an evaluation report on **All Door Boarding (ADB) on the Silver Line**; and

B. continuing All Door Boarding indefinitely on the Silver Line beyond the 6 month pilot period.

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

10.1 APPROVED **Motion by Dupont-Walker as amended by Solis** that the Board direct the CEO to: **2017-0100**

A. Prepare a plan evaluating alternatives within 90 to 120 days to implement permanent all-door boarding on the Vermont Avenue Rapid 754, which is LA County's second highest-ridership bus corridor; and

B. Prepare and report back in 120 days on a strategic plan to roll-out all-door boarding to all lines which meet all-door boarding criteria and include what other lines are heavily impacted.

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

11. AUTHORIZED ON CONSENT CALENDAR augmenting the life of project budget for **Union Station Metro Bike Hub** from $1.32 million to $2.47 million, to accommodate a more accessible and higher visibility bike hub facility for users and the community. **2016-0995**

14. ADOPTED ON CONSENT CALENDAR the **Development Guidelines for the joint development of 1.56 acres of Metro-owned property at Cesar E. Chavez Avenue and Fickett Street.** **2016-0903**

15. ESTABLISHED ON CONSENT CALENDAR the Life of Project (LOP) budget for **Bike Share TAP Step 3A Integration** in the amount of $1.65 million **2016-0994**

17. AUTHORIZED the Chief Executive Officer to extend the existing nine-month Short Term Exclusive Negotiation Agreement and Planning Document (Short Term ENA) with Trammell Crow Company and Greenland USA (together, Developer) for an additional 90 days, to **conduct community outreach and refine the project scope for a mixed-use real estate development (Project)** on the Metro-owned property at the North Hollywood Red Line Station (Site). **2017-0007**

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

20. **WITHDRAWN:** **2016-0951**

A. APPROVING the award of and authorize the Chief Executive Officer to execute a cost-plus fixed fee Contract No. AE66758000 to perform preliminary engineering and complete final design for the **Core Capacity Enhancements at Division 20 for a Portal Widening and Turnback Facility** to T.Y. Lin International, Inc., in an amount not-to-exceed $10,265,661, subject to resolution of any protests;

B. AUTHORIZE Contract Modification Authority in the amount of $2,053,132 (20% of the not-to-exceed contract award value) and authorize the CEO to execute individual Contract Modifications within the Board approved Contract Modification Authority;

C. INCREASE anticipated expenditures and authorization from $3.5M to $17.2M to include contract amounts and modification authority requested in A and B, and Metro staff support costs through Final Design;

D. ENTERING into Letters of No Prejudice (LONP) with the State of California as needed to ensure the eligibility of reimbursement of State funds for design work required to begin before State funds are available; ~~and~~

(Continued on next page)

(Item 20 – continued from previous page)

E. FINDING the Division 20 Portal Widening and Turnback Facility is exempt from the California Environmental Quality Act (CEQA) pursuant to Public Resources Code Section 21080, subdivision (b) (10);

F. ADOPTING the Final Initial Study/Mitigated Negative Declaration (IS/MND) for the Division 20 Portal Widening and Turnback Facility, and the recommended Mitigation Monitoring and Reporting Program (MMRP) of the Final IS/MND; and

G. ASSURING that the final design in this action preserves the ability to construct a potential future station in the vicinity of 6th Street in the Arts District.

23. AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 8 to Contract No. OP33672974, with Nationwide Environmental Services Inc., for **power sweeping services,** to exercise the second, one-year option in the amount of $1,563,646.08 increasing the total contract value from $5,911,123.32 to $7,474,769.40 and extend the contract term from June 1, 2017 to May 31, 2018. **2016-1003**

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

28. ADOPTED ON CONSENT CALENDAR the following **Official and Operational station names for the three stations that comprise Metro Rail's Regional Connector:** **2017-0056**

Official Station Name	Operational Station Name
1. Little Tokyo/Arts District	Little Tokyo/Arts District
2. Historic Broadway	Historic Broadway
3. Grand Av Arts/Bunker Hill	Grand Av Arts/Bunker Hill

30. AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute a **lease amendment with Camille's Inc. (Camille's or tenant), dba Denny's Restaurant, to extend the term of the lease for ten years**, terminating January 31, 2034, and to reduce the monthly rental amount from $18,000 to $16,200 effective March 1, 2017 for a two-year period. **2016-0804**

33. AUTHORIZED UNDER RECONSIDERATION the Chief Executive Officer to execute a **Memorandum of Agreement (MOA) with the City of Beverly Hills ("City") to accommodate construction of the Wilshire/La Cienega Station** and that requires Metro to (1) sell Parcel W-2307 located at 8421 Wilshire Boulevard to the City for the amount of $15,845,000; and (2) to purchase back a ten (10) year temporary construction easement for the amount of $2,345,000. **2016-0948**

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

34. ADOPTED ON CONSENT CALENDAR staff recommended positions: **2017-0060**

A. **SB 4 (Mendoza)** - Goods movement: allocation of Federal Funds **WORK WITH AUTHOR**

C. **Measure "H" (Los Angeles County)** - Plan to Prevent and Combat Homelessness **SUPPORT**

35. CARRIED OVER TO MARCH REGULAR BOARD: **2016-0958**

A. the recommended Alternative 1 with six Regional Rail run-through tracks and four High Speed Rail run-through tracks (also referred to as "6+4 Run Through Tracks" Alternative) to be carried forward in the **California Environmental Quality Act (CEQA) Draft Environmental Impact Report (EIR) and National Environmental Policy Act (NEPA) Draft Environment Impact Statement (EIS)** and continue to evaluate Alternatives 2, 3 and 4 as reasonable alternatives in the Draft EIR/EIS;

(Continued on next page)

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B. AUTHORIZING the Chief Executive Officer (CEO) to execute Modification No. 4 to Contract No. PS2415-3172, with HDR Engineering, Inc., for Link Union Station (Link US) to provide environmental and preliminary engineering services for the expansion of Link US to connect the Link US project with Patsaouras Transit Plaza to the east and the historic Union Station to the west, increasing the total contract value by $13,761,273, from $48,279,357 to a not to exceed amount of $62,040,630;

C. AUTHORIZING the CEO to increase Contract Modification Authority (CMA) in the amount of $1,376,127, increasing the total CMA amount from $2,980,588 to $4,356,715;

D. AUTHORIZING the Chief Executive Officer to execute a funding agreement with California High-Speed Rail Authority (CHSRA) in the amount of $3,726,102 for project development work related to Contract Modification No. 4; and

E. an amendment to increase the FY17 fiscal year budget in the amount of $9,200,000 for the LINK US Project in Cost Center 2145.

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

36. APPROVED ON CONSENT CALENDAR: **2017-0070**

A. AUTHORIZING the Chief Executive Officer (CEO) to negotiate and execute Modification(s) to Contract No. C0991 with Hensel Phelps/Herzog JV, for the **column bent construction for the potential Los Angeles World Airports (LAWA) Automated People Mover accommodations** in an amount not-to-exceed $3,220,000 increasing the total contract value from $170,573,106 to $173,793,106;

B. APPROVING an increase in Contract Modification Authority (CMA) for Contract No. C0991 in the amount of $3,220,000 increasing the total CMA from $17,231,269 to $20,451,269; and

(Continued on next page)

(Item 36 – continued from previous page)

C. AUTHORIZING the CEO to enter into a funding agreement with Los Angeles World Airports.

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

37. APPROVED AS AMENDED **Motion by Garcetti, Hahn, Garcia and Dupont-Walker** that the MTA Board direct the CEO to: **2017-0091**

A. evaluate and implement short-term Blue Line and Expo Line improvements, especially service reliability and schedule adherence improvements on at-grade sections of Washington Boulevard, Flower Street, and the downtown wye, including but not limited to signal optimization, signal priority, signal preemption, and consideration of street closures;

B. study long-term Blue Line improvements, including but not limited to:

1. creating Blue Line Express service between Long Beach and Downtown Los Angeles during peak hours, including:

    a. provide information on current freight usage along the right-of-way,

    b. provide a preliminary estimate on upgrading the right-of-way to light trail transit standards,

    c. provide an operations plan to accommodate express service,

    d. quantify travel time savings for peak hour trains;

2. optimizing the Washington Boulevard wye by grade separating the Blue Line on Washington Boulevard and the Expo Line on Flower Street, including a full grade separation of Pico Station;

3. explore the feasibility for a full grade separation and/or station relocation including additional parking at Wardlow Station;

(Continued on next page)

(Item 37 – continued from previous page)

4. study of additional grade separations along the entire Blue Line alignment that would improve service reliability and schedule adherence; and

C. report back on all the above to the Construction Committee during the July 2017 Board cycle.

DUPONT-WALKER AMENDMENT: to extend to the Blue Line the graffiti deterrence program currently in effect on the Gold Line.

GARCIA AMENDMENT: to work with the City of Long Beach to reimagine the last stop on the Blue Line and consider adding a second stop closer to the water.

GARCETTI AMENDMENT: that the Eco-Rapid Transit Line Project studies incorporate the Blue Line Express concept, so the Blue Line could ultimately run directly to Union Station.

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

38. APPROVED ON CONSENT CALENDAR **Motion by Hahn, Garcetti and Bowen** that the Board direct the CEO to work with Caltrans, Los Angeles County, and the City of Norwalk to enhance first-last mile access to Norwalk Station and identify first-last mile eligible funding that could be used towards a Metro contribution of up to 25% of the project cost, which is estimated to be up to a total of $673,000. **2017-0093**

39. AUTHORIZED the Chief Executive Officer (CEO) to conduct **feasibility studies and environmental clearance for a grade separation at the Centinela Avenue Light Rail Transit (LRT) crossing in the City of Inglewood.** **2017-0077**

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

40. ADOPTED revisions to **Metro's System Advertising Policy in order to update policy and expand Metro's current advertising opportunities to generate additional revenue** - as recommended in the Risk Allocation Matrix (RAM) process approved at the January 2016 Board meeting. **2017-0076**

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

41. APPROVED revised **Property Naming Policy** with the removal of the Corporate Sponsorship/Naming Rights program portion (see Attachment A). **2017-0080**

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

42. AUTHORIZED AS AMENDED: **2017-0113**

A. the Chief Executive Officer to negotiate and execute individual five-year firm fixed unit rate contracts with the City of Long Beach Contract No. PS5862300LBPD24750 not-to-exceed ~~$27,088,968~~, $30,074,628, City of Los Angeles, Contract No. PS5862100LAPD24750 not-to-exceed ~~$368,717,424~~ $369,330,499, and the County of Los Angeles, Contract No. PS5863200LASD24750, not-to-exceed ~~$245,356,369~~ $246,270,631 for **multi-agency law enforcement services** effective July 1, 2017 through June 30, 2022; subject to resolution of protest(s), if any;

B. the Chief Executive Officer to negotiate and execute a demobilization/transition agreement with the County of Los Angeles Sheriff's Department for **single agency law enforcement services** effective March 1, 2017, through June 30, 2017; AND a mobilization agreement with the City of Los Angeles Police Department and the City of Long Beach Police Department effective March 1, 2017, through June 30, 2017 within the board approved project budget;

C. the Chief Executive Officer to enter into Memorandum of Understandings with local law enforcement agencies based upon system expansion to provide flexibility as new bus and rail lines open; and

D. an increase of two FTE's for the System Security and Law Enforcement Department. Additional staff will assist with oversight of the multi-agency contract compliance, performance, and coordination of training of all law enforcement and security staff.

(Continued on next page)

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FASANA AMENDMENT: that the Inspector General be tasked with annually auditing each law enforcement services contract to determine how key performance indicators are measuring up against actual performance metrics. The audit is to ensure that Metro is receiving the services it is paying for.

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

43. APPROVED BY TWO-THIRDS VOTE: **2017-0025**

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

B. ADOPTING the Resolution of Necessity authorizing the commencement of an eminent domain action to acquire **Project Parcel W-3001 (APN: 4343-005-005 and 006)**, consisting of the real property and the improvements pertaining to the realty (hereinafter the "Property" as identified in Attachment A).

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

44. APPROVED BY TWO-THIRDS VOTE: **2017-0039**

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

B. ADOPTING a Resolution of Necessity authorizing the commencement of an eminent domain action to acquire a portion of APN: 6009-029-059 in fee simple, an area of 211 sq. ft. on private property located at **1725 E. Florence Avenue, Los Angeles, CA.**

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

45. CLOSED SESSION: 2017-0111

A. Conference with Legal Counsel - Existing Litigation - G.C. 54956.9(d)(1)
Armanda Adonis v. LACMTA, LASC Case No. BC584747

APPROVED settlement in the amount of $1.5 million.

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

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

NO REPORT.

C. Conference with Labor Negotiator - G.C. 54957.6
Agency Designated Representative: Joanne Peterson or designee
Employee Organizations: SMART, ATU, TCU, AFSCME and Teamsters

NO REPORT.

D. Conference with Real Property Negotiator - G.C. 54956.8
Property Description: 620 W. 2nd Street, Los Angeles, CA
Agency Negotiator: Carol A. Chiodo
Negotiating Party: The Broad
Under Negotiation: Price and Terms

NO REPORT.

ADJOURNED at 1:21 p.m. in memory of **Charles Raymond Barnes**, father of Doran Barnes and **Donald Irwin Choate,** husband of Shirley Choate, Chief Deputy District Director of Caltrans District 7.

Prepared by: Deanna Phillips
Board Specialist

Michele Jackson, Board Secretary

File #: 2016-0987, **File Type:** Resolution **Agenda Number:** 6.

FINANCE, BUDGET, AND AUDIT COMMITTEE
PLANNING AND PROGRAMMING COMMITTEE
MARCH 15, 2017

SUBJECT: CAP-AND-TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)

ACTION: APPROVE RESOLUTION FOR FISCAL YEAR 2016-17 LCTOP GRANT FUNDING

RECOMMENDATION

APPROVE the Resolution in Attachment A to:

A. AUTHORIZE the Chief Executive Officer (CEO) or his designee to **claim $7,750,898 in fiscal year (FY) 2016-17 LCTOP grant funds for one year of Gold Line Foothill Extension Phase 2A operations and one year of Expo Line Phase 2 operations**; and

B. CERTIFY that Metro will comply with LCTOP Certification and Assurances and the Authorized Agent requirements, and authorize the CEO or his designee to execute all required documents and any amendments with the California Department of Transportation.

ISSUE

The California Department of Transportation (Caltrans) issued the FY 2016-17 guidelines for the LCTOP in December 2016. Agency claims for FY16-17 LCTOP grant funds are due to Caltrans on March 1, 2017. The grant package must include an adopted Board resolution that provides project information, and certifies that Metro will comply will all conditions and requirements set forth in the certifications and assurances, and authorized agent documents. Therefore, staff is seeking Board approval to submit the resolution contained in Attachment A.

DISCUSSION

Each year the State makes LCTOP grant funds available through the California Air Resource Board's Cap-and-Trade Program. In February, the State Controller's Office notified eligible agencies of FY 2016-17 fund allocation amounts, including $7,750,898 apportioned to Metro. To claim the grant award, Metro must prepare a request describing the proposed transit expenditures that will be funded using the LCTOP allocation. The grant application package must include a Board resolution that: 1) authorizes the CEO or his designee to claim $7,750,898 million in FY 2016-17 LCTOP funds; 2) identifies the projects to be funded with the LCTOP funds; and 3) authorizes the CEO or his designee to execute and amend all required LCTOP documents with Caltrans including the Certifications and

Assurances and Authorized Agent forms. As in FY 2015-16, staff is proposing to fund the operations of the Gold Line Foothill Extension Phase 2A and Expo Line Phase 2.

LCTOP Program Funding

The LCTOP was created by California Senate Bill 862 to provide funding, on a formula basis, for operational or capital expansion projects to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. The grant funds are derived from California's Cap-and-Trade Program and are the result of quarterly auctions of emission credits for greenhouse gas emitters regulated under Assembly Bill AB32. Auction proceeds, known as the Greenhouse Gas Reduction Funds (Fund), are to be reinvested in various projects to further reduce emissions. In FY 2016 -17, $34 million has been allocated to LCTOP statewide, one of 11 such programs, from the Fund.

Transit agencies receiving funds from the LCTOP shall submit expenditure proposals listing projects that meet any of the following criteria:

- Expenditures that directly enhance or expand transit service by supporting new or expanded bus or rail services, new or expanded water-borne transit or expanded intermodal transit facilities, and may include equipment acquisition, fueling, maintenance, and other costs to operate those services or facilities,

- Operational expenditures that increase transit mode share,

- Expenditures related to the purchase of zero-emission buses, including electric buses and the installation of the necessary equipment and infrastructure to operate and support zero emissions buses, and

- For agencies whose service area includes a Disadvantaged Community as identified in Section 39711 of the Health and Safety Code, 50% of total funds received shall be expended on projects or services that benefit the DAC.

Project Eligibility Criteria

All projects must be consistent with the project lead's most recently adopted short-range transit plan, regional plan, or publicly-adopted plan. For project leads in a Metropolitan Planning Organization area, projects must also be consistent with the Sustainable Communities Strategy. Additionally, capital projects must have a useful life not less than that typically required for capital assets pursuant to State General Obligation Law, with buses or rail rolling stock considered to have a useful life of two or more years. The LCTOP specifically requires documentation that each proposed project will achieve a reduction in greenhouse gas emissions.

Another significant goal of LCTOP is to maximize benefits to Disadvantaged Communities, requiring that transit agencies whose service areas include one or more such communities expend at least 50% of total funds received on projects that provide direct, meaningful, and assured benefit to them.

The California Environmental Protection Agency (CalEPA) has used an environmental health screening tool to delineate Disadvantaged Communities through a calculation based on environmental (especially air quality), socio-economic, and public health factors. Disadvantaged Communities, as defined, are disproportionately located in both Los Angeles County and the Central Valley, and notably less prevalent in other major metropolitan areas.

Metro-specific Considerations in Selecting LCTOP Projects

Staff developed the FY 2015-16 LCTOP funding recommendation with an eye toward LCTOP-eligible projects targeted to improve the balance between Metro's financial commitments and funding availability and has continued this focus on the FY 2016-17 LCTOP funding recommendation. As stated above, operations of new or expanded rail and bus services that reduce greenhouse gas emissions and provide benefits to disadvantaged communities are eligible for this fund source. Only the first few years of new service operations are eligible to be funded with LCTOP grants because the program goal is to help initiate new service. Therefore staff is recommending using this grant to partially fund another year's operation of Expo Phase 2 and Gold Line Foothill Extension services because these projects best meet the grant eligibility criteria at this point in time. In addition, programming the State grant funds to offset the cost of rail operations allows Metro to free up equal amounts of local funds for other projects.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Adoption of the LCTOP resolution and authorization of the CEO to execute the required documents to claim LCTOP funds would positively impact the agency's budget by making $7,750,898 available to support the operation of Metro Rail service.

Impact to Budget

Claiming LCTOP funds will have a positive impact on the FY 2017 budget, as LCTOP funds will be disbursed to Metro in June 2017.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the resolution in Attachment A. Staff does not recommend this alternative because it would risk loss of Metro's FY 2016-17 LCTOP fund allocation amount.

NEXT STEPS

- March 30, 2017: Metro submits allocation request to Caltrans.
- June 1, 2017: Caltrans and ARB approve list of projects and submit

to State Controller's Office

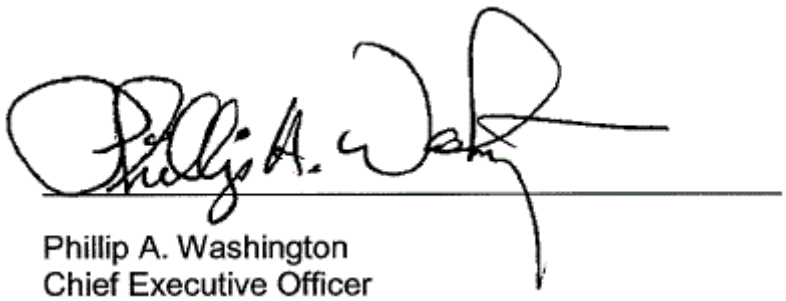
- June 30, 2017: State Controller's Office will release approved project amounts to recipients

ATTACHMENTS

Attachment A - Resolution to Execute LCTOP Projects, Certifications and Assurances and, Authorized Agent Forms

Prepared by: Vince Lorenzo, Sr. Mgr., Transportation Planning, (213) 922-4320
Cosette Stark, DEO, Countywide Planning & Development, (213) 922-2822

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



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

Los Angeles County Metropolitan Transportation Authority

Board Resolution

Authorization for the Execution of the Low Carbon Transit Operations Program (LCTOP) Projects:
Metro Gold Line Foothill Extension Phase 2A Operations - $5,977,936
Metro Expo Line Phase 2 Operations - $1,772,962

and

LCTOP Certifications and Assurances and Authorized Agent Forms

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (Metro) is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) now or sometime in the future for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, Metro wishes to implement the LCTOP projects listed above; and

WHEREAS, Metro wishes to delegate authorization to execute these documents and any amendments thereto to the Chief Executive Officer (CEO), or his designee; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Los Angeles County Metropolitan Transportation Authority that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances and the Authorized Agent documents and applicable statutes, regulations and guidelines for all LCTOP funded transit projects.

NOW THEREFORE, BE IT RESOLVED that the CEO or his designee is authorized to execute all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation.

Los Angeles County
Metropolitan Transportation Authority

Metro

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Los Angeles County Metropolitan Transportation Authority that it hereby authorizes the submittal of the following project nominations and allocation requests to the Department in FY 2016-17 LCTOP funds:

Project Name: Metro Gold Line Foothill Extension Phase 2A
LCTOP Funds Requested: $5,977,936
Description: 1 year operations of Gold Line Foothill Extension Phase 2A

Project Name: Metro Expo Light Rail Line Phase 2
LCTOP Funds Requested: $1,772,962
Description: 1 year operations of Expo Light Rail Line Phase 2



Los Angeles County
Metropolitan Transportation Authority

Metro

C E R T I F I C A T I O N

The undersigned, duly qualified and acting as the Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on Thursday, March 23, 2017.

_____
Michelle Jackson
LACMTA Secretary

Dated:

(SEAL)

Los Angeles County
Metropolitan Transportation Authority

Metro

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

File #: 2016-0807, **File Type:** Contract **Agenda Number:** 7.

FINANCE, BUDGET AND AUDIT COMMITTEE
MARCH 15, 2017

SUBJECT: P2000 LIGHT RAIL VEHICLE (LRV) OVERHAUL PROGRAM, RAIL VEHICLE CONTRACTOR

ACTION: AUGMENT THE LIFE-OF-PROJECT BUDGET AND APPROVE CONTRACT AWARD

RECOMMENDATION

CONSIDER:

A. AUGMENTING the Life-of-Project (LOP) Budget for the **P2000 Light Rail Vehicle Overhaul Program** (CP 206044) by $30,000,000 adjusting the LOP Budget from $130,800,000 originally established March 2013, to $160,800,000;

B. AUTHORIZING the Chief Executive Officer to award a firm-fixed price Contract No. OPP2000 Light Rail Vehicle Overhaul to Alstom Transportation Inc. in the amount of $140,079,867, inclusive of taxes for a period of 50 months for the overhaul and delivery of the 52 P2000 LRVs, subject to resolution of protest(s), if any; and

C. FINDING that the award to Alstom Transportation, Inc. is the proposer providing the best value and is the most advantageous to Metro.

ISSUE

The fifty-two Siemens P2000 vehicles are approximately 14-17 years old; having been delivered to Metro between 2000 and 2003. Many of the critical systems and components on the P2000 fleet are experiencing parts obsolescence issues, lack of vendor support and outdated technology. These deficiencies diminish the performance and maintainability of the fleet. A condition based assessment (CBA) was performed to identify the critical systems and components impacting performance. By overhauling and replacing these critical systems and components, this Overhaul Program will maintain the fleet's State of Good Repair (SGR) and ensure the continued safety, reliability, availability, and maintainability of the fleet for revenue service.

In July 2014, the Board authorized staff to issue a federally funded solicitation for a Best Value Request for Proposals (RFPs) as competitive negotiations pursuant to PCC § 20217 and Metro's procurement policies and procedures for the Overhaul Program.Staff's recommendation presents the firm that is most advantageous to Metro. Alstom Transportation Inc.'s offer represents the Best Value to Metro when all technical and price factors are considered in accordance with the approved

evaluation criteria. The recommended price addresses all contract requirements and represents the best overall value when all RFP evaluation factors are considered, including clear advantages in experience, completing the project on time and providing the least amount of risk on Metro track, staff and facilities. The Procurement Summary of this report (Attachment A) further describes the evaluation results and detailed rankings for all Proposers, including the weighted scores associated with each evaluation criteria.

The recommended contract price includes $3,519,880 of provisional sums for known unknown work that could arise during the term of the contract. The contract terms prohibit the Contractor from expending any portion of that amount until the Contracting Officer issues a written Task Order for that work.

DISCUSSION

The primary objective of the project is to obtain safe, reliable, high quality overhauled LRVs on-time and within budget, and to create new jobs for Los Angeles County that can be tied directly to the Overhaul Program.

The Scope of Work for the P2000 LRV Overhaul Program is based on a CBA used to identify the critical systems and components impacting performance. The Scope includes the following critical systems and components: Vehicle Door Systems, Propulsion System Controllers, Friction Brake System Controllers, Trucks, Automatic Train Control (ATC)/Automatic Train Operation (ATO) System Controllers, Heating and Air Conditioning (HVAC) System, and Communication System Controllers.

Performing the Overhaul Program is in accordance with the Rail Fleet Management Plan FY2015-FY2040 (Draft, May 24, 2016, v.8). The plan outlines the anticipated program to expand rail fleets to accommodate anticipated growth in ridership; line extensions; and to overhaul or replace vehicles reaching mid-life or end of life, as appropriate.

Metro's Source Selection Committee (SSC) reviewed the proposals and evaluated four (4) key factors, weighted in descending levels of relative importance: 1) Experience and Past Performance, 2) Price, 3) Technical Compliance, and 4) Project Management. Metro also applied the US Department of Transportation's (US DOT) pilot Local Employment Program (LEP) as voluntary incentive evaluation criteria. The two proposals received were in compliance with the RFP requirements and determined to be within the Competitive Range.

Upon Board approval and after receipt of Contractor performance bonds and insurance certificates, a Notice-to-Proceed (NTP) will be issued to the vehicle contractor. Completion of the 52 overhauled base order LRVs is scheduled to be completed within 50 months following NTP. The required delivery dates have liquidated damage assessments that may be imposed for late deliveries.

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Disadvantaged Business Enterprise (DBE) goal for this procurement as it is not applicable (please refer to Attachment E). This procurement falls under the Federal Transit Administration's (FTA) Transit Vehicle Manufacturer (TVM) goal in accordance with 49 Code of Federal Regulations (CFR) Part 26.49. Alstom Transportation Inc. reported 9.23% TVM goal and qualifies under the FTA's eligible

list.

Metro's Transit Asset Management Team and Operations partners are currently reviewing draft asset condition reports from our contractor who has evaluated major component wear on all of our light and heavy rail fleets. While the review of the draft report is ongoing, the draft report strongly supports the need for a major recapitalization of P2000 vehicle fleet, particularly propulsion power. According to the draft report, The P2000 overall fleet score is 2.5 out of 5.0 which represents an overall marginal condition. Per the FTA Transit Asset Management rating scale a score below 3.0 indicates an asset has just passed its normal lifecycle and is in need of lifecycle extending components and rehabilitation. A marginal rating does not imply the P2000 fleet is unsafe to use; however, it does imply the need for increased inspections, with expectations of lower levels of fleet availability for daily service. Only 17% of the P2000 fleet achieved an adequate rating, which strongly supports the need for a mid-life overhaul to help ensure that the P2000 rail vehicles can reliably reach the end of their expected 30 year useful life. Our even older fleet, the P865 actually had higher levels of fleet reliability than the P2000 fleet and are scheduled for replacement by the P3010 fleet sometime this Spring. Newer fleet types had significantly better overall Transit Asset Management ratings. Upon completion of the final report, a Board Box will be issued that discusses all of the report's findings in detail.

US DOT Contracting Initiative Pilot Program

Metro created a new Local Employment Program (LEP) that was approved for use under the U.S. Department of Transportation's (DOT) Contracting Initiative Pilot Program. This pilot program allows for the use of geographical preferences in the evaluation of Construction and Rolling Stock projects. Metro's LEP was approved for use on the P2000 Light Rail Vehicle Overhaul Program on a voluntary basis, and established evaluation scoring preferences for Proposers that commit to creating new local jobs for Los Angeles County residents.

DOT and FTA determined that using a Los Angeles County geographical preference for a rail car overhaul project would not provide an unfair competitive advantage for any one Proposer. Metro's LEP is limited to new jobs created by the Proposers in Los Angeles County, provided that at least 10 percent of the jobs are targeted for defined disadvantaged populations in Los Angeles County. Metro's LEP incentivized Proposers to create new jobs in Los Angeles County as a function of the Best Value evaluation process, by providing preferential scoring points based on the committed wages and benefits for new Los Angeles County workers.

Staff's goal of creating meaningful new manufacturing jobs that are tied to Metro's Rolling Stock overhaul program was achieved, as evidenced by the fact that the recommended Awardee, Alstom Transportation Inc. has committed to creating new jobs in Los Angeles County totaling $3,031,184 in wages and benefits

DETERMINATION OF SAFETY IMPACT

The approval of this Contract award will have a direct and positive impact to system safety, service quality, system reliability, maintainability and overall customer satisfaction. The P2000 Light Rail Vehicle Overhaul Program will permit Metro to maintain the SGR on the LRV fleet.

FINANCIAL IMPACT

If recommendation A is approved, this action augments the LOP Budget for the P2000 Light Rail Vehicle Program (CP 206044) by $30, 000,000, adjusting the LOP budget from $130,800,000 to $160,800,000. The total not-to-exceed Contract amount to support the Overhaul Program is $140,079,867.

The FY17 planned expenditure of $11,881,000 is included in the FY17 budget for the Overhaul Program in Cost Center 3043, Rail Vehicle Acquisition, Account 50308, Service Contract (Non-Bus) Maintenance, under CP 206044, P2000 Light Rail Vehicle Overhaul Program.

Since this is a multi-year contract, the cost center manager will be responsible for dispersing the cost for subsequent years.

Impact to Budget

The source of funds for this action is Federal Section 5337 State of Good Repair Funds provided under the Transportation Improvement Program (TIP). Other eligible source of funds include Proposition A 35% and Measure R 2% which is eligible for rail capital activities. At this time, staff is developing guidelines for the Measure M (MM) Ordinance which may allow for the utilization of MM 2%-State of Good Repair, MM 5%-Rail Operations and MM 20%-Transit Operations as Rail State of Good Repair efforts are eligible uses for these MM fund sources. These guidelines are planned for adoption approximately midyear 2017. Concurrently, staff is actively pursuing additional State and Federal sources such as FAST Act and other eligible federal sources to further supplement this project. Staff is also pursuing additional State and Local funding sources such as Cap and Trade and similar sources as they become available to meet the project funding needs.

ALTERNATIVES CONSIDERED

Staff considered using in-house Metro resources to perform this work. This approach is not recommended as Metro does not have sufficient resources and Subject Matter Experts available to perform this work.

The Board of Directors may choose not to authorize the Contract award for this project; however, this alternative is not recommended by Metro staff because the Overhaul Program is critical to maintaining a SGR on the 52 Siemens P2000 LRVs and to enable the Maintenance department to effectively plan and schedule its work.

NEXT STEPS

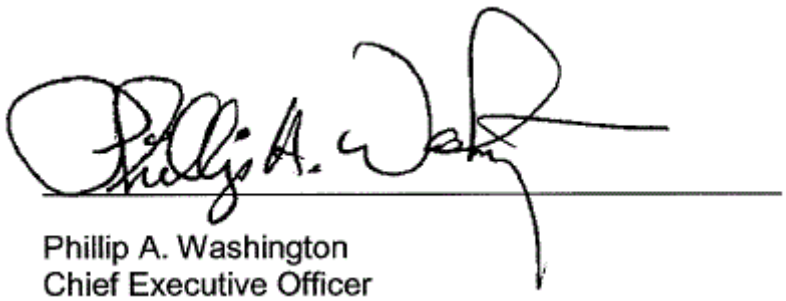
After Contract award and NTP, Metro will meet with Alstom Transportation Inc. for the Contract required Specification Review Meeting. During the same meeting, Metro will establish communication and reporting protocols. Key milestones and deliverables, through the shipment of the first two pilot vehicles and delivery of the production vehicles will be discussed to ensure understanding and agreement of requirements to ensure expedient reviews and approvals.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Funding/Expenditure Plan
Attachment C - Metro Board Report July 17, 2014
Attachment D - FTA Local Hiring Program Lttr Dated 09 30 2015
Attachment E - DEOD Summary

Prepared by: Annie Yang, Sr. Director, Project Control, Rail Vehicle Acquisition, (213) 922-3254
Jesus Montes, Sr. Executive Officer, Vehicle Acquisitions, (213) 922-3838

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 922-4424
Debra Avila, Chief, Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

P2000 LIGHT RAIL VEHICLE OVERHAUL PROGRAM, RAIL VEHICLE CONTRACTOR / OPP2000

1.	**Contract Number**: OPP2000	
2.	**Recommended Vendor**: Alstom Transportation, Inc.	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: July 9, 2015	
	B. Advertised/Publicized: July 22, 2015 and July 27,2015	
	C. Pre-Proposal Conference: August 5, 2015	
	D. Proposals Due: March 18, 2016 **E. BAFOs Due:** October 12, 2016 **F. Second BAFOs Due:** December 23, 2016	
	G. Pre-Qualification Completed: March 3, 2017	
	H. Conflict of Interest Form Submitted to Ethics: Submitted 2/14/17	
	I. Protest Period End Date: March 20, 2017	
5.	**Solicitations Picked up/Downloaded**: 73	**Bids/Proposals Received**: 2
6.	**Contract Administrator**: Nicole Dang	**Telephone Number**: 213-922-7438
7.	**Project Manager**: Annie Yang	**Telephone Number**: 213-922-3254

A. Procurement Background

This Board Action is to approve the award of Contract No. OPP2000 issued to support the overhaul of 52 Siemens P2000 Light Rail Vehicles (LRV). The intent of this solicitation was to procure a LRV overhaul program to achieve and maintain the LRVs state of good repair; where the overhaul and component replacement program prioritizes enhanced safety, availability, and reliability. Board approval of contract awards are subject to resolution of all properly submitted protests.

The RFP was issued in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price contract.

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

- Amendment No. 1, issued on August 5, 2015, extended the proposal due date to January 6, 2016, and revised the Compensation and Payment Provisions, Pricing Forms PF 1-7, Proposal Submittal Requirements, Form PS-1, and Technical Specifications (TS-1: Consolidated CDRL List and TS-20: Requirements Management, Design Validation and Verification).

- Amendment No. 2, issued on October 19, 2015, revised Pricing Forms 1-7, Special Provisions, Instructions to Proposers, Submittal Requirements to

clarify the Federal Transit Administration (FTA) approved Local Employment Program.

- Amendment No. 3, issued on October 19, 2015, revised Pricing Forms 1-7 and Technical Specification (TS-13: Communications).

- Amendment No. 4, issued on November 17, 2015, revised Form TF-6 and Technical Specification (TS-12: Braking Equipment).

- Amendment No. 5, issued on December 4, 2015, extended the proposal due date to February 5, 2016, and revised Technical Specifications (TS-1: Introduction, TS-9: Electrical, TS-13: Communications and TS-6: Automatic Train Control).

- Amendment No. 6, issued on January 20, 2016, extended the proposal due date to March 4, 2016, and revised Proposal Forms TF 3-4 and Technical Specifications (TS-2: System, Level Design, Infrastructure, and Performance, TS-6: Passenger Doors, and TS-14: Automatic Train Control).

- Amendment No. 7, issued on February 2, 2016, revised Technical Specifications (TS-6: Passenger Doors and TS-14: Automatic Train Control).

- Amendment No. 8, issued on February 9, 2016, revised Technical Specification (TS-13: Communications).

- Amendment No. 9, issued on February 12, 2016, revised Pricing Forms 1-7 and Technical Specifications (TS-1: Introduction, TS-11: Trucks, and TS-14: Automatic Train Control).

- Amendment No. 10, issued on February 29, 2016, extended the proposal due date to March 18, 2016.

- Amendment No. 11, issued on March 7, 2016, revised Proposal Requirements and Proposal Submittal Checklist Form PS-1.

- Amendment No. 12, issued on September 23, 2016, after receipt of proposals, requested Best and Final Offers.

- Amendment No. 13, issued on December 5, 2016, to request the second Best and Final Offers.

- Amendment No. 14, issued on December 9, 2016, revised Pricing Forms 1-8, Special Provisions, Contract Document Article IV: Compensation, Instructions to Proposers, and Technical Specifications (TS-2: System Level Sign, Infrastructure, and Performance, TS-3: Carbody, TS-11: Trucks, and TS-12: Communications).

- Amendment No. 15, issued on October 19, 2015, revised the Proposal Submittal Requirements, Contract Documents: Statement of Work and Special Provisions.

A Pre-Proposal Conference was held on August 5, 2015, at the Metro Green Line Yard. Vehicle inspections were held for the proposers from August 5, 2015, through August 7, 2015.

Eight sets of questions and answers were issued during the solicitation phase of this RFP. Responses were posted to the project data repository site, accessible to all solicitation plan holders.

A total of two proposals were received on March 18, 2016. Subsequently, Metro received revised proposals on October 12, 2016, and December 3, 2016, in response to changes to program overhaul requirements and requests for Best and Final Offers.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from the Metro Rail Vehicle Acquisition department was convened to conduct a comprehensive technical evaluation of the proposals received. Additionally, technical advisors (TAs) from Metro's Rail Fleet Services department, Metro Rail Vehicle Engineering department, and consultants from CH2M Hill, Inc. augmented the PET as subject matter experts.

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

• Past Experience and Past Performance	350 Points
• Price	300 Points
• Technical Compliance	250 Points
• Project Management Experience	100 Points
• Incentive Enhanced U.S. Content	50 Points
• Incentive Local Employment Plan	50 Points

The evaluation criteria are appropriate and consistent with criteria developed for similar vehicle acquisition procurements. Several factors were considered when developing these weights, giving the greatest importance to past experience and past performance on rail vehicle overhaul, system integration, and on new rail vehicle acquisition.

Both proposals received were determined to be within the competitive range. The firms are listed below in alphabetical order:

1. Alstom Transportation, Inc. (Alstom)

2. Talgo, Inc. (Talgo)

The proposal evaluation kick-off meeting was conducted on March 18, 2016. Request for Clarifications were sent to both Proposers on May 2, 2016. The responses, received on May 27, 2016, sufficiently clarified each proposal and allowed the PET to compile an initial evaluation score.

Oral Presentations and interviews with each firm took place from June 23-28, 2016. Immediately after the Oral Presentations, the PET conducted facility site visits to each of the Proposer's overhaul sites from June 10-16, 2016.

The PET held additional Statement of Work discussions with the Proposers because the Proposer's price proposals exceeded Metro's Independent Cost Estimate (ICE), as well as the overall project budget. Discussions were conducted from September 8-16, 2016, to better understand each price proposal, technical elements, and cost drivers. At the conclusion of those discussions, a Best and Final Offer (BAFO) was requested, with revisions to the Technical Specifications and minor revisions to commercial terms. The BAFO request was issued on September 19, 2016, and responses were received on October 12, 2016. Despite the changes made to the Technical Specifications, both price offers received still exceeded the project budget and ICE. At this point alternatives such as further de-scoping, canceling the overhaul, and procuring new LRVs were given serious consideration. In conclusion, staff determined that further scope revisions and a second Best and Final Offer should be issued.

Before issuing the second BAFO request, the procurement and project team visited both Proposers for face-to-face discussions on price. With only minor changes to technical requirements and commercial terms Metro issued the second request for BAFO on November 18, 2016. Responses from both Proposers were received on December 23, 2016. Metro completed its evaluation of the second BAFO on January 5, 2017.

The RFP provided Proposers with the opportunity to augment their proposal scoring by voluntarily participating in two voluntary Evaluation Criteria elements: 1) Enhanced U.S. Content and 2) Locals Employment Program. These voluntary incentives were weighted at 50 points each.

<u>Locals Employment Program</u>
The Local Employment Program is a Pilot Program created by the Department of Transportation (DOT) for a voluntary local hiring preference incentive in the evaluation of proposals. This voluntary program provides an opportunity for proposers that participate in the program to submit a qualifying Local Employment Plan, to earn additional points above and beyond all other evaluation criteria in the RFP. All new jobs and facility investments in a proposal, measured in dollars and created within Los Angeles County, would be eligible for the incentive points. Both firms proposed a level of participation in the Local Employment Plan.

	Proposer Name	Local Employment Commitment
1.	Alstom	$3,031,184.00
2.	Talgo	$3,254,217.00

Enhanced U.S. Content

The Enhanced U.S. Content awarded additional 50 incentive points to the highest overall percentage above 60% U.S. domestic content by cost in the LRV Overhaul program. Both Firms proposed U.S. content in excess of 60%. A Buy America Pre-Award Audit was conducted during the week of January 30, 2017 with the highest rated proposer, Alstom. The audit was conducted in accordance with FTA guidance stated in 49 CFR 663. Alstom's proposed Buy America content was found to far exceed the FTA's Buy America requirements.

	Proposer Name	Proposed Content
1.	Alstom	73.6%
2.	Talgo	75%

Qualifications Summary of Firms within the Competitive Range:

Alstom Transportation Inc.

Alstom Transportation, Inc. (Alstom) has proposed to perform this overhaul project out of its Mare Island, California facility. This dedicated manufacturing facility is located approximately 400 miles from Los Angeles and has been performing overhauls for the past six years. The firm proposed to perform the railcar stripping, final assembly, and testing at this facility, while engineering work would be generated out of its Naperville, Illinois site. Alstom has extensive experience in U.S. railcar overhaul work, having overhauled or modernized nearly 5,100 railcars for many of the major transit agencies.

Talgo, Inc.

Talgo, Inc. (Talgo) is headquartered in Seattle, Washington and has proposed to perform this overhaul project out of its Milwaukee, Wisconsin facility. Talgo intends to draw from its global engineering resources and relocate them to its Milwaukee facility for this project. Talgo is one of the world's leading suppliers of rolling stock, with a particular focus on extended lifecycle and service/reliability. While Talgo is primarily known globally as a railcar manufacturer, its experience also encompasses the U.S. market with new railcars, overhauls and maintenance work for Amtrak, Oregon DOT, and Washington State DOT.

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	**Alstom Transportation, Inc.**				**1**

3	Past Experience and Past Performance	94.33	350.00	330.17	
4	Price (Base and Options)	89.84	300.00	269.52	
5	Technical Compliance	92.52	250.00	231.30	
6	Project Management Experience	93.83	100.00	93.83	
7	Incentive Enhanced U.S. Content	98.14	50.00	49.07	
8	Incentive Local Employment Plan	93.14	50.00	46.57	
9	Total		1,100.00	1020.46	
10	**Talgo, Inc.**				**2**
11	Past Experience and Past Performance	72.19	350	252.67	
12	Price (Base and Options)	100	300	300.00	
13	Technical Compliance	64.69	250	161.72	
14	Project Management Experience	62.00	100	62.00	
15	Incentive Enhanced U.S. Content	100	50	50.00	
16	Incentive Local Employment Plan	100	50	50.00	
17	Total		1,100	876.39	

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon adequate price competition, technical evaluation, price analysis, Independent Cost Estimate, fact finding, and negotiations. Alstom's proposed price of $140,079,867.00, inclusive of taxes, is (10%) higher than Talgo's proposed price of $125,848,056.77. The PET determined that Alstom's proposal provides the best value and is most advantageous to Metro when considering all evaluation factors. Alstom's proposal provided clear advantages in past experience on LRV overhauls as well as a more comprehensive understanding of the level of effort involved in an extensive mid-life overhaul program. The LRV overhaul experience presented a clear benefit when evaluating project schedule risk, especially when considering the high level of vehicle float on this project. Alstom proposed a better systems qualification testing program, and Alstom also proposed a more experienced and qualified integration engineer. This gave Alstom a clear advantage in technical compliance. In addition, the recommended price is $4,932,016.36 (3.4%) lower than Metro Independent Cost Estimate.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated or NTE amount
1.	Alstom	$191,986,779.32	$145,011,883.36	$140,079,867.00

2.	Talgo	$166,973,954.57	$145,011,883.36	$125,848,056.77

D. Background on Recommended Contractor

The recommended firm, Alstom, located in Naperville, Illinois, has been in business for 150 years and is a leader in manufacturing and servicing trains. Over the past 28 years, Alstom has overhauled or modernized nearly 5,100 passenger rail vehicles for customers including New York City Transit, Chicago Transit Authority, Metro-North Commuter Rail Road, New Jersey Transit, Chicago Metra, Southeast Pennsylvania Transit Authority, Massachusetts Bay Transit Authority, City of San Francisco, Northern Virginia Transportation Commission, Maryland Transit Administration, California Department of Transportation, Amtrak, O'Hare Airport Transit System, Rocky Mountaineer (Vancouver, Canada) and the Port Authority Transit Corporation. In 2012, Alstom was awarded a contract with MBTA to overhaul 86 LRVs. In 2013, Alstom was again awarded the midlife overhaul of 53 LRVs covering similar systems as this project. A reference check with MBTA regarding both LRV overhaul projects was satisfactory for Alstom.

ATTACHMENT B

CP 206044 SIEMENS P2000 LIGHT RAIL VEHICLES OVERHAUL
FUNDING/EXPENDITURE PLAN

	ITD thru FY16	FY17	FY18	FY19	FY20	FY21	FY22	Total	% of Total
Uses of Funds									
Midlife Overhaul 52 Siemens LRVs	$0	$7,003,993	$14,007,987	$27,503,993	$45,000,000	$40,000,000	$6,563,894	$140,079,867	87.11%
Professional Services	$838,961	$84,120	$1,387,200	$1,956,133	$1,974,333	$1,460,933	$268,000	$7,969,680	4.96%
MTA Administration	$999,379	$265,000	$420,000	$450,000	$450,000	$450,000	$390,000	$3,424,379	2.13%
Contingency	$0	$0	$0	$0	$0	$0	$9,326,074	$9,326,074	5.80%
Total Project Cost	**$1,838,340**	**$7,353,113**	**$15,815,187**	**$29,910,126**	**$47,424,333**	**$41,910,933**	**$16,547,968**	**$160,800,000**	**100%**
Sources of Funds									
Federal 5337 SGR		$7,353,113	$15,815,187	$29,910,126	$18,173,034			$71,251,460	44.31%
State / Local (PA Rail 35%) / Meas M **	$1,838,340				$29,251,299	$41,910,933	$16,547,968	$89,548,540	55.69%
Total Project Funding	**$1,838,340**	**$7,353,113**	**$15,815,187**	**$29,910,126**	**$47,424,333**	**$41,910,933**	**$16,547,968**	**$160,800,000**	**100%**

** Staff will pursue additional federal funds that may become available through FAST Act or other federal sources for this project to maximize availability of local fund sources for Operations use. Staff will also utilize other State and Local funding sources as opportunities arise such as Cap and Trade or other new sources. Measure M 2%, 5% and 20% fund source guidelines currently under development may also allow for future use of Measure M funds to support this effort.

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
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Metro

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
JULY 17, 2014

SUBJECT: PURCHASE OF NEW HEAVY RAIL VEHICLES AND REFURBISHMENT OF A650 HEAVY RAIL VEHICLES & P2000 LIGHT RAIL VEHICLES

ACTION: AUTHORIZE REQUEST FOR PROPOSAL SOLICITATIONS FOR RAIL CAR PROCUREMENTS

RECOMMENDATION

A. The Board finds that rail vehicle procurements in compliance with Public Utilities Code (PUC) §130232 low bid requirement, does not constitute an adequate procurement method for LACMTA needs. Pursuant to Public Contracts Code (PCC) §20217, authorize procurement by competitive negotiation for the following: 1) Procurement of new heavy rail vehicles; 2) Refurbishment of existing A650 heavy rail vehicles; and 3) Refurbishment of existing P2000 light rail vehicles.

Requires Two-Thirds Vote

B. Authorize the Chief Executive Officer (CEO) to solicit Best Value Requests for Proposals (RFPs) as competitive negotiations pursuant to PCC § 20217 and Metro's procurement policies and procedures, for contracts to purchase new rail vehicles and to refurbish existing rail vehicles.

ISSUE

Staff is developing the technical and quantity requirements for the new rail car procurement and the rail car refurbishment procurements. It has been determined that they constitute specialized rail transit equipment purchases. This determination renders it appropriate that the new heavy rail vehicles and the refurbishment of existing light and heavy rail vehicles, be procured by a competitively negotiated process in accordance with PCC § 20217. PCC § 20217 states that the Board, upon a finding by two-thirds vote of all members, may find that the competitive low bid procurement method is not adequate for the agency's needs and direct that the procurements be conducted through competitive negotiation.

DISCUSSION

It is in the public's interest to utilize competitive negotiation rather than a sealed bid process to consider factors other than price in the award of contracts for vehicles and refurbishment of vehicles as allowed under PCC § 20217. The competitive negotiation process allows consideration of factors other than price that could not be adequately quantified or considered in a strictly low bid procurement.

Staff recommends the use of Best Value solicitations for all three rail car programs to allow for the consideration of technical and commercial factors, as well as price, in the contract award selection process.

By establishing explicit factors that identify Metro's definition of best value, the solicitation can use important evaluation criteria to augment price considerations; such as past performance related to schedule adherence, quality, reliability and vehicle performance.

In addition to the ability to evaluate key technical and schedule factors, the Best Value Request for Proposal process permits direct discussions and negotiations with proposers to clarify requirements and cost prior to an award recommendation. This process minimizes the risks associated with a complex specification and scope of work by allowing the parties to clarify ambiguities and correct deficiencies.

FINANCIAL IMPACT

The requested action has no financial impact at this time. However, future activities associated with the respective procurements will be charged against the adopted Life of Project budgets for the affected heavy rail and light rail vehicle projects. Upon completion of the Request for Proposals, staff will present more detailed plan addressing financial impacts and impact to budget.

ALTERNATIVES CONSIDERED

Procurement by a low bid process was considered but is not recommended. The sealed bid process does not adequately account for any technical superiority of performance, reliability, or system life cycle costs that on firm's equipment or solution may have over another since the process must award to the lowest responsive and responsible bidder. For these reasons, staff does not recommend this alternative. The competitively negotiated procurement process will provide for evaluation of critical non-price related factors in the selection process.

NEXT STEPS

If this action is approved, staff would proceed with competitively negotiated best value solicitations for the new heavy rail vehicle and the refurbishment of the P2000 and A650 vehicles.

Prepared by:	Richard Hunt, General Manager Strategic Vehicle & Infrastructure Delivery
Questions:	Carolyn Kreslake, Transportation Planning Manager IV 213-922-7420

William L. Foster
Interim Chief Operations Officer

Arthur T. Leahy
Chief Executive Officer

U.S. Department
of Transportation
Federal Transit Administration

REGION IX
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SEP 30 2015

Stephanie Wiggins
Deputy Chief Executive Officer
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza
Los Angeles, CA90012-2952

Re: Application for Inclusion in
U.S. Department of Transportation's
Contracting Initiative Pilot Program

Dear Ms. Stephanie Wiggins:

Thank you for the application submitted by the Los Angeles County Metropolitan Transportation Authority (LACMTA) to the United States Department of Transportation (DOT) Contracting Initiative Pilot Program.[1] The Federal Transit Administration (FTA) accepts LACMTA's proposals for inclusion in the program with certain modifications, as described more fully below.

FTA understands that LACMTA has four contracting opportunities involving rolling stock that it would like to include in the Pilot Program. These contracting opportunities include contracts for (1) the purchase of 282 heavy rail vehicles; (2) the purchase of up to 600 new buses; (3) the mid-life overhaul of 74 heavy rail vehicles; and (4) the mid-life overhaul of 82 light rail vehicles. In support of its application, LACMTA submitted the following documents: April 13, 2015 Submittal to FTA for Admission into Local Hiring Pilot Program; Local Employment Program (Mandatory) & Local Employment Program (Voluntary); P3010 US Employment Value Summary Trade-off Analysis – Attachment 1; and May 8, 2015 Response to Supplemental Questions Regarding Application for Local Hiring Pilot Program.

LACMTA proposes a mandatory Local Employment Plan (LEP) for the heavy rail contract and voluntary LEPs for the bus purchase and overhaul contracts. The LEP in both circumstances would target new and existing jobs in Los Angeles County and would provide that at least 10 percent of the jobs be targeted at disadvantaged populations. The proposed mandatory LEP would make the inclusion of an LEP a requirement of responsiveness, and would constitute 10 percent of the total points available for all RFP evaluation factors. The proposed voluntary LEP would provide the bidder with additional "bonus" points that could be awarded if the bidder includes an LEP with its bid.

[1] The DOT Contracting Initiative is described in more detail in 80 FR 12257 (March 6, 2015).

In considering whether to approve a proposed contract requirement under the Pilot Program, FTA is guided by an August 2013 opinion of the Office of Legal Counsel (OLC) of the U.S. Department of Justice.[2] Under that opinion, FTA may approve a proposed contract requirement that is likely to have only an incidental effect on the pool of potential bidders, or that imposes reasonable requirements related to the performance of the necessary work. Or, if a proposed specification is likely to have more than an incidental effect on the pool of potential bidders and is unrelated to the work's performance, FTA still may approve the requirement if it "promotes the efficient and effective use of federal funds in the short or long run" or "safeguards the integrity of the competitive bidding process." The OLC decision leaves to FTA discretion the determination of what constitutes the "efficient and effective use of federal funds."
FTA is concerned that the proposed voluntary and involuntary programs both may have more than an incidental effect on the pool of potential bidders – at least with respect to the heavy rail car buy and the bus buy – because they could put at a disadvantage any manufacturer who does not already have a facility in the defined geographic area, and this competitive disadvantage is not relieved by the voluntary or involuntary nature of the program. However, an appropriate modification of LACMTA's proposed requirements will address our concerns.

Generally, FTA proposes modifications to the following provisions: the voluntary versus mandatory nature of the LEP requirement; credit given for new versus existing jobs; and the geographic area eligible for LEP participation. FTA is concerned with making the LEP mandatory, as well as awarding credit for existing jobs within Los Angeles County because both terms could give an undue advantage to potential bidders already located within Los Angeles County. Additionally, FTA examined the competitive markets within LACMTA's proposed geographic focus of Los Angeles County, and determined that for two of the contracts such a geographic limitation could afford an unfair competitive advantage.

FTA evaluated each proposed program and contracting opportunity and requests the following modifications.

Purchase of 282 Heavy Rail Vehicles (Estimated Contract Cost: $1.0558B)

The LACMTA proposal is a mandatory LEP that includes as part of the bid evaluation criteria credit for new and existing jobs in Los Angeles County. The proposal also includes a requirement that 10% of the jobs be targeted for disadvantaged persons. The LEP would constitute 10% of the available points.

Currently, there is one rail vehicle manufacturer in Los Angeles County, Kinkisharyo. Limiting the LEP to Los Angeles County and including existing jobs could provide Kinkisharyo with an unfair competitive advantage and could be an exclusionary or discriminatory specification prohibited by 49 U.S.C. § 5334(h). FTA requests that LACMTA modify the LEP for the heavy rail vehicles to make it a voluntary program, expand the geographic market to the state of California, and provide credit only for new jobs created, with 10% of the jobs targeted for disadvantaged persons.

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[2] *See Competitive Bidding Requirements Under The Federal-Aid Highway Program, 23 U.S.C. § 112* (August 23, 2013). The 2013 opinion is available at http://www.justice.gov/olc/opinions.

Purchase of up to 600 new buses (Estimated Contract Cost: $325M)

The LACMTA proposal is a voluntary LEP that provides supplemental points for any proposer who includes an LEP. Bidders would receive credit for new and existing jobs in Los Angeles County. The proposal also includes a requirement that 10% of the jobs be targeted for disadvantaged persons.

Currently, there only is one bus manufacturer with a facility in Los Angeles County -- New Flyer. Accordingly, an LEP limited to the county could provide an unfair competitive advantage for that manufacturer, even if the program is voluntary. FTA requests that LACMTA modify the LEP for the 600 bus buy to expand the geographic market to the state of California, and provide credit only for new jobs created, and 10% of the jobs targeted for disadvantaged persons.

Mid-life overhaul of 82 light rail vehicles (Contract Value $100M) and mid-life overhaul of 74 heavy rail vehicles (Contract Value $46M)

The LACMTA proposal for the two mid-life overhaul contracts is the same: a voluntary LEP giving credit for new and existing jobs in Los Angeles County, and a requirement that 10% of the jobs be targeted for disadvantaged persons.

For overhaul contracts, the original vehicle manufacturer has an advantage for doing mid-life overhauls of its own vehicles. The original manufacturers for the vehicles subject to the contracts are not located in Los Angeles County, resulting in all potential bidders being similarly situated. Under these circumstances, limiting the geographic market to Los Angeles County does not provide an unfair competitive advantage for any one bidder. As with the other contracts, FTA requests that this LEP be limited to new jobs created and provide that 10% of the jobs be targeted for disadvantaged persons.

With the above modifications to LACMTA's proposed LEPs, FTA believes that inclusion of the four contracting opportunities in the Pilot Program would likely better promote the efficient and effective use of federal funds and safeguard the integrity of the competitive bidding process. Please let us know whether LACMTA is interested in participating in the Pilot Program under the proposed terms. If you have any questions, please contact Deputy Chief Counsel Dana Nifosi at 202-366-1643 or Dana.Nifosi@dot.gov.

Sincerely,

Leslie T. Rogers
Regional Administration

DEOD SUMMARY

P2000 LIGHT RAIL VEHICLE OVERHAUL PROGRAM, RAIL VEHICLE CONTRACTOR / OPP2000

A. Small Business Participation

The Diversity and Economic Opportunity Department did not recommend a Disadvantaged Business Enterprise (DBE) participation goal for this FTA-assisted rolling stock procurement. In compliance with the requirements of 49 Code of Federal Regulations (CFR) Part 26.49(a), only Transit Vehicle Manufacturers (TVMs) included in FTA's certified TVMs list are eligible to bid. Alstom Transportation, Inc. submitted an FY17 TVM Certification with their proposal, and is currently on FTA's list of eligible TVMs.

Living Wage and Service Contract Worker Retention Policy Applicability

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

B. Prevailing Wage Applicability

Prevailing wage is not applicable to this Contract.

C. Project Labor Agreement/Construction Careers Policy

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

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

Metro

Board Report

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3rd REVISION
PLANNING AND PROGRAMMING COMMITTEE
MARCH 15, 2017
EXECUTIVE MANAGEMENT COMMITTEE
MARCH 16, 2017

SUBJECT: DRAFT MEASURE M MASTER GUIDELINES

ACTION: APPROVE THE RELEASE OF THE DRAFT MEASURE M MASTER GUIDELINES FOR PUBLIC REVIEW

RECOMMENDATION

APPROVE the release of the **draft Measure M Master Guidelines for public review**.

ISSUE

On June 23, 2016, the Metro Board of Directors approved the Los Angeles County Traffic Improvement Plan Ordinance (#16-01, titled Measure M), which was subsequently approved by more than 71% of voters at the November 8, 2016 general election.

At the December 1, 2016 Metro Board Meeting, Chief Executive Officer Phillip Washington presented an overview on development of the Measure M Ordinance Guidelines, where he indicated that draft Master Guidelines would be developed internally by Metro staff, for subsequent review and comment by the public. The target date for Board adoption of final Measure M Guidelines is the June 2017 Board meeting, in advance of the initiation of the additional sales tax revenue collection on July 1, ~~2107~~ 2017.

DISCUSSION

The Guidelines must address all aspects of administering and overseeing Measure M. For a comprehensive and balanced approach, staff prepared a Master guidance document that will provide direction for all elements of Measure M. Primary elements include: Administration and Oversight; Audits; Assessments and Amendments; Cashflow; Transit Operations and Other Designated Operational Funding; Multi-year Subregional Programs; Local Return; and State of Good Repair. (Attachment A).
Please note the following three major themes integrated throughout, that deserve special attention.

- Timely Use of Funds/Project Readiness: It is imperative that Metro exercise fiduciary

responsibility at the outset of implementing Measure M. Our core objective is to allocate funds that will be put to use to benefit the people of Los Angeles County as soon as possible.

- Cashflow: In line with the timely use of funds is the recognition that needs must be optimally aligned with revenue availability. Therefore, a cashflow approach is the foundation of Measure M resource management. Included within the cashflow area are the following topics -
  - Acceleration
  - Debt Policy
  - Contingency
  - 3% Local Contribution

- Multi-Year Subregional Programs and the Related Toolbox: There will be significant attention directed to the role and contribution of our local partners. We seek to balance flexibility with the overarching timely use of funds and cashflow provisions as they apply to the Multi-Year Subregional Programs.

PROCESS

To gather countywide input, OMB staff convened two Measure M Working Groups in January. The Transit Operations Working Group included representatives from transit operators countywide, while the Local Return Working Group included representatives from small and large Los Angeles County jurisdictions across the region. Other sections of the draft were created by Metro staff and circulated through the internal review process within Metro, and key funding recipients as appropriate. A summary of the guideline development process for the indicated Guidelines sections is also attached as follows:

Attachment B - 20% Transit Operations Process & Working Group; and

Attachment C - 17% Local Return Process & Working Group.

DETERMINATION OF SAFETY IMPACT

The proposed approval will not have any adverse safety impacts on employees and patrons.

FINANCIAL IMPACT

Impact to Budget

Approving the staff recommendations will have no impact on the FY 2017 Budget.

ALTERNATIVES CONSIDERED

The Measure M ordinance requests specific guidelines, as indicated in this report. Staff believes that a master guidance document will streamline and expedite delivery of Measure M projects and programs, especially if implemented prior to the effective date of the Measure M Ordinance, which will begin collection on July 1, 2017. The alternative considered was to create guidelines only for

elements specifically mandated in the Ordinance. Staff selected the master guidance framework in order to provide a more comprehensive approach.

NEXT STEPS

If approved by the Board, the Draft Measure M Guidelines will be released for public review. The Guidelines will be posted on the Metro website on April 1, 2017, and there will be a place at the same location for people to submit comments. During April-May 2017, the Measure M Master Guidelines document will be discussed by the Policy Advisory Council, and staff will conduct additional outreach. Following public input and comment, a final guidelines document will be present to the Board in June 2017 for adoption.

ATTACHMENTS

Attachment A - Draft Measure M Master Guidelines
Attachment B - 20% Transit Operations Process & Working Group
Attachment C - 17% Local Return Process & Working Group

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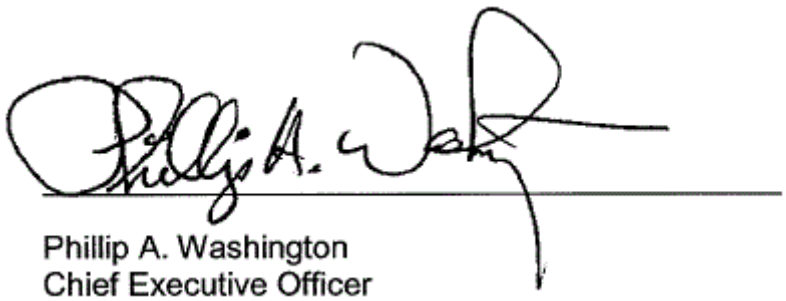

Phillip A. Washington
Chief Executive Officer

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ATTACHMENT A

MEASURE M

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GUIDELINES

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Introduction

On June 23, 2016, the Metro Board of Directors approved the Los Angeles County Traffic Improvement Plan Ordinance (#16-01, the "Ordinance"). This Ordinance, known as Measure M, was approved by more than 71% of voters at the November 8, 2016 general election. As a result, the projects and programs in the Expenditure Plan of the Ordinance have been approved and must now be implemented accordingly.

Measure M is far more comprehensive and ambitious than Measure R. The Guidelines must address all aspects of administering and overseeing Measure M. For this reason the oversight of Measure M is also more complex. The attached master guidance was prepared for a comprehensive and balanced approach for all elements of Measure M. Primary topics include: Administration and Oversight; Audits; Assessments and Amendments; Cashflow; Transit Operations and Other Designated Operational Funding; Multi-year Subregional Programs; Local Return; and State of Good Repair.

The success of Measure M will be built upon the diverse and committed coalition that supported its passage, and efficacy of the Measure M plan provisions as they impact our various constituencies. The Metro Board and its staff are ultimately accountable to the people of Los Angeles County. It is with this consideration, that we present these [draft] Measure M Guidelines.

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ADMINISTRATION & OVERSIGHT

Evolving framework

As master guidance, this document provides the overarching framework for the management and oversight of Measure M and its component elements. In several cases, more detailed processes and/or procedures will need to be developed for the actual administration of the program elements, and timelines for those details are noted throughout. Those detailed processes/procedures, while extensions of this Master Guidance, can be amended separately, as required to adjust to changing circumstances over time.

Ordinance background

Measure M was approved by the voters of Los Angeles County on November 8, 2016 to improve transportation and ease traffic congestion consistent with the Measure M Ordinance.

OVERSIGHT

Metro staff developed a Selection Process to address the Measure M Ordinance requirements for the Independent Taxpayer Oversight Committee, comprised of seven voting members representing the following areas of expertise:

A. A retired federal or state judge.
B. A professional from the field of municipal/public finance and/or budgeting with a minimum of ten (10) years of relevant experience.
C. A transit professional with a minimum of ten (10) years of experience in senior-level decision making in transit operations and labor practices.
D. A professional with a minimum of ten (10) years of experience in management and administration of financial policies, performance measurements, and reviews.
E. A professional with demonstrated experience of ten (10) years or more in the management of large-scale construction projects.
F. A licensed architect or engineer with appropriate credentials in the field of transportation project design or construction and a minimum of ten (10) years of relevant experience.
G. A regional association of businesses representative with at least ten (10) years of senior-level decision making experience in the private sector.

Additional information is available on the Metro website.

TIMELY USE OF FUNDS

Given the objective of Measure M to improve transportation, transit service and ease traffic congestion in the region, the timely use of funds is a foundational principle throughout these Guidelines. It is the fiscal responsibility of Metro to ensure that Measure M sales tax revenues

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are spent according to the requirements of the Ordinance as quickly as possible to realize the benefits of the Measure M Expenditure Plan as promised for the people of Los Angeles County.

Project Readiness

Part of Metro's obligation to ensure timely use of Measure M funds is to define and encourage project readiness in order to move projects forward in a timely manner. Because sales tax revenues are accrued over time, the capacity to fund multiple projects and programs necessitates sequencing over multiple years. This sequencing is reflected in the project and programs lists that comprise the Measure M Expenditure Plan.

That said, individual projects will need to move forward within a managed cash flow process as outlined in the Cashflow Management section of these Guidelines. Part of that process is built on an assumption that projects or programs will obligate Measure M funds at the time they are ready to use them. As a result, "project readiness" criteria have been established for several Measure M programs, and are noted as such in the Guidelines.

The most direct way to incorporate **additional** acceleration to deliver projects more quickly relates to Metro 's "Operation Shovel Ready," detailed in January 2016. As part of this program, Metro will aggressively move forward in bringing transit, highway and regional rail projects closer to the implementation stage. Bringing these projects to a "shovel-ready" state allows Metro to take advantage of potential opportunities that may develop and allow the projects to advance into the design and construction stages sooner rather than later. As stated in the report to the Board,

"'Operation Shovel Ready' potential opportunities may include those related to funding, grants, private sector participation and local community support. If these projects are not advanced to a shovel ready state, Metro may not be able to take advantage of future, unexpected opportunities. Moving these projects closer to a shovel-ready state does not necessarily mean that they will all move immediately into the construction stage. However, they will get done sooner when funding becomes available and are ready to start quickly."
This concept will also be used as part of these Measure M Guidelines.

Lapsing Requirements

Once funds are obligated, they need to be expended for the purposes assigned. Recipients must comply with specific lapsing requirements, like those set forth in the Local Return Guidelines. When not specifically set forth in the Guidelines, fund lapsing rules will be adopted by the Metro Board hereafter. Processes for lapsing will also include an option for extensions on a case-by-case basis, accompanied by adequate documentation of justification of the need for the extension request.

PROJECT ACCELERATION

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The Ordinance allows for project acceleration. Project acceleration can be considered by the Metro Board based upon project acceleration considerations, as compared to projects that are delayed due to funding, environmental clearance issues, litigation, or other considerations which, include, but are not limited to:

- Available local funding such as supplemental a local sales tax ballot measure;
- Available private investment when funding assumes such P3 investment;
- Unique qualities that attract federal funding such as access to health care and affordable housing development opportunities; and
- Ease of property acquisition or use due to available rights-of-way and/or municipal or Metro-owned properties.

Additional acceleration, discussed hereinafter, requires the approval by 2/3 vote of the Metro Board and cannot delay any other Expenditure Plan project or program beyond the dates contained in the Expenditure Plan.

COST CONTAINMENT POLICY FOR EXPENDITURE PLAN MAJOR PROJECTS

It is essential that costs be managed and controlled to ensure delivery of Measure M Major Projects. It is expected that all Major Projects are managed to the approved budget and schedule within the Expenditure Plan. .

The objective of the cost management policy and process is to insure the prompt development and consideration of project cost alternatives that genuinely address the cost controls necessary to successfully deliver all Measure M transit and highway Major Projects. First and foremost is that no project will receive Measure M funds over and above the amount listed in the expenditure plan except under the following circumstances:

A) The cost is related to inflationary pressures, and meets the requirements for the Inflation related Contingency Fund provisions provided under the Ordinance. These are addressed in the Contingency Fund Guidelines Section __.
B) Additional Measure M funds are provided for and consistent with amendments permitted in tandem with the Ten-Year Comprehensive Program Assessment permitted under the Ordinance. This process is addressed in the Comprehensive Program Assessment Process & Amendments Section ___.
C) Redirection of Measure M subregional funds aligned with the project's location, so long as the project satisfies all subregional program eligibilities and procedures consistent with these guidelines, and with the agreement of jurisdictions otherwise eligible for those subregional funds.

In all of these cases, a specific Metro Board action is required to address the shortfall prior to the project proceeding.

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When the aforementioned processes are not appropriate or applicable, according to these Guidelines, the shortfall will then first be addressed at the project level prior to evaluation for any additional, non-Measure M resources using these methods in this order:

1. Value Engineering/Scope Reductions—these must be consistent with any prior related requirements or limitations attached to the project scope;;
2. New Local Agency Funding Sources;
3. Shorter Segmentation— these must be consistent with any prior related requirements or limitations attached to the project scope;
4. Corridor Cost Reductions; and then
5. Countywide Cost Reductions.

If recommended sources involve any funds that are not from locally controlled sources, the planned reduction must conform to the priorities of the LRTP and available funding with the TFP.

AUDIT REQUIREMENTS

Use of Measure M funds will be subject to audit and oversight, and all other applicable state and local laws.

MEASURE M RECOGNITION

Projects and services funded by Measure M will publically acknowledge the use of Measure M funds through websites, flyers, or other promotional and marketing materials. The form of recognition will be left to the discretion of Metro in consultation with the recipient agency.

REVISIONS TO PROGRAM GUIDELINES

These program guidelines may be revised by the Metro Board of Directors.

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AUDITS

Annual Financial and Compliance Audit and Independent Audit Firm Solicitation

Per the Measure M Ordinance, Metro shall contract for an annual audit, to be completed within six (6) months after the end of the fiscal year being audited, for the purpose of determining compliance by Metro with the provisions of the Ordinance relating to the receipt and expenditure of Sales Tax Revenues during such fiscal year. The audit should include a determination as to whether recipients of Net Revenues allocated from these Subfunds have complied with the Ordinance and any additional guidelines developed by Metro for these Subfunds.

Annual Audit Workshop

Metro will facilitate an annual collaborative audit workshop that will be attended by the selected independent audit firms and fund recipients for the purpose of providing insight into the audit process, documentation requirements and important audit due dates. The workshop will give attendees a chance to meet representatives from the CPA Firms conducting the audits, who will provide an overview of the audit process and timelines. In addition, pertinent Metro staff will provide background information on the various funding programs included in the annual audit.

Review of Annual Audit Results and Public Hearing

Results of the annual financial and compliance audits will be presented to the Independent Taxpayer Oversight Committee which will make findings as to whether Metro is in compliance with the terms of the Ordinance. Such findings shall include a determination as to whether recipients of Net Revenues allocated and funds were expended for all the Subfunds (outlined in the Expenditure Plan) and have complied with this Ordinance and any additional guidelines developed by Metro. Audit results will also be available on the Independent Taxpayer Oversight Committee webpage which is linked to the Measure M website.

The Independent Taxpayer Oversight Committee will cause a summary of each audit to be available and accessible to the public (through various types of media) prior to the public hearing and upon request. The Independent Taxpayer Oversight Committee shall hold an annual public hearing to obtain the public's input on the audit results. All Independent Taxpayer Oversight Committee meetings shall be in accordance with the Ralph M. Brown Act.

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COMPREHENSIVE PROGRAM ASSESSMENT PROCESS & AMENDMENTS

Five-Year Assessment

Commencing in calendar year 2022, and every five (5) years thereafter, the Metro Board of Directors shall adopt a Five-Year Comprehensive Program Assessment. These assessments shall be coordinated with Metro's Short Range Transportation Plan (SRTP) and/or the Long Range Transportation Plan (LRTP) and provide a comprehensive review of all projects and programs implemented under the Measure M Expenditure Plan to evaluate the performance of the overall program and make recommendations to include, but not be limited to:

- Improvements on current practices;
- Best practices; and
- Organizational changes to improve coordination.

Specific evaluation areas and criteria of the Five-Year Comprehensive Program Assessment will be approved by the Metro Board of Directors in consultation with the Measure M Independent Taxpayer Oversight Committee, and will include an update to the Transportation Finance Plan (TFP) Model, originally developed for the LRTP.

Prior to adoption, the Measure M Independent Taxpayer Oversight committee shall review the Five-Year Comprehensive Program Assessment and make findings and/or provide recommendations for improving the program. The results of the Committee's review shall be presented to the Metro Board of Directors as part of the adoption of the Comprehensive Program Assessment.

Ten-Year Assessment

Commencing in calendar year 2027, and every ten (10) years thereafter, the Metro Board of Directors shall adopt a Ten-Year Comprehensive Program Assessment. These assessments shall be coordinated with Metro's TFP Model and Long Range Transportation Plan (LRTP) updates and provide a comprehensive review of all projects and programs implemented under the Measure M Expenditure Plan to evaluate not only all areas of the Five-Year Comprehensive Program Assessment, but those impacting the ability to amend the Measure M Ordinance and Expenditure Plan. These evaluation areas include, but are not limited to:

- Projects/programs completed;
- Projects/programs anticipated for completion in the next ten years; and
- Changes in circumstances affecting the delivery of projects/programs within their schedules as identified in the Measure M Expenditure Plan.

Specific evaluation areas, performance indicators for project delivery, and criteria of the Ten-Year Comprehensive Program Assessment will be developed by the Metro Board of Directors

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through the Long Range Transportation Plan in consultation with the Measure M Independent Taxpayer Oversight Committee.

Amendment Opportunities

As part of its approval of the Ten-Year Comprehensive Program Assessment the Metro Board of Directors may adopt amendments to the Measure M Ordinance and Expenditure Plan to: (1) add Major Projects and/or Multi-Year Subregional Programs; (2) transfer funds between capital project/program subfunds; and (3) change subregional boundaries (limited to no earlier than 2047 by the Measure M Ordinance). The Measure M Independent Taxpayer Oversight Committee shall review and provide comment on the assessment to the Metro Board of Directors. Prior to action on any amendment the Metro Board of Directors shall hold a public meeting on proposed amendments. Notice of the public meeting shall be provided at least 60 days in advance of the meeting to the Los Angeles County Board of Supervisors, the city council of each city in Los Angeles County, and the public, and shall include a copy of the proposed amendments. All amendments must be passed by a 2/3 vote of the Metro Board of Directors.

1. Add Major Projects and/or Multi-Year Subregional Programs – "Expenditure Plan Major Projects" and "Multi-Year Subregional Programs" may be added to the Expenditure Plan provided that such additions do not delay the "Groundbreaking Start Date", "Expected Opening Date", or amount of "Measure M Funding 2015$" of any other "Expenditure Plan Major Projects" or "Multi-Year Subregional Program." Changes in circumstances affecting the delivery of projects/programs will be evaluated through the Ten-Year Comprehensive Program Assessment to confirm and update actual project delivery schedules.

2. Transfer Funds Between Capital Project/Program Subfunds – The Metro Board of Directors may adopt an amendment transferring Net Revenues between the Transit, First/Last Mile (Capital) Subfund and the Highway, Active Transportation, Complete Streets (Capital) Subfund. The Metro Board of Directors shall not adopt any amendment to the Measure M Ordinance or Expenditure Plan that reduces total Net Revenues allocated to the sum of the Transit, First/Last Mile (Capital) Subfund and the Highway, Active Transportation, Complete Streets (Capital) Subfund.

3. Change Subregional Boundaries – Not sooner than 2047 the Metro Board of Directors may amend the boundaries of the subregional planning areas as identified in Attachment B of the Measure M Ordinance.

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MAJOR PROJECT ACCELERATION AMENDMENTS

The Metro Board of Directors may consider an amendment of the "Schedule of Funds Available" to accelerate an "Expenditure Plan Major Project" at any time over the Measure M program provided that such amendment shall not:

- Reduce the amount of funds assigned to any other project or program as shown in the "Measure M Funding 2015$" column of the Measure M Expenditure Plan;
- Delay the "Schedule of Funds Available" for any other project or program; or
- Negatively impact Metro ability to meet FTA requirements for maintaining existing service levels .

Acceleration is defined as advancing major projects ahead of the identified "Groundbreaking Start Date" identified in the Measure M Expenditure Plan. Acceleration of projects may be triggered by events including, but not limited to:

- Unsolicited proposals from the private sector deemed to have technical or financial merit;
- Unforeseen state and/or federal funding opportunities; and
- Unanticipated, unmitigated, and unavoidable delays in other project/program delivery schedules.

The Metro Board of Directors shall perform an assessment of any major project acceleration proposal. Major projects proposed for acceleration can be considered "Shovel Ready" such that they:

- Have attained all required state and federal environmental clearances as applicable; and
- Have attained 30% design plans if to be delivered under design-build procurement; or
- Have attained 100% design plans, permits essential to begin construction, and all right-of-way clearances* if to be delivered under design-bid-build procurement; or
- Have a full funding plan, including an appropriate contingency, of committed/reasonably assumed funds consistent with the proposed acceleration schedule.

*Right-of-way clearance includes right-of-way work arounds during construction as certified by the California Department of Transportation.

Changes in circumstances affecting the delivery of other projects/programs will be evaluated through the assessment to confirm and update actual project delivery schedules.

The Measure M Independent Taxpayer Oversight Committee shall review and provide comment on the assessment to the Metro Board of Directors. Prior to action on any amendment the

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Metro Board of Directors shall hold a public meeting on proposed amendments. Notice of the public meeting shall be provided at least 60 days in advance of the meeting to the Los Angeles County Board of Supervisors, the city council of each city in Los Angeles County, and the public, and shall include a copy of the proposed amendments. All amendments must be passed by a 2/3 vote of the Metro Board of Directors.

General Amendments

The Metro Board of Directors shall develop procedures for general amendments to the Measure M Ordinance and Expenditure Plan in consultation with the Measure M Independent Taxpayer Oversight Committee, and will be included as an addendum to these Guidelines within one year of adoption of these Guidelines. The procedures will cover all other areas of amendments beyond those identified in the 2017 Measure M Guidelines and be added to the 2017 Measure M Guidelines by adoption of the Metro Board of Directors. These areas include, but are not limited to:

- Timing of amendments;
- Exclusions – Ordinance provisions that cannot be amended without vote of the public;
- Exceptions – Ordinance provisions that change without amendment requirements; and
- Metro Board action requirements, including public outreach and Measure M Independent Taxpayer Oversight Committee involvement.

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DEBT POLICY

INTRODUCTION

In April 2015, the Metro Board adopted Metro's Debt Policy, incorporating affordability policy limits, types of financing products, structural features and the debt issuance process at Metro. This policy covers local sales taxes and debt related to Proposition A, Proposition C, and Measure R.

PROGRAM OBJECTIVES

The guidelines for Measure M debt will be included in the next iteration of Metro's Debt Policy which is scheduled for 2017. Once completed, the 2017 Metro Debt Policy will provide formal guidance for debt issuance under Measure M.

PROGRAM AMOUNT AND ALLOCATION PERIOD

The debt guidelines and affordability targets for Measure M will be developed by Finance/Treasury with input from Planning as part of the 2017 update for the Metro Debt Policy and various guidelines related to Measure M. Debt issued will determine cashflow priorities according to bond covenant requirements. No language set forth in these Guidelines is meant to circumvent bond obligations related to these funds.

REPORTING REQUIREMENTS

Metro will provide annual reports to the Measure M Independent Taxpayer Oversight Committee describing how funds associated with the Measure M debt are contributing to accomplishing the program objectives.

AUDIT REQUIREMENTS

Use of these funds will be subject to audit and oversight as determined by Measure M and all other applicable federal, state and local laws. Metro will retain all documents and records related to this program and the use of funds according to Metro's records and disposition policies in force at the time of the debt issuance.

REVISIONS TO PROGRAM GUIDELINES

These program guidelines may be revised by the Metro Board of Directors, including by adoption of future revisions to Metro's Debt Policy.

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CASHFLOW MANAGEMENT

INTRODUCTION

The purpose of the Cashflow Management Guidelines is to identify the forecasted five-year cashflow availability and needs for operating and capital uses on an annual basis. This will be done through the Transportation Finance Plan (TFP) Model, originally developed to support the LRTP and SRTP. The annual needs for all operating and capital uses are determined in coordination with the Metro Office of Management and Budget, Metro Program Management and Construction, Caltrans, and other project sponsors and service providers as appropriate. The TFP model is a comprehensive forecast for the duration of the Long Range Transportation Plan period. This model forecasts all revenue sources available to Metro needed to finance the costs of operating and maintaining the transit system, as well as the capital program and project commitments made over that period, including all voter approved expenditure plans. The TFP directly supports and satisfies the analytical requirements imposed by the Federal Transit Administration for full funding grant agreements. It also supports the Southern California Association of Governments (SCAG) Regional Transportation Plan and similar requirements from the State of California.

PROGRAM OBJECTIVES

On an annual basis Metro will develop a five-year forecast to identify how much revenue will be generated from Measure M tax receipts. Measure M receipts can be calculated for funding Transit Operating & Maintenance, and the Local Return / Regional Rail subfund as a percentage of this revenue number, net of administration (1.5%). Surplus or deficit amounts will be adjusted based on financial year actual receipts as reported in Metro's Comprehensive Annual Financial Report (CAFR). Cashflow needs for the Transit and Highway Capital programs will be identified in the TFP Model, and may include funding from other local, state, and federal sources including debt instruments.

PROGRAM AMOUNT AND ALLOCATION PERIOD

The TFP Model outputs identify annual programmed funding for the LRTP period, as defined above. Cashflow will be identified to fund these projects within those capacities after allocations to the Transit Operating & Maintenance, and the Local Return / Regional Rail subfunds. All Highway and Transit Capital projects and programs will be funded based on the schedules established in the Measure M Expenditure Plan as supported by the Program Management Plan and 10-Year Capital and annual Metro budget processes. If Measure M cash receipts for capital projects or programs are insufficient based on the annual receipts then bond proceeds may be used to maintain the schedule set forth in the Expenditure Plan. If bond

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proceeds are insufficient to maintain the Expenditure Plan schedule, then other local, state, and federal funding may be programmed for project completion in the TFP Model. The Expected Opening Date identified in the Expenditure Plan represents the first year of a three-year window, so Measure M funding may extend beyond the Expected Opening Date.

ALLOCATION METHODOLOGY

Shortages in the cashflows will need to be addressed by borrowing (i.e., debt issuance) or delaying capital projects to later in their three-year opening date range permitted by the Ordinance. Other cashflow shortages will be addressed at the project level and will require Board approval as appropriate. Surpluses in the cashflow profile may be used to fund the Highway and Transit Contingency subfund or any other uses permitted by the Ordinance consistent with the TFP Model forecast developed for use with the LRTP and other long term capital planning needs.

RESERVE/CARRYOVER REQUIREMENTS

Given the objective of the program to identify Cashflow needs, Metro encourages capital projects to draw down these funds in a timely manner for transportation improvements and services for the traveling public. However, Metro may reserve or carryover any excess surplus to the next fiscal year, provided such carryover is coordinated and consistent with the TFP Model, for the purposes of achieving its Long Range Transportation Plan goals.

ADVANCING MULTI-YEAR SUBREGIONAL PROGRAM PROJECTS WITH LOCAL FUNDS

One of the major challenges in accessing the Multi-Year Subregional Measure M funding is that the Measure M Expenditure Plan identifies the availability of these funds ("Groundbreaking Start Date") broadly over the first 40 years. Across all nine subregions there are 37 Multi-Year Subregional Programs covering multiple categories/modes of transportation investments. In many cases the "Groundbreaking Start Date" and "Expected Opening Dates" stretch from 2018 to 2057; and the "Groundbreaking Start Date" can vary from as early as fiscal year 2018 to as late as fiscal year 2048.

Metro will request notice from Multi-Year Subregional Program (MSP) project sponsors seeking funding to identify project readiness together with funding requests, no less than 4 months prior to the beginning of each Metro fiscal year. When notice is not provided, project sponsors will be "subject to a first come first serve" fund availability requirement within each fiscal year.

However, where funds may not yet be available, and to support the immediate delivery of high priority projects within the Multi-Year Subregional Programs, the Metro Board of Directors will consider various tools to promote delivery of these projects as quickly as possible, including,

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but not limited to subregional requests for a Letter of No Prejudice (LONP), allowing the local project sponsor to move forward with the delivery of the project using other local funds while requesting eligibility for future reimbursement of Measure M funds when such funding is available.

Another available tool will allow subregional project sponsors to elect to borrow from one MSP fund amount to accelerate a project in another MSP fund of a different type that may not be available until a later year. This type of inter-program borrowing within the MSP requires Metro Board approval and consent the affected subregion(s). The process for this, as well as the process for requesting funds will be developed within one year of the adoption of these Guidelines. The process will include criteria for resolving conflicting requests for funding in any given fiscal year.

REPORTING REQUIREMENTS

Metro will provide as needed reports to the Measure M Independent Taxpayer Oversight Committee describing how cashflow management is contributing to accomplishing the overall program objectives. Measure M funds may be used to supplement existing state, federal and local transit funds in order to maintain the provision of the existing highway and transit services in the event of a current or projected funding shortfall.

REVISIONS TO PROGRAM GUIDELINES

These program guidelines may be revised by the Metro Board of Directors.

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CONTINGENCY SUBFUNDS

INTRODUCTION

The Measure M contingency subfunds are established to help identify resources necessary to accommodate the requirements of the Transit and Highway Contingency Subfunds as identified in the Measure M Ordinance. Specifically, the Ordinance states:

Section 7 (2) A:

> *Metro may expend funds from the Contingency Subfunds for inflation adjustments for any project identified in the "Expenditure Plan Major Projects" section of Attachment A if less than two-thirds (2/3) of the amount allocated in the "Measure M Funding 2015$" column has been expended prior to the first day of Fiscal Year 2027. Such expenditures shall be deducted from the Highway Contingency Subfund if the project is coded "H" in the "modal code" column of Attachment A or from the Transit Contingency Subfund if the project is coded "T" in the "modal code" column of Attachment A. Such expenditures shall not exceed the actual amount of inflation since 2015 as determined by an index selected by the Metro Board of Directors.*

PROGRAM OBJECTIVES

The contingency subfund is designed to allow greater funding flexibility for projects that are programmed later in the Expenditure Plan (i.e., after FY2026). Qualifying Major Projects have a super-majority (more than 2/3) of their funding programmed after FY2026 and Multi-Year Programs that extend past FY2026. The post FY2026 Projects and Programs can use contingency funds to help pay for cost increases due to inflation. The Cashflow Management guidance in Section __ provides additional details regarding the methodology for determining how much money should be set aside for the contingency subfund each year.

PROGRAM AMOUNT AND ALLOCATION PERIOD

Projects that occur in the first 10 years are to be identified in the Transportation Finance Plan (TFP) Model. The TFP Model with annual updates and five year forecasts will be used to make contingency fund eligibility determinations described herein. The Expenditure Plan identifies the following Major Projects that may be eligible for contingency funding in the first 10-years, in so far as their projected Measure M funding needs in the first 10 years are equivalent to 1/3 or less of the amounts listed in the Expenditure Plan:

Major Projects

- SR-57/SR-60 Interchange Improvements
- Green Line Extension to Crenshaw Blvd in Torrance

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- I-710 South Corridor Project (Phase 1)
- I-105 Express Lane from I-405 to I-605
- Sepulveda Pass Transit Corridor (Phase 2)

For the first 10 years of Measure M, projects eligible for contingency will be reassessed with annual and five-year updates of the TFP Model.

All other Major Projects are eligible for contingency funds based on the Schedule of Funds Available timeline identified in the Expenditure Plan. Major Projects that are accelerated for any reason may risk access to the contingency funds if more than 2/3 of the project funding is advanced prior to FY2027.

Multi-Year Programs

All Multi-Year Programs in the Expenditure Plan are eligible for contingency funds starting in FY2027. Exceptions include: (1) Street Car and Circulator Projects; (2) North San Fernando Valley Bus Rapid Transit Improvements; and (3) Countywide BRT Projects Phase 1, since their programming allocations end prior to FY2027 as identified in the Expenditure Plan. Within the Contingency Subfunds no money is available for inflation until after FY2026 at which time funds for inflation may be available. Metro Planning and Finance staff will identify the escalation amount associated with construction costs annually using an index which is to be approved by the Metro Board of Directors. The Expenditure Plan identifies the following Multi-Year Programs whose projects may be eligible for contingency funding in the first 10-years:

Multi-Year Programs

- Metro Active Transportation, Transit 1st/Last Mile Program
- Visionary Project Seed Funding
- Street Car and Circulator Projects
- Transportation System and Mobility Improvement Projects
- Active Transportation 1st/Last Mile Connections Program
- Active Transportation Program (nc)
- Active Transportation Program (Including Greenway Projects)
- Active Transportation, 1st/Last Mile, & Mobility Hubs
- Active Transportation, Transit, and Technology Program
- Highway Efficiency Program
- Bus System Improvement Program
- First/Last Mile and Complete Streets
- Highway Demand Based Program (HOV Extention & Connection)
- I-605 Corridor "Hot Spot" Interchange Improvements
- Modal Connectivity and Complete Streets Projects
- South Bay Highway Operational Improvements
- Transit Program (nc)
- Transit Projects (av)

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- Transportation System and Mobility Improvement Program

Note: Additional projects funded from these multi-year programs that draw down funds in advance of 2027 will not be eligible to utilize contingency funds.

RESERVE/CARRYOVER REQUIREMENTS

Given the objective of the program to address capital needs, Metro intends to spend these funds in a timely manner. However, Metro may reserve or carryover its allocation to the next fiscal year or to pay down other debts related to Measure M project delivery.

REPORTING REQUIREMENTS

Metro will provide annual reports to the Measure M Independent Taxpayer Oversight Committee describing how uses of the Contingency Funds are contributing to accomplishing the program objectives.

AUDIT REQUIREMENTS

Use of these funds will be subject to audit and oversight as determined by Measure M and all other applicable state and local laws.

REVISIONS TO PROGRAM GUIDELINES

These program guidelines may be revised by the Metro Board of Directors. Details about how these Contingency Subfund accounts will be created and accessed will be further developed and adopted within one year of the adoption of these Guidelines.

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3% LOCAL CONTRIBUTION TO MAJOR TRANSIT PROJECTS

INTRODUCTION

The Measure M Ordinance includes a provision for 3% local contribution to major transit capital projects. The rationale for the contribution is that local communities with a fixed guideway station receive a direct benefit due to the increased access to high quality transit service that is above and beyond the project's benefit to the County as a whole. Countywide, the 3% local funding contribution represents approximately $1 billion in funding to support the project delivery identified in the Expenditure Plan. The 3% local funding contribution is a critical element of a full funding plan for these transit projects. The Ordinance includes provisions that allow development of a mutual agreement between a jurisdiction and Metro, and a default penalty if such an agreement cannot be reached. The agreements shall be in accordance with these guidelines.

PROGRAM METHODOLOGY

The Ordinance calculates the local contribution based on the centerline track miles within a local jurisdiction with a new station in those jurisdictions. These guidelines reflect the nexus between mobility benefits provided to a jurisdiction based on the location and proximity of a new station. The local contribution will be calculated by dividing 3% of the project's total cost, estimated after the conclusion of preliminary engineering (30% plans), by the number of new rail stations constructed on the line. For purposes of this section, determination of the local jurisdiction borders will be a new station located within one-half mile of the jurisdiction. Building on the Metro Board adopted First/Last Mile policy in 2016, which defines the "walk-shed" around each station as a half-mile radius, the 3% local contribution requirement will be proportionately shared by all local agencies based upon the local agency's land area within a one-half mile radius of a new station. Other arrangements agreed upon by every local jurisdiction in a project corridor with a local contribution obligation are also acceptable, provided that the total of all jurisdictions' contributions equals 3% of the estimated project cost. A list of jurisdictions that may be affected, subject to changes determined by the environmental process, is included as Appendix A.

An agreement approved by both Metro and the governing body of the jurisdiction shall specify the total project cost as determined at the conclusion of preliminary engineering (30% plans), the amount to be paid by the local jurisdiction, and a schedule of payments. Once approved, the amount to be paid by the local jurisdiction shall not be subject to future cost increases. The jurisdiction may request a betterment for a project. The jurisdiction, however, shall incur the full cost of any such betterment without credit towards the required 3% local contribution. A betterment is defined as a change that will improve the level of service and/or capacity, capability, appearance, efficiency or function over that which is required by the Metro Design Criteria and the environmental document at the time the project is advertised for any construction-related bid. This definition can be revised by the Metro Board through revisions to these Guidelines.

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Eligible Fund Contributions

Eligible fund sources to satisfy 3% local contribution include any funds controlled by the local agency or local agencies (e.g. General Fund, State Gas Tax Subventions, Prop. A, Prop. C and Measure R and M Local Return Funds, Measure M Subregional Program Funds), or any funds awarded from non-Metro competitive grant process funding. Measure M Subregional Program Fund contributions must be accompanied by documented agreement from all jurisdictions that would otherwise be eligible for those sub-regional funds. In-kind contributions eligible to satisfy 3% local contribution include project specific right-of-way and waiver of permitting fees, if calculated in the project cost and contribution amount.

Active Transportation Capital Improvement Contributions

These guidelines reflect provisions adopted by the Board that allow for local jurisdictions to meet all or a portion of their 3% local contribution obligation through active transportation capital improvements and first/last mile investments that are included in the project scope and cost estimate at the conclusion of preliminary engineering (30% plans). All local improvements must be consistent with station area plans that will be developed by Metro in coordination with the affected jurisdiction(s). The criteria for local first/last mile investments for first/last mile contributions are being developed by Metro, specifically to carry out integration of first/last mile within transit capital projects.

Local Contribution Limits

The 3% local contribution will only be calculated against the overall project scope and cost determined at the conclusion of preliminary engineering (30% plans). Local agencies cannot count other transportation investments that are not included in the project scope and cost estimate after the conclusion of preliminary engineering (30% plans). Metro staff will provide written notice to the affected jurisdiction(s) and a report to the Metro Board at the completion of 30% engineering completion.

<u>Opt Out Option</u>

Metro will withhold up to 15 years of Measure M Local Return Funds for local agencies that fail to reach a timely agreement with Metro on their 3% contribution prior to the award of any contract authorizing construction of the project within the borders of that jurisdiction. Local return funds from Proposition A, Proposition C, and Measure R are not subject to withholding. In some cases, principally in smaller cities, the default withholding of 15 years of local return from only Measure M Local Return Funds will be less than a formal 3% contribution. In these cases, the cities which default on making their full 3% contribution will suffer no further impact.

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MULTI-YEAR SUBREGIONAL PROGRAMS

INTRODUCTION

Multi-Year Subregional Programs are included in Measure M on page 3 of Attachment A, known as the Expenditure Plan. Measure M requires Guidelines for the Multi-Year Subregional Programs (MSP), including definitions for specific types of these projects, pursuant to Section 7c of the Ordinance. Projects submitted for these programs are subject to these definitions, which are provided in these Guidelines. All of the Multi-Year Subregional Program funds are limited to capital projects.

READINESS

Given the objective of the Measure M to improve transportation, transit service and ease traffic congestion in the region, the timely use of funds is a foundational principle throughout these Guidelines. As previously stated, it is the fiscal responsibility of Metro to ensure that the tax payer funds are spent according to the requirements of the Ordinance, but also as quickly as possible to realize the benefits of the Measure M Expenditure Plan as promised for the people of Los Angeles County.

The Timely Use of Funds principle also applies to the Multi-Year Subregional Programs, where amounts vary over a series of years, depending on sequencing in the Expenditure Plan. They are subject to Measure M Cashflow parameters, and require establishing project readiness to be able to access program funds. In general, project funds can be requested for pre-construction and construction phase of a project. Criteria that will indicate project readiness include:

For both the pre-construction and construction phase:

- Project Location/Physical limits - enumeration of the exact intersections, street or other appropriate locations in which work will be performed. The pre-construction phase may include exploratory examinations of such, if applicable and appropriate.
- Project description - description of deficiency or issue the project will address, including work to be performed, existing constraints to be addressed and identification of the relevant parties or jurisdictions involved in the project.
- Funding plan – funds to complete the project including phases that will be funded by Measure M funds and those that will be funded by any other fund sources to complete the project.
- Community/Council Support – Inclusion in a current local agency adopted CIP or equivalent. Documentation must be provided.

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For the Construction Phase, the following additional criteria will also apply:

- Have attained all required state and federal environmental clearances as applicable; and
- Have attained 30% design plans if to be delivered under design-build procurement; or
- Have attained 100% design plans, permits essential to begin construction, and all right-of-way clearances* if to be delivered under design-bid-build procurement; or
- Schedule – list of phases completed, and proposed schedule for funded phases.

Procedures for determining project readiness will be established within one year of the adoption of these Guidelines. Procedures will include a requirement that project sponsors notify Metro by last day of February of each year of the amount of Measure M subregional funding they plan to use, by project, in the subsequent fiscal year, which for Metro begins July 1st each year. When notice is not provided, fund availability will be on a first come first serve basis in the subsequent fiscal year.

USE OF MEASURE M FUNDS

The subregional funds within the MSP are subject to the cashflow parameters within these Guidelines. Per the Cashflow provisions in Section ___, Metro Board will consider tools that allow for expediting projects within and among subregional programs. Subregional project sponsors can elect to borrow from one MSP fund amount to accelerate a project in another MSP fund of a different type that may not be available until a later year. This type of inter-program borrowing within the MSP requires approval from Metro and the affected subregion(s).

The subregional programs were based, in part, on projects identified during the Mobility Matrix process prior to the passage of Measure M. Those projects submitted to the Mobility Matrix process are still considered foundational to the Multi-year Subregional Program. Specifically, the projects submitted to the Mobility Matrix are eligible, and the subregions or jurisdictions within the subregions are considered eligible project sponsors.

Supplemental Funds Requirements

If project sponsors are able to use the Multi-Year Subregional Program funds for a Mobility Matrix project that is within the available planned funding, and matches the definitions within these Guidelines, then the project sponsor may proceed with the project. However, if the project requires supplemental Metro support or funding, including Metro staff resources, then the project must comply with all requirements attached to Metro sponsored or controlled fund sources and policies, as appropriate. For example, if a project using Measure M subregional funds is matched with discretionary fund programs managed by Metro, the project is subject to all evaluation criteria, reporting requirements or other provisions of that discretionary program. This includes any Metro sponsored Measure M programs identified in these Guidelines (coded as “SC”), as set forth herein. There is no minimal amount of additional Metro investment that

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would prevent additional Measure M policy requirements. The only exception to this rule is use of Local Return funding from Measures A, C, R or M. Once the Metro supplemental funding request is made, staff will notify project sponsors of policy implications.

As an example, subregional Active Transportation Programs projects that would request supplemental funds from a Metro managed ATP eligible funding source would need to be consistent with board-adopted/approved policies in mobility, accessibility, safety, community, and sustainability. These include:

- Complete Streets Policy
- Active Transportation Strategic Plan (ATSP)
- First/Last Mile Strategic Plan (FLMSP)
- Urban Greening Plan

AUDIT REQUIREMENTS

Use of Measure M funds will be subject to audit and oversight, and all other applicable state and local laws.

MEASURE M RECOGNITION

Projects and services funded by Measure M will publically acknowledge the use of Measure M funds through websites, flyers, or other promotional and marketing materials. The form of recognition will be left to the discretion of Metro in consultation with the recipient agency.

REVISIONS TO PROGRAM GUIDELINES

These program guidelines may be revised by the Metro Board of Directors.

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MULTI-YEAR PROGRAMS (HIGHWAY SUBFUNDS)

Multi-Year Highway Subfund Program categories under Section 7.c. (Page 13, Lines 13 through 24) of the Measure M ordinance, identified in the Expenditure Plan (Attachment A to the Ordinance), directs the Metro Board of Directors to "adopt guidelines regarding Multi-Year Subregional Programs identified in Attachment A." The guidelines shall, at a minimum, specify definitions." for the categories below

Highway Subfund Program	Subregion	
Highway Efficiency and Operational Improvements	AV, SG, LVM NC, SB	*1
Highway Demand-Based programs (such as HOV connections/extensions)	SG	
Multi-Modal connectivity Projects	AV	
Freeway Interchange Improvements	CC	*1
Arterial Street Improvements	NC	
Transportation System and Mobility Improvements	SB	

*shared program definition

Detailed definitions are provided in this section.

There are several overlapping themes within the Multi-Year Subregional Programs (MSP) and individual projects are not defined in the Ordinance. The Guidelines assign a uniform eligible project definition when applicable to MSP programs with consistent or similar themes.The following activities will need to be undertaken to better define the scope and schedule of future Measure M projects:

Pre-construction **activities** such as planning studies, environmental clearance, design and right of way, to define the project limits, deficiency, and actual total project cost.

Construction-activities derived from completed pre construction activities. In many cases, total project costs will not be covered by the allocated multi-year subregional program amounts. There may also be insufficient financial resources identified in the expenditure plan to fund all the needs of the proposed subregional improvements. It is expected that local jurisdictions will contribute to total project costs.

Subfunds can be used for both pre-construction and construction activities.

Submittal, review, and approval of projects

In order to conform to project readiness requirements under the Timely Use of Funds provisions of these Guidelines, information will be sought in the following areas prior to programming funds from the Highway Subfund.

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- Project sponsor must define the following
  - Project Location/Physical limits - enumeration of the exact intersections, street or other appropriate locations in which work will be performed.
  - Project description - description of deficiency or issue the project will address, including work to be performed, existing constraints to be addressed and what relevant parties or jurisdictions will be involved in the project.
  - Funding plan – funds to complete the project include phases that will be funded by Measure M funds and those that will be funded by any other fund sources to complete the project.
  - Community/Council Support – Inclusion in a current local agency adopted CIP or equivalent. Documentation must be provided.
  - Schedule – list of phases completed, and proposed schedule for funded phases.

- Project must have been included on the subregions mobility matrix ; or
- If not included on the Mobility Matrix, council of government must adopt the project as a subregional project eligible for Measure M funding;
- Metro will review the project application and clarify any items necessary with the project sponsor to determine project readiness and eligibility for pre-construction or construction activities.

A. *"Highway Efficiency and Operational Improvements" definition*:

Highway Efficiency and Operational Improvements includes those projects, which upon implementation, would improve regional mobility and system performance; enhance safety by reducing conflicts; improve traffic flow, trip reliability, travel times; and reduce recurring congestion and operational deficiencies on State Highways. Similarly, improvements on major/minor arterials or key collector roadways, which achieve these same objectives, within one mile of a State Highway, are also eligible under this category. Highway subfunds are eligible for construction-related work upon demonstrated completion of pre-construction activities. State of good repair, maintenance improvements and/or beautification projects are not eligible for Highway subfunds.

Example of Eligible Projects:

- system and local interchange modifications
- ramp modifications/improvements
- auxiliary lanes for merging or weaving between adjacent interchanges
- alignment/geometric design improvements
- left-turn or right-turn lanes on state highways or arterials

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- intersection and street widening/improvements
- turnouts
- shoulder widening/improvements
- safety improvements that reduce incident delay
- freeway bypass/freeway to freeway connections facilitating traffic detours for incidents, shutdowns or emergency evacuations
- ExpressLanes

B. "*Highway Demand-Based programs"* definition:

Highway Demand-Based programs (such as HOV connections/extensions) include managed lane projects, which once implemented, would improve regional mobility and enhance safety on the Freeway system. Managed lane projects include high-occupancy vehicle (HOV) lanes, access control or special use lanes and high occupancy toll (HOT) lanes. "Managed lanes" are defined as highway facilities or a set of lanes where operational strategies are proactively implemented and managed in response to changes in traffic/demand conditions. Managed lane projects should provide motorist with viable travel options/solutions for mobility improvements through managed lanes concepts in congested corridors. Highway subfunds are eligible for construction related work upon demonstrated completion of pre-construction activities. State of good repair, maintenance and/or beautification projects are not eligible for Highway subfunds.

Example of Eligible Projects:

- freeway to freeway HOV/HOT lane connectors
- extension of HOV lanes on interstates or state freeways
- access control of exit and entry points
- grade separated ramps
- conversion of HOV lanes to HOT lanes

C. "*Multi-Modal connectivity"* definition

Multi-Modal connectivity projects include those projects, which upon implementation, would improve regional mobility, network performance, provide network connections, reduce congestion, queuing or user conflicts and encourage ridesharing. Project should encourage and provide multi-modal access based on existing demand and/or planned need and observed safety incidents or conflicts. Subfunds are eligible for construction related work upon demonstrated completion of pre-construction activities. State of good repair, maintenance and/or beautification projects are not eligible for Highway subfunds.

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Example of Eligible Projects:

- Transportation Center expansions
- Park and Ride expansions
- Multi modal access improvements
- New mode and access accommodations

D. *"Freeway Interchange Improvements"* definition:

Freeway Interchange Improvements includes those projects, which upon implementation, would improve regional mobility, system performance, enhance safety by reducing conflicts, improve traffic flow, trip reliability, travel times, and reduce recurring congestion and operational deficiencies on State Highways. Similarly, improvements on major/minor arterials or key collector roadways which achieve these same objectives, within one mile of the State Highway, are also eligible under this category. Highway subfunds are eligible for construction related work upon demonstrated completion of pre-construction activities. State of good repair, maintenance improvements and/or beautification projects are not eligible for Highway subfunds.

Example of Eligible Projects:

- interchange modification/improvements
- ramp modifications
- auxiliary lanes for merging or weaving between adjacent interchanges
- curve corrections/improve alignment
- two-way left-turn or right-turn lanes
- intersection and street widening
- turnouts
- shoulder widening/improvements
- safety improvements that reduce incident delay

E. *"Arterial Street Improvements"* definition:

Arterial Street improvements include those projects, which upon implemented, would improve regional mobility, system performance, enhance safety by reducing conflicts, improve traffic flow, trip reliability, travel times, and reduce recurring congestion and operational deficiencies. Projects must be located on a principal arterial, minor arterial or key collector roadway. The context and function of the roadway should be considered -- i.e. serves major activity center(s), accommodates trips entering exiting the jurisdiction, serves intra-area travel – and adopted in the City's general plan. Highway subfunds are eligible for construction related work upon

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demonstrated completion of pre-construction activities. State of good repair, maintenance improvements and/or beautification projects are not eligible for Highway subfunds.

Example of Eligible Projects:

- Intersection or street widening
- two-way left-turn or right turn lanes
- curve corrections/improve alignment
- two-way left-turn or right turn lanes
- turnouts
- safety improvements that reduce incident delay
- network connectivity multiple modes

"Transportation System and Mobility Improvements"

Transportation System and Mobility Improvements include those projects that once implemented, would improve regional mobility, enhance trip reliability, system performance, and network connectivity between modes, reduce user conflicts, and encourage ridesharing. Projects must be located on a principal arterial, minor arterial or key collector roadway. The context and function of the roadway should be considered -- i.e. serves major activity center(s), accommodates trips entering exiting the jurisdiction, serves intra-area travel – and adopted in the City's general plan. Highway subfunds are eligible for construction related work upon demonstrated completion of pre-construction activities. State of good repair, maintenance improvements and/or beautification projects are not eligible for Highway subfunds.

Additional definitions required by the Ordinance for the Guidelines include:

Safe routes to schools: Projects that remove the barriers that currently prevent children from walking or bicycling to school. Those barriers include, but are not limited to, lack of infrastructure (sidewalks, safe passageways), unsafe infrastructure, lack of crosswalks, lack of signalized intersections at or near schools that would provide for safe crossing, and similar deficiencies. There is a State-legislated program referred to as SR2S and a Federal Program referred to as SRTS.

Highway and transit noise mitigations
Highway noise mitigations: Planning, engineering and construction of retrofit noise barriers/soundwalls along the freeways through residential areas to reduce the level of freeway traffic noise exceeding the State and federal thresholds that impacts the adjacent properties deemed eligible for soundwalls by Caltrans and federal policies and guidelines.
Transit noise mitigations: similar noise barriers as highway, but along fixed transit guideway routes.

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Streetscape Enhancements and Great Streets: Great Streets concept was initiated by the City of Los Angeles to: 1) Build strong partnerships between communities and the City of Los Angeles; 2) Design streets with a community's vision of how to improve neighborhoods for all people; and 3) Implement projects that transform streets into safe, accessible, and vibrant public spaces in alignment with adopted City of Los Angeles policies.

Traffic Congestion Relief Improvements: Transportation projects that would relieve congestion, improve mobility/level of service, and result in operational improvements along the State Highway System and arterial roadways. These projects include but are not limited to roadway widening, geometric corrections, substantial signal synchronization, carpool lanes, park and ride facilities near freeways served by commuter transit service, dedicated right- and left-turn lanes at major signalized intersections, and other projects with verifiable benefits.

Other Highway Efficiency Program and Traffic Congestion Relief definition may include:
Freeway Service Patrol (FSP) - This is a congestion mitigation program with roving tow and service trucks which assist and/or remove disabled vehicles off the freeway to a designated safe location. The program maximizes safety by reducing the incidence of secondary accidents and minimizes delay through quick removal of disabled vehicles.

Eligibility: Freeway Service Patrol

- Expansion of the Freeway Service Patrol (regular and big rig) programs beyond current corridors and hours of operation.
- Provision of FSP services within corridors under construction to facilitate safety.

I-605 CORRIDOR HOT SPOT INTERCHANGE IMPROVEMENTS (GATEWAY COG)
I-605/I-10 INTERCHANGE (SAN GABRIEL VALLEY COG) OR SOUTH BAY HIGHWAY OPERATIONAL IMPROVEMENTS

Definitions may include:

ExpressLanes- LA County's High Occupancy Managed Lanes or priced managed lanes where HOV lanes are converted to HOT lanes enabling Solo drivers to ride in the lanes by paying a toll while HOVs with the appropriate vehicle occupancy travel free of charge.

Eligibility for ExpressLanes:

All aspects of ExpressLanes projects including design, planning, development, outreach, construction and implementation of ExpressLanes and connectors consistent with the Metro Countywide ExpressLanes Strategic Plan are eligible. The Strategic Plan may be updated on an ongoing basis to reflect changes including project acceleration and funding availability. Proposed projects must be coordinated with Metro's Congestion Reduction Department. Once constructed, the ExpressLanes will be operated by Metro based on adopted business rules.

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All interchange projects and freeway improvement PSRs/PDSs and PAEDs funded through Measure M must consider an ExpressLanes alternative for corridors identified in the Metro Countywide ExpressLanes Strategic Plan.

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INTELLIGENT TRANSPORTATION SYSTEMS AND TRANSPORTATION TECHNOLOGY IMPROVEMENTS

The following are Policy and Procedure guidelines for Intelligent Transportation Systems (ITS) and Transportation Technology Improvements listed under Section 7.c (Page 13, Lines 13 through 24) and Multi-Year Subregional Program #84 (ITS/Transportation Technology – San Gabriel Valley) in Attachment A of the Measure M - Los Angeles County Traffic Improvement Plan.

Definition:

ITS elements provide a set of strategies that include technology systems, communications, and information technology applications to the transportation system for alleviating traffic congestion, improving transit operations, enhancing safety, improving mobility, and promoting environmental sustainability. ITS elements are often installed on vehicles (e.g. passenger car, transit, freight/commercial trucks), arterials/highways (infrastructure), and/or provided to individuals through handheld devices. [Note: Since the ordinance does not clearly stipulate a difference between ITS and Transportation Technology projects, they will be viewed similarly and the requirements for each category will be the same.]

The National ITS Architecture provides best practice guidance on ITS projects, and also identifies a set of eight bundled user services for ITS strategies (travel and traffic management, public transportation management, electronic payment, commercial vehicle operation, emergency management, advance vehicle safety systems, information management, and maintenance and construction management).

Requirements:

ITS and Transportation Technology projects will be eligible for funding under multiple transit and highway multi-year subregional programs, and therefore, must also conform to the general Highway and Transit Subregional Programs Measure M policies and procedures as well as any additional specific guidelines developed to support Measure M (Attachment A).

Eligible Projects

Examples of eligible ITS and Transportation Technology projects include:

- Multi-agency/jurisdiction system integration to improve coordination and responsiveness, and promote information sharing for highway/arterial and/or transit systems ;
- Advanced Traveler Information Systems (ATIS) that increase efficiency of the transportation network through congestion management, driver/person information, freight optimization, or public transportation management;

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- Integrated Corridor Management (ICM) deployment (e.g. changeable message signs, CCTV, communications) to improve multi-agency coordination and responsiveness, promote information sharing, and enhance operations in the event of incidents;
- Transportation technology applications/solutions/systems for passenger cars, transit, freight/goods movement, infrastructure, and persons to enhance the transportation network;
- Connected vehicle concepts (Vehicle to vehicle [V2V], vehicle to infrastructure [V2I], vehicle to person [V2P]) to enhance mobility, safety, and operations of the highway/arterial and/or transit system;
- ITS or Transportation Technology projects consistent with the National ITS Architecture (travel and traffic management, public transportation management, electronic payment, commercial vehicle operation, emergency management, advance vehicle safety systems, information management, and maintenance and construction management);
- Other ITS or Transportation Technology projects deemed qualified by Metro; and
- Pilot/demonstration projects that promote innovative and advanced technology on the highway/arterial system and/or transit reviewed and approved by Metro on a case-by-case basis.

All ITS and Transportation Technology projects shall comply with the latest version of the Los Angeles County Regional ITS Architecture to ensure institutional agreement and maximize technical integration opportunities. In addition, all Connected Vehicle projects shall reference the latest version of Connected Vehicle Reference Implementation Architecture (CVRIA) for industry standards.

Project Initiation and Delivery Requirements

ITS and Transportation Technology projects shall conform to the following requirements to ensure consistency with regional/state/national ITS policy and guidelines and industry standards and procedures.

- All projects shall be delivered using a generally accepted systems engineering approach to maintain the integrity and quality of completed projects.
- Operations & maintenance plans shall be developed for all ITS projects. For multi-jurisdictional projects, multi-agency agreements shall be executed committing to the long-term operations & maintenance of shared project elements.
- Data derived from ITS system projects shall be shared through the Regional Integration of ITS (RIITS) network to support regional transportation planning and operations.
- Projects shall adhere to existing Metro guidelines for specific subprograms as applicable.
- Traffic control projects shall connect to the Los Angeles County Information Exchange Network (IEN) to facilitate multi-jurisdictional traffic management and coordination.
- Projects will be coordinated through the Arterial ITS Committee, the Coalition for Transportation Technology, the Regional Integration of ITS Configuration Management Committee, and/or other appropriate and recognized forums to ensure consistency with local, subregional and regional ITS plans.

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- Through the implementation process and upon completion of projects funded by Measure M funds , project sponsors will work with Metro to document project delivery risks, design and implementation challenges, institutional requirements, and lessons learned to enhance project implementation success countywide.
- ITS and Transportation Technology pilot projects implementing new and innovative concepts will be closely monitored by Metro and will require a “Before and After” study to assess overall benefits achieved.

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ACTIVE TRANSPORTATION (NORTH COUNTY, GATEWAY CITIES, LAS VIRGENES, MAIBU),

FIRST/LAST MILE (WESTSIDE AND SAN GABRIEL VALLEY SUBREGIONS),

GREENWAY PROJECTS (SAN GABRIEL VALLEY),

GREAT STREETS,

POLICY CONSIDERATIONS

The subregional programs were based, in part, on projects identified during the Mobility Matrix process prior to the passage of Measure M. Those projects submitted to the Mobility Matrix process are still considered foundational to the Multi-year Subregional Program. Specifically, the projects submitted to the Mobility Matrix are eligible, and the subregions or jurisdictions within the subregions are considered eligible project sponsors.

Metro encourages the above-referenced Subregional Programs to consider Metro Policies listed below. Note especially that the Supplemental Fund provisions listed on page ___ apply to these MSP funds.

Metro Board Policy or Plan	Relevance	Date Approved/ Adopted
Active Transportation Strategic Plan (ATSP)	Defines Regional Active Transportation Network Provides data and tools for planning, project identification, and implementation. Commits regional support programs including metrics	May 2016
Complete Streets Policy	Creates requirement for local Complete Streets policies applicable capital grant programs. Establishes Complete Streets commitments and planning process for Metro. Provides for Metro training of local agencies	Oct 2014
Countywide Sustainability Planning Policy (CSPP)	Defines sustainability principles and priorities, key concepts, planning framework, and evaluation metrics. Requires Sustainable Design Plan for Call for Projects recipients.	Dec 2012
First/Last Mile Strategic Plan	Describe rationale, benefits for First/Last Mile improvements Establishes planning methodology, case	Apr 2014

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Metro Board Policy or Plan	Relevance	Date Approved/ Adopted
	studies, toolkit of improvements	
Motion 14.1 (First/Last Mile)	Designates streets within the Active Transportation Strategic Plan's (ATSP) 661 transit station areas as the Countywide First/Last Mile Priority Network. Directs Metro activity for First/Last Mile planning and implementation	May 2016
Motion 14.2 (First/Last Mile)	Allows locally funded First/Last Mile improvements to be counted toward 3% match requirement, subject to executed agreements, a Metro-prepared plan, and subsequent Guidelines governing integration of first/last mile in transit capital projects.	June 2016
Motion 22.1 Next Steps for Implementing the Countywide Bikeshare Program	Creates criteria for funding of local bikeshare programs focused on inter-operability	
Urban Greening Plan and Implementation Action Plan	Provides tools/best practices for pursuing urban greening and place-making improvements at or near transit stations. Accompanied by Implementation Action Plan committing further planning tools and demonstration projects	Implementation Action Plan Approved Jan 2016

DEFINITIONS

Active Transportation: non-motorized transportation via walking, bicycling, or rolling modes.

Eligible Projects

Capital improvements that further the goals outlined in the Metro Board-adopted Active Transportation Strategic Plan:

- Improve access to transit;
- Establish active transportation as integral elements of the countywide transportation system;

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- Enhance safety, remove barriers to access or correct unsafe conditions in areas of heavy traffic, high transit use, and dense bicycle and pedestrian activity;
- Promote multiple clean transportation options to reduce criteria pollutants and greenhouse gas emissions and improve air quality; and
- Improve public health through traffic safety, reduced exposure to pollutants, design infrastructure that encourage residents to use active transportation as a way to integrate physical activity in their daily lives.

First/Last Mile (FLM): Infrastructure, systems and modes of travel used by transit riders to start or end their transit trips. This includes but is not limited to infrastructure for walking, rolling, and biking (e.g., bike lanes, bike parking, sidewalks, and crosswalks), shared use services (e.g., bike share and car share), facilities for making modal connections (e.g., kiss and ride and bus/rail interface), signage and way-finding, and information and technology that eases travel (e.g., information kiosks and mobile apps).

Eligible Projects

Improvements include, but are not limited to: ADA-compliant curb ramps, crosswalk upgrades, traffic signals, bus stops, carshare, bikeshare, bike parking, context-sensitive bike infrastructure, signage/wayfinding, crossing enhancements and connections, safety and comfort, allocation of street space, and plug-in components.

Green Streets: Urban transportation rights-of-way integrated with storm water treatment techniques that use natural processes and landscaping. Quantitatively demonstrate that they capture and treat storm water runoff from their tributary watershed through infiltration or other means, and are included within the respective Enhanced Watershed Management Plan.

Eligible Projects

Green Infrastructure includes: Cost-effective, resilient approach to managing wet-weather impacts that provides many community benefits. Reduces and treats stormwater at its source while delivering environmental, social, and economic benefits.

Greenway: A pedestrian and bicycle, nonmotorized vehicle transportation, and recreational travel corridor.

Eligible Projects

Examples meet the following requirements:

- Includes landscaping that improves rivers and streams, provides flood protection benefits, and incorporates the significance and value of natural, historical, and cultural resources, as documented in the local agency's applicable planning document.
- Is separated and protected from shared roadways and is adjacent to an urban waterway, with an array of amenities.
- Is located on public lands or private lands, or a combination of both, with public access to those lands for greenway purposes.

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- Reflects design standards that are applicable for each affected local agency, as documented in the local agency's applicable planning document.
- May incorporate appropriate lighting, public amenities, art, and other features that are consistent with a local agency's planning document.
- For purposes of these Guidelines, Greenway further refers to facilities that are planned as part of a network for a multi-jurisdictional subregional area, that are primarily off-street.

Mobility Hub: Provides services that bridge the distance between a transit station and an individual's origin or destination by providing mobility options at major transit stations and stops Mobility hubs provide "on-demand" transportation services to address first last mile connections to public transit.

Eligible Projects

Once operational, these mobility hubs offer an integrated menu of options for customers, which can include secure bicycle storage facilities, bike share, car share, personal lockers, electric vehicle charging stations, bicycle repair stations, electronic signage of real-time transit arrival information, and departure transit information.

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TRANSIT MULTI-YEAR SUBREGIONAL PROGRAMS

INTRODUCTION

These following four categories of Multi-Year Subregional Program (MSP) are Transit: Street Car Circulator Projects (SC/Metro Administered); Bus System Improvements (SG); Bus Rapid Transit Capital Improvements (SFV); and Public Transit State of Good Repair (CC). These four programs are only distinguished from the other MSP project types in previous sections by the fund source, specifically transit fund versus highway fund. All general MSP policies from these Guidelines apply to equally to both Transit MSP and Highway MSP. All MSP funds are for capital projects.

STREET CAR CIRCULATOR PROJECTS (SC)

These funds will be competitive countywide for capital projects. The project funds will not be used for operational expenses, and will not be used on any projects with incomplete funding plans. Definition of street car and circulator projects, as well as eligibility criteria will be determined as part of establishing the competitive process. The details and criteria for such a process will be drafted within one year of the adoption of these Measure M Guidelines.

BUS SYSTEM IMPROVEMENTS (SG)

These funds are for bus system improvements. Consistent with provisions for other MSP projects, these improvements should be previously identified in the Mobility Matrix, and will be subject to Fund Restriction/Supplemental Fund provisions. The project will be subject to readiness requirements as noted in Section ___ and cashflow availability.

BUS RAPID TRANSIT CAPITAL IMPROVEMENT (~~SFV~~)

The ordinance requires a definition for this term, but currently there is no program listed as such in the Multi-year Subregional Program portion of the Expenditure Plan. These funds are for bus rapid transit (BRT) capital improvements. For a description of BRT features and other criteria description, see subsequent Countywide BRT Expansion section of Guidelines. Metro will be the lead agency for this project, and it will be subject to Countywide BRT design criteria when adopted. The project(s) will be subject to readiness requirements and cashflow availability.

PUBLIC TRANSIT STATE OF GOOD REPAIR (CC)

These funds are for public transit state of good repair in the Central City Subregion. Eligible state of good repair capital investments include: Capital Asset Replacement; Capital Asset Rehabilitation; and Capital Improvements when required by changed regulations and standards. MSP projects and improvements should be previously identified in the Mobility

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Matrix in order to avoid additional Metro restrictions on eligibility of projects. The project will be subject to readiness requirements and cashflow availability.

AUDIT REQUIREMENTS

Use of Measure M funds will be subject to audit and oversight, and all other applicable state and local laws.

MEASURE M RECOGNITION

Projects and services funded by Measure M will publically acknowledge the use of Measure M funds through websites, flyers, or other promotional and marketing materials. The form of recognition will be left to the discretion of Metro in consultation with the recipient agency.

REVISIONS TO PROGRAM GUIDELINES

These program guidelines may be revised by the Metro Board of Directors.

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METRO ACTIVE TRANSPORTATON (2%)

Overarching Policies

The following policies will be applied to administration of the Metro Active Transportation Program (2%) as part of the determination of eligibility. Specific program procedures will be developed and adopted by the Metro Board within one year of the adoption of these Measure M Guidelines.

Active Transportation Strategic Plan

The Active Transportation Strategic Plan identifies the Regional Active Transportation Network including specified regional corridor projects and outlines Metro's overall strategy for funding and supporting implementation of active transportation infrastructure and programs in Los Angeles County; identifies strategies to improve and grow the active transportation network, expand the reach of transit, and develop a regional active transportation network to increase travel options.

First/Last Mile Policies

Metro First/Last Mile policies include the First/Last Mile Strategic Plan (2014) which describes the rationale for first/last mile improvements and proscribes an approach to plan and design improvements surrounding any transit station. Metro Board Motions 14.1 (May 2016) and 14.2 (June 2016) collectively designate locations studied in the ATSP as the First/Last Mile Priority Network and commits specific activities to implement first/last mile improvements countywide.

Bike Share Policies/Motion 22.1

Board Motion 22.1 (July 2015) defines next steps for implementation of the regional bike share system.

Design for Safety/Vision Zero

Projects funded with Measure M funds, including Active Transportation 2% , should support the protection of pedestrian and bicycle safety in line with "Vision Zero" or equivalent policies. The Active Transportation 2% program will include as eligible projects local road/arterial improvements that are expressly designed to enhance safety for pedestrians and bicyclists.

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Funding Availability

Funding availability will be determined by the Cashflow policy, as well as the projections of the TFP. Criteria will be brought forth within one year of the adoption of these Guidelines, to establish a competitive process and fund schedule for award projects within this program.

The LA River Waterway and System Bikepath project is to be funded with the Active Transportation 2% funding. Any future funding in this program will include calculation based on this commitment.

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2% SYSTEM CONNECTIVITY PROJECTS (HIGHWAY CONSTRUCTION SUBFUND)

INTRODUCTION

These guidelines summarize the funding policies and administrative procedures for Measure M 2% System Connectivity Projects (Highway Construction) for the Los Angeles County Metropolitan Transportation Authority (Metro).

PROGRAM OBJECTIVES

The Measure M Ordinance references the System Connectivity Projects as part of the overall 17% Highway Construction Program. In the Measure M Ordinance the System Connectivity Projects category includes "Ports, Highway Congestion Programs, [and] Goods Movement".

The purpose of this Measure M System Connectivity Projects (Highway Construction) program is as follows:

A. Provide a funding opportunity for cost-effective projects that are included in the Metro Goods Movement Strategic Plan with the goal of improving the movement of goods throughout the Los Angeles County transportation network, with additional consideration focused on the mitigation of environmental and highway congestion impacts associated with goods movement.
B. Leverage additional private sector, local, state, or federal dollars for the purposes of implementing goods movement-related projects.
C. Because these funds are coded "SC" in the Ordinance and are under the allocation purview of Metro, the Guidelines are assigning priority to goods movement related investments, and "highway congestion programs" must have a nexus thereto.

ALLOCATION METHODOLOGY

Funds will be allocated to Metro for administration, and Metro shall determine on a 5 year basis, based on cashflow and the TFP, how much funding will be made available for this program, and through an application process to eligible recipients. Funding commitments may be programmed and allocated over multiple years if necessary.

Funding Availability

Funding availability for the Highway Systemwide Connectivity 2% program will be determined by the Cashflow policy including the projections of the TFP. Criteria will be brought forth within one year of the adoption of these Guidelines to establish a competitive process and fund schedule for award projects within this program. The Measure M Expenditure Plan already includes the I-710 South Phase 1 and 2, and the I-105 Expresslane Projects which are to be

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funded with the Highway 2% System Connectivity program. Any future funding in this program will include the calculations necessary to meet these Expenditure Plan commitments.

ELIGIBLE RECIPIENTS

All implementing public agencies are eligible to apply for available funding, including but not limited to the following:

- Port of Long Beach
- Port of Los Angeles
- Alameda Corridor-East Construction Authority
- Los Angeles County
- Cities in Los Angeles County
- Metro
- Airports

ELIGIBLE USES

Metro is preparing a Goods Movement Strategic Plan which will, among other purposes, provide the foundation for a competitive program for this System Connectivity funding. Projects and programs must be included in the Metro Goods Movement Strategic Plan to be considered eligible to receive funding from the System Connectivity Projects (Highway Construction) Program. Procedures for the competitive funding program will be developed within one year of adoption of the Strategic Plan.

Eligible expenses include, but are not limited to, the implementation and/or construction of the following:

- Highway or rail projects with a clearly identified goods movement purpose
- System connectivity projects linking the regional transportation system to goods movement facilities (seaports, airports, distribution/logistics centers, etc.)
- Technology or innovation projects designed to improve the movement of goods and air quality associated with goods movement
- Highway / rail grade separation projects
- Projects on Port-owned facilities that will improve the efficiency and capacity for the movement of freight through Los Angeles County
- Projects that promote sustainable freight practices
- Studies designed to identify challenges to, trends within, and strategic planning efforts associated with the movement of goods within Los Angeles County

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- Regional Integration of Intelligent Transportation Systems (RIITS) related system improvements, integrations, platforms and connections (e.g., Metro's video wall or Southern California 511 Traveler Information Systems)
- ExpressLanes projects, where HOV lanes are converted to HOT lanes, including design, planning, development, outreach, construction and implementation of ExpressLanes and connectors consistent with the Countywide ExpressLanes Strategic Plan
- Freeway Service Patrol (FSP) - a congestion mitigation program with roving tow and service trucks which assist and/or remove disabled vehicles off the freeway

RESERVE/CARRYOVER REQUIREMENTS

Metro's goal will be to spend or allocate these funds in a timely manner. However, Metro may reserve or carryover some or all of its allocation to the next fiscal year if necessary.

REPORTING REQUIREMENTS

Metro will provide annual reports to the Measure M Independent Taxpayer Oversight Committee describing how uses of Measure M System Connectivity Projects (Highway Construction) funds are contributing to accomplishing the program objectives.

AUDIT REQUIREMENTS

Use of these funds will be subject to audit and oversight as determined by Measure M and all other applicable state and local laws. Metro will retain all documents and records related to this program and the use of funds for a period of three years after the year in which the funds are expended.

REVISIONS TO PROGRAM GUIDELINES

These program guidelines may be revised by the Metro Board of Directors.

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2% SYSTEM CONNECTIVITY PROJECTS (TRANSIT CONSTRUCTION SUBFUND)

INTRODUCTION

These guidelines summarize the funding policies and administrative procedures for Measure M 2% System Connectivity Projects (Transit Construction) for the Los Angeles County Metropolitan Transportation Authority (Metro).

PROGRAM OBJECTIVES

The Measure M Ordinance references the System Connectivity Projects as part of the overall 35% Transit Construction Program. In the Measure M Ordinance the System Connectivity Projects category includes "Airports, Union Station, and Countywide BRT".

ALLOCATION METHODOLOGY

Funds will be allocated to Metro for administration, and Metro shall determine on a 5 year basis, based on cashflow and the TFP, how much funding will be made available for this program, and through an application process to eligible recipients. Funding commitments may be programmed and allocated over multiple years if necessary.

Funding Availability

Funding availability for the Transit Systemwide Connectivity 2% program will be determined by the Cashflow policy including the projections of the TFP. Criteria will be brought forth within one year of the adoption of these Guidelines to establish a competitive process and fund schedule for award projects within this program. The Measure M Expenditure Plan already includes the Airport Metro Connector, Crenshaw/LAX Track Enhancements (cap over tracks at LAX runway), North San Fernando Valley Bus Rapid Transit Improvements and the Countywide BRT Expansion projects which are to be funded with the Transit 2% System Connectivity program. Any future funding in this program will include the calculations necessary to meet these Expenditure Plan commitments.

ELIGIBLE USES

Eligible uses, evaluation criteria, and procedures for the competitive funding program will be developed within two years of adoption of the Guidelines.

RESERVE/CARRYOVER REQUIREMENTS

Metro's goal will be to spend or allocate these funds in a timely manner. However, Metro may reserve or carryover some or all of its allocation to the next fiscal year if necessary.

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REPORTING REQUIREMENTS

Metro will provide annual reports to the Measure M Independent Taxpayer Oversight Committee describing how uses of Measure M System Connectivity Projects (Highway Construction) funds are contributing to accomplishing the program objectives.

AUDIT REQUIREMENTS

Use of these funds will be subject to audit and oversight as determined by Measure M and all other applicable state and local laws. Metro will retain all documents and records related to this program and the use of funds for a period of three years after the year in which the funds are expended.

REVISIONS TO PROGRAM GUIDELINES

These program guidelines may be revised by the Metro Board of Directors.

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VISIONARY PROJECT SEED FUNDING

Measure M makes $20 million available over 40 years (FY2018-FY2057) to be used for "Visionary Project Seed Funding." This document provides a set of guidelines for how that funding will be distributed.

Summary
Mobility is changing rapidly. Every day there are new solutions to old transportation challenges, new innovative business models to facilitate improved services, and new technological approaches designed to improve the equity and access of mobility.

LA Metro's Visionary Project program is aimed at identifying and testing those solutions in Los Angeles County. The Visionary Project program seeks to identify the most cutting-edge, research-based mobility solutions to our specific challenges, and to use Los Angeles County as a test-bed to prove those concepts. LA Metro is specifically interested in projects that include developing, testing, and deploying new mobility approaches and new technologies.

Available Funding
LA Metro will make $1.5 million available every three years through a competitive grant process.

Eligible Applicants
LA Metro, Municipal Operators, and Local Operators are all eligible for consideration for this award. Eligible applicants should identify one or more research partner(s) to ensure rigorous analytics are applies. Applicants are also encouraged to consider additional project partners with substantial interest and involvement in the project. Eligible partners under this program may include, but are not limited to:

- Private for-profit and not-for-profit organizations
- Operators of transportation services
- State or local government entities
- Academic institutions

Eligible Projects
Generally, eligibility is broad, beyond the requirement that projects be visionary and innovative. Specific eligibilities will be defined as part of the project selection criteria and process. Project concepts should be developed in partnership with local research institutions but targeted towards the development and deployment of pioneering transportation solutions.Research based solutions should address at least one of the following transportation goals:

- Safety or security improvements
- Substantial improvements in travel time and customer experience

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- Major reductions in emissions or other environmental externalities
- Improvements in access for disadvantaged populations

Selection Criteria
Criteria and selection process will be developed and adopted within one year of the adoption of these Guidelines. Criteria may consider, but is not limited to, the following:

1. **Impact and Outcomes.** Applicants may be expected to identify goals that their project seeks to achieve for Los Angeles County.
2. **Project Approach.** Applicants may be expected to define the scope and approach of their proposed pilot project and research.
3. **Team Capacity and Commitment.** Applicants may be expected to detail the team and its capacity to complete the project. LA Metro will also expect a letter of commitment from participating research institutions.
4. **Business Model Designed to Scale.** Applications should include information on how the applicant agency seeks to scale the project upon the pilot's success.

Cost Sharing or Matching
The grant funded share of this project is limited to 60 percent. The transportation operator in partnership with the affiliated research institution will be expected to identify sources for a local share of net project cost in cash or in-kind.

RESERVE/CARRYOVER REQUIREMENTS

Metro's goal will be to spend or allocate these funds in a timely manner. However, Metro may reserve or carryover some or all of its allocation to the next fiscal year if necessary.

REPORTING REQUIREMENTS

Metro will provide annual reports to the Measure M Independent Taxpayer Oversight Committee describing how uses of Measure M Visonary Project Seed funds are contributing to accomplishing the program objectives.

AUDIT REQUIREMENTS

Use of these funds will be subject to audit and oversight as determined by Measure M and all other applicable state and local laws. Metro will retain all documents and records related to this program and the use of funds for a period of three years after the year in which the funds are expended.

REVISIONS TO PROGRAM GUIDELINES

These program guidelines may be revised by the Metro Board of Directors.

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COUNTYWIDE BRT EXPANSION

In December 2013, Metro completed the Los Angeles County Bus Rapid Transit (BRT) and Street Improvement Study. BRT has the potential to increase transit access, improve regional mobility, reduct transportation costs and ease commutes. Key BRT features include, but are not limited to, the following:

- More frequent service with limited stops;
- Peak period or full-time dedicated bus lanes;
- Transit signal priority;
- Branded vehicles/stations;
- Customer friendly stations/stops;
- Real-time bus arrival information; and
- All door boarding.

Metro will revisit the proposed BRT corridors identified in the 2013 in an updated study to be completed within 24 months of the adoption of the Measure M Guidelines. The updated study will include additional corridors throughout Los Angeles County from the Mobility Matrix process, and exclude those already funded.

Eligibile projects

These funds are eligible for Metro BRT projects. The updated BRT study will establish metrics for BRT system performance, including, but not limited to, corridor travel time, bus speed, increasing ridership, and dwell time. Subsequent to the completion of the updated study, Metro will adopt a Phase 1 and Phase 2 prioritized BRT project sequence list based on performance metrics, regional balance, and available funding. As part of the Phase 1 and Phase 2 list adoption, Metro will establish design guidelines and additional BRT criteria. Once finalized, the BRT study and its elements will provide the foundation for the assignment of Measure M funds made available for this program. Procedures for that assignment will be amended by reference to the Guidelines once adopted. The procedures will also include the definition of "Bus Rapid Transit (BRT) Capital" under Measure M.

RESERVE/CARRYOVER REQUIREMENTS

Metro's goal will be to spend or allocate these funds in a timely manner, once allocations are made. However, Metro may reserve or carryover some or all of its allocation to the next fiscal year if necessary.

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REPORTING REQUIREMENTS

Metro will provide annual reports to the Measure M Independent Taxpayer Oversight Committee describing how uses of Measure M Countywide BRT Expansion funds are contributing to accomplishing the program objectives.

AUDIT REQUIREMENTS

Use of these funds will be subject to audit and oversight as determined by Measure M and all other applicable state and local laws. Metro will retain all documents and records related to this program and the use of funds for a period of three years after the year in which the funds are expended.

REVISIONS TO PROGRAM GUIDELINES

These program guidelines may be revised by the Metro Board of Directors.

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SUBREGIONAL EQUITY PROGRAM

INTRODUCTION

At the June 2016 Board Meeting Director Fasana introduced an amendment to the expenditure plan to provide funding to all subregions equivalent to the allocation approved by the Board for the San Fernando Valley Transit project. The San Fernando Valley project was identified as $180 million (FY15$).

"FASANA AMENDMENT to Motion 49.2 (June 23, 2016): To provide equivalent funding based on the original allocation of funding (i.e. $180 million is 13% of such funding based on the San Fernando Valley's share) to each of the other subregions to assure and maintain equitable funding (i.e., Subregional Equity Program)."

The funding for programs in other sub-regions outside of San Fernando Valley are now collectively referred to as the Subregional Equity Program. Footnote "s" from the Measure M Ordinance provides guidance as identified below:

> *" This project will increase system connectivity in the North San Fernando Valley and the Metro Transit System. Environmental plan work shall begin no later than six months after passage of Measure M. To provide equivalent funding to each subregion other than the San Fernando Valley, the subregional equity program will be provided as early as possible to the following subregions in the amounts (in thousands) specified here: AV* $96,000; W* $160,000; CC* $235,000; NC* $115,000; LVM* $17,000; GC* $244,000; SG* $199,000; and SB* $130,000."*

ALLOCATION METHODOLOGY

Funding for this program will be identified as part of the Cashflow Management evaluation consistent with the TFP Model. The funds identified may be any combination of federal, state, or Metro controlled funds including, but not limited to, Measure M. Prior to each 5 year review Countywide Planning will provide a forecast of the amount of funding, if any, that is forecasted to be available for this program over the subsequent 5 years. Once funding is identified each subregion will be afforded an opportunity to submit their project to Metro staff for evaluation based on project readiness provisions outlined in these Guidelines. Additional details regarding the evaluation process for this program will be developed within one year of the adoption of

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these Guidelines. In the interim, projects will be considered on a first come, first serve basis provided the sponsor can prove the project is ready to go to construction.

REPORTING REQUIREMENTS

Metro will provide annual reports to the Measure M Independent Taxpayer Oversight Committee describing how uses of the Subregional Equity Program funds are contributing to accomplishing the program objectives.

AUDIT REQUIREMENTS

Use of these funds will be subject to audit and oversight as determined by Measure M and all other applicable state and local laws. Metro will retain all documents and records related to this program and the use of funds for a period of three years after the year in which the funds are expended.

REVISIONS TO PROGRAM GUIDELINES

These program guidelines may be revised by the Metro Board of Directors.

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1% REGIONAL RAIL

INTRODUCTION

Measure M was approved by the voters of Los Angeles County on November 8, 2016 to improve transportation and ease traffic congestion consistent with the Measure M Ordinance. These guidelines summarize the funding policies and administrative procedures for the Measure M 1% Regional Rail program, including the required metrics to increase the allocation from 1% to 2% beginning in 2039. These funds shall not be eligible for Los Angeles County Metropolitan Transportation Authority (Metro) operated bus, light rail, or heavy rail transit services.

PROGRAM OBJECTIVES

As defined in Section 3 of the Measure M Ordinance, Regional Rail "means regional commuter rail service within Los Angeles County, including operating, maintenance, expansion, and state of good repair."

Regional commuter rail services in Los Angeles County are currently provided on behalf of Metro by the Southern California Regional Rail Authority (SCRRA) under the brand name Metrolink. The SCRRA is a Joint Powers Authority (JPA) representing the transportation commissions of Los Angeles, Orange, Riverside, San Bernardino and Ventura counties in which Metro is a Member Agency. Metrolink trains operate across a six-county network, which includes a portion of northern San Diego County.

PROGRAM AMOUNT AND ALLOCATION PERIOD

This is a program funded by the Measure M sales tax with no sunset, beginning on July 1, 2017. Every year Metro shall allocate 1% of all net revenues derived from the tax for investment in regional commuter rail activities.

ALLOCATION METHODOLOGY

Funds will be allocated annually at the discretion of, and in amounts determined by, the Metro Board of Directors.

ELIGIBLE RECIPIENTS

The Los Angeles County Metropolitan Transportation Authority for Commuter Rail Investments in or benefitting Los Angeles County, and the Southern California Regional Rail Authority, or its successor.

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ELIGIBLE USES

Eligible expenses include the costs of regional commuter rail operations and services for Los Angeles County. Examples of eligible expenses include operations, maintenance, system expansion, state of good repair, capital projects, feasibility studies and any other expenses that will contribute to meet the program objectives.

FUNDING EXPANSION

Section 7 of the Measure M Ordinance includes the provision that, "no earlier than July 1, 2039, the Metro Board of Directors shall increase the percentage of Net Revenues allocated to the Regional Rail program from 1% to 2% provided that the recipients satisfy certain performance criteria, which shall be adopted by the Metro Board of Directors."

Performance criteria shall include the ongoing attainment of Operating, Cost Containment, and Investment goals.

Operating goals shall include the ongoing attainment of the following standards:

- Service Reliability and On-Time-Performance (OTP): The operator of regional commuter rail services in Los Angeles County shall maintain an average OTP of not less than 90% of scheduled operations measured on a rolling 24 month average.
- Achievement of less than 20 train delays per month due to Mechanical Issues as defined in the SCRRA's adopted Strategic Plan.
- Grow and retain ridership based on three (3) year average ridership changes that are at or above the average of the top 10 commuter rail operators as measured by the National Transit Database (NTD) or its successor index.
- Ensure a safe operating environment by reducing train accidents by incidents per 100,000 train miles at or above of the top 10 commuter rail operators as measured in the National Transit Database (NTD) or its successor index.NTD.

Cost Containment goals shall include the ongoing attainment of the following standards:

- Operating costs per revenue train mile, measured annually, on a rolling 3 year basis, shall not exceed the average increase of the top 10 commuter rail operators as measured by the National Transit Database (NTD) or its successor index.
- Total Revenue Recovery, including Fares and other Operating Revenues, shall meet or exceed 50% of operating costs on an annual basis as measured on a 3 year rolling average.

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Investment goals shall include and be measured by the following standards:

The SCRRA, successor agency, or agency providing regional commuter rail services for LA County, shall provide Metro a detailed asset management plan (State of Good Repair) for Metro owned or shared assets that reflects both a fiscally constrained 5-year plan of actions as well as a 10 year unconstrained plan to identify Right-Of-Way (ROW), revenue equipment, capital projects, and other asset maintenance requirements. This plan shall be updated, at minimum, on a biannual basis.

As referenced above, the ten largest commuter rail operators shall be measured on the basis of total operating costs for the provision of commuter rail services.

FUND DISBURSEMENT

Funds will be disbursed after:

- A memorandum of understanding (MOU) between the recipient and Metro has been executed; or
- After approval by the Metro Board of Directors and applied towards an approved program of Regional Rail investment and subject to all Metro policies and procedures.

LAPSING REQUIREMENT

Given the objective of the program to improve transit service, recipients are encouraged to spend these funds in a timely manner.

Recipients have four years, which is the year of allocation plus three years, to spend the funds allocated through this program. All invoices must be submitted no later than one year after the four year program. Metro staff may grant extensions on a case-by-case basis, accompanied by adequate documentation of justification of the need for the extension request.

REPORTING REQUIREMENTS

Eligible recipients will provide an annual report to Metro describing how uses of Measure M 1% funds are contributing to accomplishing the program objectives. In addition, eligible recipients will be required to prepare quarterly reports on the status of performance criteria outlined above. These quarterly reports shall be submitted to Metro for review by the Independent Taxpayer Oversight Committee.

AUDIT REQUIREMENTS

Use of these funds will be audited as part of the annual audit of each recipient. Any organization receiving and utilizing these funds will retain all documents and records related to

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this program and the use of funds for a period of three years after the year in which the funds are expended.

MEASURE M RECOGNITION

All operators are encouraged to recognize projects and services that are funded using Measure M funds. Examples include websites, car cards, schedules, other promotions and marketing materials. This will be left to the discretion of each operator.

REVISIONS TO PROGRAM GUIDELINES

These program guidelines may be revised by the Metro Board of Directors.

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5% METRO RAIL OPERATIONS

INTRODUCTION

Measure M was approved by the voters of Los Angeles County on November 8, 2016 to improve transportation and ease traffic congestion consistent with the Measure M Ordinance. These guidelines summarize the funding policies and administrative procedures for Measure M Metro Rail Operations for the Los Angeles County Metropolitan Transportation Authority (Metro).

PROGRAM OBJECTIVES

As defined in Section 3 of the Measure M Ordinance, Metro Rail Operations "means service delivery for operating and regular and preventative maintenance for Metro Rail Lines as defined in guidelines adopted by the Metro Board of Directors, as well as Metro State of Good Repair." Metro State of Good Repair "means the repair, rehabilitation, and replacement required to maintain reliable, safe, effective, and efficient rail transit services."

PROGRAM AMOUNT AND ALLOCATION PERIOD

This is a program funded by the Measure M sales tax with no sunset, beginning on July 1, 2017. Every year Metro shall allocate 5% of all net revenues derived from the tax solely for Metro Rail Operations.

ALLOCATION METHODOLOGY

Funds will be allocated to Metro exclusively for Metro Rail Operations. In addition, Metro may expend some portion or all of these funds for Metro State of Good Repair. Allocations and uses for Metro State of Good Repair are further defined in the "Program Guidelines for 2% Metro State of Good Repair."

ELIGIBLE RECIPIENTS

Metro shall be the sole recipient of Metro Rail Operations funds, as defined in the Measure M Ordinance.

ELIGIBLE USES

Eligible expenses include operating, regular and preventative maintenance for existing and new Metro Rail Lines, as well as the repair, replacement, and rehabilitation of Metro assets required for its rail transit vehicle fleet, systems and engineering, and stations. Examples of eligible expenses include, but are not limited to, the following:

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- Rail transit operations, exclusive of bus bridges required for capital projects or disruptions in service
- Rail transit maintenance, including daily check-ups, cleaning, and repairs
- Rail transit communications, signals, power, controls, and track systems and engineering operations and upkeep
- Rail vehicle overhaul, midlife, and acquisition
- Maintenance and component replacement of rail communications, signals, power, controls, and track systems and engineering
- Rail station upkeep, repairs, and maintenance, including, but not limited to, fare gates, ticket vending machines (TVMs), transit passenger information system (TPIS) systems, and lighting
- Fare collection system and equipment

RESERVE/CARRYOVER REQUIREMENTS

Given the objective of the program to address Metro Rail Operations, Metro is encouraged to spend these funds in a timely manner. However, Metro may reserve or carryover its allocation to the next fiscal year.

REPORTING REQUIREMENTS

Metro will provide quarterly reports to the Measure M Independent Taxpayer Oversight Committee describing how uses of Measure M 5% Metro Rail Operations funds are contributing to accomplishing the program objectives.

Measure M funds may be used to supplement existing state, federal, and local transit funds in order to maintain the provision of the existing transit services in the event of a current or projected funding shortfall.

AUDIT REQUIREMENTS

Use of these funds will be subject to audit and oversight as determined by Measure M and all other applicable state and local laws. Metro will retain all documents and records related to this program and the use of funds for a period of three years after the year in which the funds are expended.

MEASURE M RECOGNITION

Projects and services funded by the Measure M Metro Rail Operations program will recognize the use of Measure M funds. Examples include websites, car cards, schedules, other promotions and marketing materials. This will be left to the discretion of Metro.

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REVISIONS TO PROGRAM GUIDELINES

These program guidelines may be revised by the Metro Board of Directors.

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20% TRANSIT OPERATIONS
(Metro and Municipal Providers)

INTRODUCTION

Measure M was approved by the voters of Los Angeles County on November 8, 2016 to improve transportation and ease traffic congestion consistent with the Measure M Ordinance. These guidelines summarize the funding policies and administrative procedures for the Measure M 20% Transit Operations program for the Los Angeles County Metropolitan Transportation Authority (Metro) and Municipal Operators.

PROGRAM OBJECTIVES

As defined in Section 3 of the Measure M Ordinance, Transit Operations "means countywide transit service operated by Metro and the Included and Eligible Municipal Operators receiving funds allocated through a Board-adopted Formula Allocation Procedure (FAP)." The purpose of the Measure M 20% Transit Operations program is to improve countywide transit service operations, maintenance, and expansion. The intent of Measure M is to increase revenues available for the public transit system. The program is flexible to allow each operator to determine how best to accomplish making public transportation more convenient, affordable, and improve quality of life.

PROGRAM AMOUNT AND ALLOCATION PERIOD

This is a program funded by the Measure M sales tax with no sunset, beginning on July 1, 2017. Every year Metro shall allocate 20% of all net revenues derived from the tax for transit operations to all existing eligible and included municipal transit operators in the County of Los Angeles and to Metro.

ALLOCATION METHODOLOGY

Funds will be allocated among the included and eligible municipal operators according to the shares calculated by the Formula Allocation Procedure (FAP) for the year in which funds are allocated. The allocations to the eligible and included municipal operators and Metro for this program shall be made solely from the revenues derived from the Measure M 20% funds, and not from other local discretionary sources. Measure M 20% services will not be included in the Foothill Mitigation Calculation.

ELIGIBLE RECIPIENTS

All included and eligible municipal operators and Metro participating in the FAP are eligible to receive these funds. Eligible recipients are those operators that were in existence when the

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Measure M program was approved by the voters of Los Angeles County (California) and include the following:

City of Arcadia
City of Claremont
City of Commerce
City of Culver City
Foothill Transit
City of Gardena
City of La Mirada
Long Beach Transit
City of Montebello
City of Norwalk
City of Redondo Beach
City of Santa Monica
City of Torrance
Antelope Valley Transit Authority
City of Santa Clarita
Los Angeles Department of Transportation
Los Angeles County Metropolitan Transportation Authority – Operations

ELIGIBLE USES

Eligible expenses include operations for transit service, maintenance, and expansion, and any other operating expenses that will contribute to meet the above program purpose and/or objectives. For Metro, these funds are also eligible to be used for Metro Rail operations, and as secondary Metro Rail State of Good Repair and pilot programs for new transit services. Metro will develop policies that will define and establish criteria for implementing pilot programs.

MAINTENANCE OF EFFORT

Senate Bill No. 767 (De Leon) states that funds allocated by Metro to eligible and included municipal operators shall be used for transit operations and shall not supplant any funds authorized by other provisions of law and allocated by Metro to the eligible and included municipal operators for public transit. In addition to implementing new transit services and programs, eligible recipients may use Measure M 20% funds to supplement existing state, federal, and local transit funds in order to maintain the provision of the existing transit services in the event of a current or projected funding shortfall. Metro staff reserves the right to request appropriate documentation from eligible recipients to support the existence of a funding shortfall.

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For Metro, Senate Bill No. 767 (De Leon) states that funds allocated by Metro to itself shall be used for transit operations and shall not supplant funds from any other source allocated by Metro to itself for public transit operations (Attachment B – Senate Bill No. 767).

Measure M funds shall not supplant any local return fund contributions made toward the operations of a transit system.

FUND DISBURSEMENT

Funds will be disbursed after a memorandum of understanding (MOU) between the operator and Metro has been executed and the operator has submitted to Metro a Measure M 20% Improvement Plan showing the assignment of that fiscal year's funds. The Measure M 20% Improvement Plan should include a description of how these funds will be spent. The plan should explain how these services will meet the program objective and benefit transit users. The Measure M 20% Improvement Plan may be amended by the operator in coordination with Metro's Local Programming staff. Funds for operating purposes will be disbursed monthly in equal portions of an operator's allocation once an invoice for the annual allocation amount is received from that operator.

All interest accrued on the Measure M 20% transit operations fund will be reallocated annually through the FAP and according to these guidelines.

RESERVE/CARRYOVER REQUIREMENTS

An operator may reserve or carryover its allocation to the next fiscal year; however, the funds will retain their original year of allocation for the purpose of applying the lapsing requirement.

An operator may assign its funds for a given fiscal year to another operator that is able to use them according to the program, purpose, and objectives and within the lapsing requirement timeframe. Fund trade will not be allowed using Measure M 20% funds.

LAPSING REQUIREMENT

Given the objective of the program to improve transit service, operators are encouraged to spend these funds in a timely manner.

Operators have three years, which is the year of allocation plus two years, to spend the funds allocated through this program. Metro may grant extensions on a case-by-case basis, accompanied by adequate documentation of justification of the need for the extension request. The appeal of any lapsing funds will be submitted to Metro, in consultation with Bus Operations Subcommittee (BOS), and subject to approval by the Metro Board of Directors, with any lapsed funds reverting back to the Measure M 20% fund for reallocation to eligible recipients.

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REPORTING REQUIREMENTS

Operators will provide quarterly reports to Metro describing how uses of Measure M 20% funds are contributing to accomplishing the program objectives. Metro will compile the operators' quarterly reports into a regional Measure M 20% Program update for the Metro Board and the Measure M Independent Taxpayer Oversight Committee. The quarterly reports are in addition to the annual Improvement Plan. All service funded with Measure M 20% Transit Operations proceeds will be included in the FAP, and reported separately on the Transportation Performance Measurement forms. Measure M Funds may be used to supplement existing state, federal, and local transit funds in order to maintain the provision of the existing transit services in the event of a current or projected funding shortfall. Measure M 20% Funds used for expansion may only be included in the FAP if there is an overall service level increase (as evidenced in the National Transit Database Report).

AUDIT REQUIREMENTS

Use of these funds will be audited as part of the annual audit of each municipal operator. Those operators that perform their own audit shall consult with Metro for a scope of work, which covers the Measure M 20% audit requirement. The audit shall include in the scope of work compliance with the Maintenance of Effort provision and exceptions to that provision will be reported as a finding. Operators will retain all documents and records related to this program and the use of funds for a period of three years after the year in which the funds are expended.

MEASURE M RECOGNITION

All operators are encouraged to recognize projects and services that are funded using Measure M funds. Examples include websites, car cards, schedules, other promotions and marketing materials. This will be left to the discretion of each operator.

REVISIONS TO PROGRAM GUIDELINES

These guidelines cannot be changed without consensus from the eligible recipients, as defined in these guidelines, and upon approval of the Metro Board of Directors.

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2% ADA PARATRANSIT FOR THE DISABLED; METRO DISCOUNTS FOR SENIORS AND STUDENTS

INTRODUCTION

Measure M was approved by the voters of Los Angeles County on November 8, 2016 to improve transportation and ease traffic congestion consistent with the Measure M Ordinance. These guidelines summarize the funding policies and administrative procedures for the Measure M 2% program for:

A) ADA paratransit for people with disabilities, *and*
B) Los Angeles County Metropolitan Transportation Authority (Metro) discounts for seniors and students.

PROGRAM OBJECTIVES

The purpose of this Measure M 2% program is:

A) To maintain and improve the service performance of ADA paratransit services for people with disabilities in Los Angeles County. As defined in Section 3 of the Measure M Ordinance, ADA paratransit "means paratransit service for the disabled as provided for by the Americans with Disabilities Act," *and*
B) To fund Metro discounts for seniors and students.

PROGRAM AMOUNT AND ALLOCATION PERIOD

This is a program funded by the Measure M sales tax with no sunset, beginning on July 1, 2017. Every year Metro shall allocate 2% of all net revenues derived from the tax to the program objectives set out above.

ALLOCATION METHODOLOGY

The program funds will be allocated annually based on budgetary needs, with ADA as a priority, for a maximum of of 75% for ADA paratransit, and

a minimum of 25% for Metro discounts for seniors and students. Any unused funds will revert back to the pool of funds to be redistributed in the following fiscal year.

ELIGIBLE RECIPIENTS

A) For the ADA paratransit portion, any transportation agency that provides ADA paratransit services on behalf of Los Angeles County fixed route transit operators is eligible to receive the program funds. In Los Angeles County, ADA paratransit is

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currently provided by Access Services on behalf of fixed route transit operators countywide. If there are any changes to eligible ADA paratransit providers, the content of these guidelines should be revisited.

B) For the Metro discounts for seniors and students portion, all funds will be allocated to Metro to fund the fare subsidy program described in Appendix B/Attachment A.

ELIGIBLE USES

A) For the ADA paratransit portion, eligible uses include ADA paratransit operating expenses, capital expenses and activities to enhance ADA paratransit services provided by the eligible recipients as described above.

B) For the Metro discounts for seniors and students portion, funds will be allocated to the fare subsidy program described in Appendix B/Attachment A.

FUND DISBURSEMENT

A) For the ADA paratransit portion, funds will be disbursed after a Memorandum of Understanding (MOU) between each eligible ADA paratransit provider and Metro has been executed.

B) For the Metro discounts for seniors and students portion, Metro will be the sole recipient, and all such monies will be used to fund the discounts as described in Attachment A.

REPORTING REQUIREMENTS

A) Eligible recipients will provide an annual report to Metro describing how uses of Measure M 2% funds are contributing to accomplishing the program objectives. In addition, eligible recipients will be required to prepare quarterly reports on the status of performance metrics as specified in the MOU. These quarterly reports shall be submitted to Metro for review by the Independent Taxpayer Oversight Committee.

B) Metro will be required to report quarterly to the Independent Taxpayer Oversight Committee on the status and utilization of the fare subsidy program described in Attachment A.

AUDIT REQUIREMENTS

A) Use of these funds by ADA paratransit providers will be audited as part of Metro's Consolidated Audit program.

B) Use of these funds for Metro discounts for seniors and students will be audited as part of Metro's Consolidated Audit program.

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MEASURE M RECOGNITION

All recipients are encouraged to recognize projects and services that are funded using Measure M funds. Examples include websites, car cards, schedules, other promotions and marketing materials. This will be left to the discretion of each recipient.

REVISIONS TO PROGRAM GUIDELINES

These program guidelines may be revised by the Metro Board of Directors. Future Board adopted changes to the fare subsidy program described in Appendix B/Attachment A shall automatically append these guidelines.

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2% METRO STATE OF GOOD REPAIR

INTRODUCTION

Measure M was approved by the voters of Los Angeles County on November 8, 2016 to improve transportation and ease traffic congestion consistent with the Measure M Ordinance. These guidelines summarize the funding policies and administrative procedures for Measure M 2% Metro State of Good Repair for the Los Angeles County Metropolitan Transportation Authority (Metro).

PROGRAM OBJECTIVES

As defined in Section 3 of the Measure M Ordinance, Metro State of Good Repair "means the repair, rehabilitation, and replacement required to maintain reliable, safe, effective, and efficient rail transit services." This definition is will also apply to Measure M funding categories that are Metro State of Good Repair eligible: 5% Metro Rail Operations and 20% Transit Operations.

PROGRAM AMOUNT AND ALLOCATION PERIOD

This is a program funded by the Measure M sales tax with no sunset, beginning on July 1, 2017. Every year Metro shall allocate 2% of all net revenues derived from the tax solely for Metro State of Good Repair.

ALLOCATION METHODOLOGY

Funds will be allocated to Metro exclusively for Metro State of Good Repair.

ELIGIBLE RECIPIENTS

Metro shall be the sole recipient of Metro State of Good Repair funds for rail, as defined in the Measure M Ordinance.

ELIGIBLE USES

Eligible expenses include the repair, replacement, and rehabilitation of Metro assets required for its rail transit vehicle fleet, systems and engineering, and stations. Examples of eligible expenses include, but are not limited to, the following:

- Rail vehicle overhaul, midlife, acquisition, and maintenance
- Maintenance, component replacement, and upkeep of rail communications, signals, power, controls, and track systems and engineering; and,

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- Rail station upkeep, repairs, and maintenance, including, but not limited to, fare gates, ticket vending machines (TVMs), transit passenger information system (TPIS) systems, and lighting
- Fare collection system and equipment
- Systems, software and services to assess, prioritize and report on state of good repair projects

RESERVE/CARRYOVER REQUIREMENTS

Given the objective of the program to address Metro State of Good Repair, Metro is encouraged to spend these funds in a timely manner. However, Metro may reserve or carryover its allocation to the next fiscal year.

REPORTING REQUIREMENTS

Metro will provide quarterly reports to the Measure M Independent Taxpayer Oversight Committee describing how uses of Measure M 2% Metro State of Good Repair funds are contributing to accomplishing the program objectives.

Measure M funds may be used to supplement existing state, federal, and local transit funds in order to maintain the provision of the existing transit services in the event of a current or projected funding shortfall.

AUDIT REQUIREMENTS

Use of these funds will be subject to audit and oversight as determined by Measure M and all other applicable state and local laws. Metro will retain all documents and records related to this program and the use of funds for a period of three years after the year in which the funds are expended.

MEASURE M RECOGNITION

Projects and services funded by the Measure M Metro State of Good Repair program will recognize the use of Measure M funds. Examples include websites, car cards, schedules, other promotions and marketing materials. This will be left to the discretion of Metro.

REVISIONS TO PROGRAM GUIDELINES

These program guidelines may be revised by the Metro Board of Directors.

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LOCAL RETURN

INTRODUCTION

Measure M was approved by the voters of Los Angeles County on November 8, 2016 to improve transportation and ease traffic congestion. Consistent with the Measure M Ordinance, these guidelines summarize the funding policies and administrative procedures for the Measure M Local Return (LR) program.

PROGRAM OBJECTIVES

The Measure M Ordinance specifies that LR funds are to be used for transportation purposes. No net revenues distributed to cities and the County of Los Angeles (Jurisdictions) may be used for purposes other than transportation purposes. The Measure M Ordinance directs the Los Angeles County Metropolitan Transportation Authority (Metro) to develop LR Guidelines, including administrative requirements. The projects included herein further define those transportation purposes for which Measure M LR revenues may be used.

PROGRAM AMOUNT AND ALLOCATION PERIOD

This is a program funded by the Measure M sales tax with no sunset, beginning on July 1, 2017. Every year, Metro shall allocate 17% of all net revenues to the LR Program. This amount shall increase to 20% on July 1, 2039.

ALLOCATION METHODOLOGY

Metro will require that Jurisdictions submit Assurances and Understandings agreements before participating in the LR Program. The Measure M Ordinance specifies that 17% of its revenues be allocated to Jurisdictions on a per capita basis. After administrative costs are deducted, apportionments are made to all Jurisdictions within the Los Angeles County, currently 88 cities and the County of Los Angeles (for unincorporated areas). The Jurisdictions' allocations are based on the population shares from the projected populations as derived from annual estimates made by the California State Department of Finance. The projected populations are revised annually in the Transit Fund Allocations and approved by the Metro Board.

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ELIGIBLE RECIPIENTS

The following cities and the County of Los Angeles are eligible to receive Measure M LR funds:

- Agoura Hills
- Alhambra
- Arcadia
- Artesia
- Avalon
- Azusa
- Baldwin Park
- Bell
- Bellflower
- Bell Gardens
- Beverly Hills
- Bradbury
- Burbank
- Calabasas
- Carson
- Cerritos
- Claremont
- Commerce
- Compton
- Covina
- Cudahy
- Culver City
- Diamond Bar
- Downey
- Duarte
- El Monte
- El Segundo
- Gardena
- Glendale
- Glendora
- Hawaiian Gardens
- Hawthorne
- Hermosa Beach
- Hidden Hills
- Huntington Park
- Industry
- Inglewood
- Irwindale
- La Canada Flintridge
- La Habra Heights
- Lakewood
- La Mirada
- Lancaster
- La Puente
- La Verne
- Lawndale
- Lomita
- Long Beach
- Los Angeles City
- Lynwood
- Malibu
- Manhattan Beach
- Maywood
- Monrovia
- Montebello
- Monterey Park
- Norwalk
- Palmdale
- Palos Verdes Estates
- Paramount
- Pasadena
- Pico Rivera
- Pomona
- Rancho Palos Verdes
- Redondo Beach
- Rolling Hills
- Rolling Hills Estates
- Rosemead
- San Dimas
- San Fernando
- San Gabriel
- San Marino
- Santa Clarita
- Santa Fe Springs
- Santa Monica
- Sierra Madre
- Signal Hill
- South El Monte
- South Gate
- South Pasadena
- Temple City
- Torrance
- Vernon
- Walnut
- West Covina
- West Hollywood
- Westlake Village
- Whittier
- Unincorporated Los Angeles County

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ELIGIBLE USES

Following are listings of eligible projects for which Measure M LR funds can be used.

1. Streets and Roads. Planning, right of way and utility acquisition, engineering and design, administration, construction, improvement, maintenance, and operation of public streets and roads, bridges, highways and exclusive public mass transit guide ways, and their related public facilities for non-motorized traffic, including the mitigation of their environmental effects, improvements to capture, convey, infiltrate, and/or treat urban runoff and storm water, and all costs associated with property acquisition for such purposes.

   Streets and Roads improvements may consist of, but are not limited to, the following:

   - Repair and maintenance of public roadways, pavement maintenance, slurry and rubberized seals, chip seals, pot-hole repair, pavement rehabilitation, or other pavement preservation treatments, roadway construction or reconstruction, curb, gutter, sidewalk, trees, roadway signage, median and parkway improvements, and storm drain systems in connection with any roadway improvements
   - Cape seals, or other pavement preservation treatments, slope maintenance to preserve the operation of the public right of way
   - Capacity enhancements, street widenings, pavement marking and striping or restriping
   - Exclusive bike or bus lanes
   - Roadway safety improvements such as sound walls, roadway lighting, traffic signals, raised median or roadway striping and signage, railroad crossings, erosion/sediment controls for hillside roads, and guardrails
   - Street improvements to meet Americans with Disabilities Act ("ADA") requirements

   Complete Streets

   As defined in Section 3 of the Measure M Ordinance, "Complete Streets" means a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, users and operators of public transit, bicyclist, persons with disabilities, seniors, children, motorists, users of green modes, and movers of commercial goods.

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Specific aspects of a complete street are dependent on the context in which the roadway is located (urban, suburban, rural, heavy traffic volume, numerous pedestrian destinations, etc.).

Green Streets

As defined in Section 3 of the Measure M Ordinance, "Green Streets" means urban transportation rights-of-way integrated with storm water treatment techniques that use natural processes and landscaping and quantitatively demonstrate that they capture and treat storm water runoff from their tributary watershed through infiltration or other means and are included within the respective Enhanced Watershed Management Plan.

Green Streets are a stormwater management approach that incorporates vegetation (perennials, shrubs, trees), soil, and engineered systems, such as permeable pavements, to slow, filter, and cleanse stormwater runoff from impervious surfaces (e.g., streets, sidewalks). Green streets are designed to capture rainwater at its source, where rain falls. Enhanced Watershed Management Programs may include, but are not limited to, any Watershed Management Plan and/or Program approved by the California Regional Water Quality Control Board, Los Angeles Region, or its successors. Projects that integrate urban runoff storm water capture, infiltration, and/or treatment techniques that are not included within a watershed management plan or program may still be eligible for Measure M LR funds as part of other eligible project categories.

Per Ordinance, no more than 33 1/3% of LR funds received may be spent on Green Streets projects in any fiscal year.

Storm Drains

Storm drains are drains designed to remove excess rain and ground water from impervious surfaces such as paved streets, parking lots, bikepaths, and sidewalks. Most storm drainage systems are designed to drain the water, untreated and unfiltered, into channels and water bodies.

2. Traffic Control Measures. Signal Synchronization, Transportation Demand Management ("TDM"), Transportation Systems Management ("TSM"), Intelligent Transportation System ("ITS"), new traffic signals, traffic signal modification, signalization of turns, traffic management center, and traffic safety.

   a. Signal Synchronization. The research, planning, design, engineering, administration, construction, improvement, maintenance, and operation of traffic signals and traffic signal improvement projects, in particular those

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improvements required to install and maintain traffic signal synchronization and coordinated traffic signal timing across jurisdictions.

Signal Synchronization Improvements may consist of, but are not limited to, the following:

- Installation of new traffic signal
- Installation of left-turn or right-turn phasing
- Maintenance, repair, replacement and/or upgrade of traffic and pedestrian signal equipment
- Installation, repair and maintenance of vehicle detection system which may include operation as a fully traffic actuated signal
- Installation of time-based coordination; installation and maintenance of traffic signal coordination timing
- Traffic Management Center (TMC) establishment or modification for management of traffic signals
- Installation of signal-related electrical system and/or fiber optic in the roadway

b. TDM projects are defined as strategies/actions intended to influence how people commute, resulting in minimizing the number of vehicle trips made and vehicle miles traveled during peak travel periods.

TDM projects must be made available to all employers and/or residents within the Jurisdiction boundaries.

TDM-eligible project expenditures may consist of, but are not limited to, the following:

- Vanpool and/or vanpool incentive programs, and carpool and biking incentive programs. Community-based shuttles for employees, if such services complement existing transit service
- Parking management incentive programs, including parking cash-outs or parking pricing strategies
- Employer or citizen ride-matching programs and subsidies
- Transportation Management Organization's (“TMO”) insurance costs or individual employer's vanpool programs under the umbrella vehicle insurance policy of the Jurisdiction
- Matching funds for LR-eligible projects such as Safe Routes to School projects, Call for Projects, and highway improvement safety projects
- Car sharing programs

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- Bike sharing programs
- Guaranteed Ride Home Programs, Telework Incentives, Ride-hailing incentives
- First/last mile transit connectivity strategies including shared mobility services (mobility hubs, secure bike parking, bikeshare, carshare, universal reservation payment systems, etc.
- Safe routes for Seniors
- Safe routes to school
- Autonomous and/or Connected Shared Vehicle Technology

c. TSM-eligible project expenditures include those for relatively low-cost, non-capacity-enhancing traffic control measures that improve vehicular flow and/or increase safety within an existing right-of-way. TSM projects may consist of, but are not limited to, the following:

- Reserved bus lanes (no physical separation) on surface arterials
- Contra-flow lanes (reversible lanes during peak travel periods)
- Ramp meter by-pass (regulated access with bus/carpool unrestricted entry)
- Traffic signal priority for buses (to allow approaching transit vehicles to extend green phase or change traffic signal from red to green)
- Preferential turning lanes for buses
- Other traffic signal improvements that facilitate traffic movement

<u>Traffic Control Measures - Eligibility Restrictions</u>

LR funds may not be used to alter system/signal timing that was implemented under a traffic forum project/grant, unless coordinated with all affected Jurisdictions in the corridor. If a LR-funded project is or has an ITS component, it must be consistent with the Regional ITS Architecture. ITS projects must comply with the Countywide ITS Policy and Procedures that the Metro Board has adopted.

3. <u>Active Transportation.</u> Active transportation is any non-motorized, human-powered mode of transportation, such as walking, bicycling, rolling, skating or scooting. Complete Streets projects are intended to facilitate and encourage the use of active transportation modes.

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Bikeway and pedestrian improvements are for public uses and should follow ADA and California Title 24 specifications for accessibility requirements. Bikeways and pedestrian improvements may consist of, but are not limited to, the following:

- Construction and maintenance of bike/pedestrian facilities, sidewalks, related lighting, and cycle track operation and maintenance of off-street bike and pedestrian facilities, shared use paths, bike/pedestrian trails and trail connections
- Installation, repair, and maintenance of street furniture, such as seating and parklets
- Signage, information/safety programs
- Lighting for bike and pedestrian safety, including ongoing energy and maintenance costs
- Bike signal, bike detection, bike valet, bike lane and bike parking/storage
- ADA improvements, streetscapes, crossings and curb cuts
- Bike sharing
- Pedestrian, bike safety and bike education and studies
- Pedestrian plans
- Demonstration, pilot, or temporary staging projects to show the public a project and test the project's feasibility
- Improve first and last mile access to transit
- Bicycle center and supportive secure parking, and repair services for city owned bike share program
- Open street events to provide opportunities for 1) riding transit, walking and riding a bike, possibly for the first time, 2) to encourage future mode shift to more sustainable transportation modes, and 3) for civic engagement to foster the development of multi-modal policies and infrastructure at the city/community level.
- Non-profit and private organization consultant services that can offer their expertise in outreach, planning, cost estimation, grant writing, design, environmental review, implementation, and maintenance.

4. Public Transit Services. Proposed new or expanded transit or paratransit services to address unmet transit needs must be coordinated with Metro and other affected existing regional bus transit systems to determine the proposed service's compatibility with the existing service(s). Metro may request that the proposed service be modified. Proposed services must also meet the criteria outlined under "Non-Exclusive School Service" and "Specialized Transit." Emergency Medical Transportation is not an eligible use of LR funds. Public transit service expenditures may include, but are not limited to, the following:

- New fixed route, paratransit (Elderly and Disabled and/or General Public) or Flexible Destination bus service

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- Extension or augmentation of an existing bus route(s) and coordination of existing paratransit service
- Contracting with a transit operator or private provider for transportation services
- Contracting with transit operator in an adjacent county to provide transportation services within Los Angeles County
- Operating subsidy to existing municipal or regional bus operator
- Service enhancements related to bus/rail interface
- Shuttle service between activity centers
- Fare subsidy, subsidized taxi service for residents
- Taxi coupon programs used to provide paratransit systems for senior and disabled patrons
- ADA related improvements to fixed route or paratransit operations
- Transit security operations
- Recreational transit
- Software or technology for collecting, reporting, and analyzing real-time operations, performance, or fare collection data
- Support existing levels of transit operations

Public Transit Services - Eligibility Restrictions

a. **Non-Exclusive School Service** which includes fixed-route bus services or demand-responsive services available to the general public, which also provide school trips, are eligible for LR funding. Exclusive school bus services are not eligible. Projects must meet the following conditions:

- The vehicles utilized cannot be marked "School Bus" or feature graphics that in any way indicate they are not available to the general public. Yellow paint schemes should not be for the specific purpose of meeting the vehicle code definition of a school bus.

- The bus head sign is to display its route designation by street intersection, geographic area, or other landmark/destination description and cannot denote "School Trip" or "Special." In cases where the service includes an alternate rush-hour trip to provide service by a school location, the dashboard sign is to indicate the line termination without indicating the school name.

- Timetables for such services which will be made available to the general public, shall provide the given schedule and route but must not be labeled “school service”.

- Drivers must be instructed that such service is available to the general public and board and alight all passengers as required at designated stops.

- The same fare payment options must be made available to all users.

- The overall transportation service provided in the Jurisdiction must not be for school hour service only.

b. **Specialized Public Transit**, special user group service or social service transit may be eligible where it can be incorporated into the existing local transit or paratransit program. Jurisdictions must demonstrate that existing services cannot be modified to meet the identified user need. Projects must meet the following conditions:

- The special user group identified does not discriminate on the basis of race, religion, sex, disability or ethnicity.

- Service shall be available to all members of the general public having that specialized need and not be restricted to a specific group or program.

- Service shall be advertised to the general public.

- Metro may require, as a condition of approval, inter-jurisdictional project coordination and consolidation.

- LR funds may only be used for the transportation component of the special user group program, i.e., direct, clearly identifiable and auditable transportation costs, excluding salaries for specialized escorts or other program aides.

- The designated vehicle(s) used must be made available for coordination with other paratransit programs if space permits.

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c. **Recreational Transit Services** are eligible for travel within a 300 mile radius of the designated point of departure within the Jurisdiction. All eligible trips must be made within California, and eligibility restricts the use to day trips (no overnight trips). Trips may be limited to certain general age groups (e.g., children under 18, senior citizens, persons with disabilities); however, trips must be made available to all individuals within that designated group. Special events or destinations may be served; however, all members of the general public including individuals with disabilities must be allowed to use the service.

LR funds may not be used to pay the salaries of recreation leaders or escorts involved in recreational transit projects. All recreational transit trips must be advertised to the public, such as through newspapers, flyers, posters, and/or websites. Jurisdictions must submit a Recreational Transit Service Form (Appendix II) on or before October 15th after the fiscal year the service was made available, to certify that all conditions were met.

5. Public Transit Capital. Bus/rail improvements, maintenance, and transit capital. Jurisdictions must coordinate bus stop improvements with affected transit operators. Public Transit Capital projects may consist of, but are not limited to, the following:

- Improvements to bus stops or rail stations (including street improvements)
- Transit Infrastructure
- Vehicles (new, replacement, and/or maintenance)
- Transit facilities
- Maintenance of facilities/state of good repair
- Transportation Enhancements ("TE"), park-and-ride lots
- Right of way improvements
- Improvements to rail crossing(s)
- Farebox systems and related improvements
- Transit Access Pass ("TAP")
- Universal Fare System ("UFS"), plan development or projects
- Passenger counting systems, Automated Passenger Counter
- Purchase and installations of bus stop /station amenities and signage
- Parking facilities that support public transit use
- Transportation technical systems
- Transit security capital

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6. Transit Oriented Community Investments (TOC). Transit-oriented development (TOD) is a type of community development that includes a mixture of housing, office, retail and/or other commercial development and amenities integrated into a walkable and bikeable neighborhood and located within a half-mile of quality public transportation.

   Measure M's intent goes beyond TOD to focus on the creation of "transit oriented communities" (TOC). TOCs represent a comprehensive approach to creating compact, walkable and bikeable places in a community context, rather than focusing on a single development site, particularly around transit.

   Measure M funds must leverage private and other public funds to create TOC. Jurisdictions are encouraged to publicize that Measure M funding was used to fund the project.

7. Transportation Marketing. If promotional signage, literature, or other project marketing material is distributed or displayed as part of a Measure M project outreach or marketing activity, Jurisdictions are encouraged to include a notation indicating that Measure M funding was used to fund the project.

   Marketing projects may consist of, but are not limited to, the following:

   - Transportation kiosks and/or transit pass sales centers
   - Transportation information amenities such as maps, brochures, transportation signage
   - Transportation user subsidy programs
   - Promotions and events
   - GIS mapping of bikeways & other bikeway information

8. Planning, Engineering and/or Study, Congestion Management Program ("CMP")
   Planning, coordination, engineering and design costs incurred toward implementing an eligible LR project are eligible when the following conditions are met:

   - Projects being planned (designed, coordinated, etc.) are LR eligible. Coordination includes: Jurisdictions' start-up costs or dues for Councils of Governments ("COGs") and Transportation Management Associations ("TMAs"); advocacy; and funding for Joint Powers Authorities ("JPAs") by Jurisdictions or ("COGs"). If some activities are LR eligible and some are not, partial payment of dues must be made proportionally to the organization's budget for LR-eligible projects.

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- TDM-related activities as required by the CMP. CMP projects may consist of, but are not limited to the following:

    a. preparation of TDM ordinances
    b. administration and implementation of transit or TDM-related projects pursuant to CMP deficiency plans
    c. monitoring of transit standards by transit operators

9. Transportation Administration. Expenditures for those administrative costs associated with and incurred for the aforementioned eligible projects/programs.

   Direct administration include those fully-burdened costs that are directly associated with administering LR program or projects, salaries and benefits, office supplies and equipment, and other overhead costs. All costs must be associated with developing, maintaining, monitoring, coordinating, reporting and budgeting specific LR project(s). Expenditures must be reasonable and appropriate to the activities undertaken by the locality. The administrative expenditures for any year shall not exceed twenty percent (20%) of the total LR annual expenditures.

10. Local Funding Contributions. Measure M LR funds may be used as matching funds for other federal, state, or local sources that may be used to fund transportation projects as listed herein in this section.

    The Measure M Ordinance requires a three percent (3%) local funding contribution for designated projects. LR funds may be used to provide these local funding contributions. The 3% Local Contribution to Major Transit Projects guidelines are included in Attachment A.

MAINTENANCE OF EFFORT ("MOE")

Measure M LR Program funds are to be used to augment, not supplant, existing local revenues being used for transportation purposes. Jurisdictions must maintain their individual existing local commitment of funds, for current transportation projects and services.

In addition to implementing new Measure M eligible projects and programs, Jurisdictions may use Measure M LR funds to supplement existing Measure M eligible projects and programs should current grant funding that supports the operations of a program sunset, or it there is a

current or projected funding shortfall. Metro reserves the right to request appropriate documentation from a Jurisdiction to support the existence of grant funding schedules and/or a funding shortfall.

COORDINATION APPROACH

Jurisdictions are encouraged to coordinate and use their Measure M LR funded projects as follows:

1. More corridor based projects, specifically projects that support other Measure M rail, bus and highway corridors
2. Coordination on arterials
3. Land use policies to support rail and bus transit
4. Bike connectivity between Jurisdictions
5. Bicycle and pedestrian access to support transit stations and rail stations
6. Rapid bus service implementation
7. Street improvements to support coordinated signal synchronization across jurisdictions
8. Complete streets, green measures
9. Improve first and last mile access to transit network.

PROMOTE SUSTAINABILITY

Jurisdictions are encouraged to use Measure M LR funds for projects that will foster a more sustainable countywide transportation system by improving the efficiency and operation of streets and roads and/or increasing alternative transportation choices. Jurisdictions should also consider sustainability in the development of each project by incorporating design elements that reduce construction-related and long-term environmental impacts.

Sustainable design elements should aim to reduce energy, water, waste and air pollutants that occur throughout the lifecycle of a project, including its construction, maintenance, and operations.

ADMINISTRATIVE

AGREEMENT

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Prior to receiving disbursements, a Jurisdiction must submit an executed Assurances and Understandings (legal agreement), a sample of which is shown in Attachment B. Funds are then automatically disbursed on a monthly basis from the net received revenues, on a per capita basis, to the Jurisdiction.

REPORTING REQUIREMENTS

Expenditure Plan (Form M-One)

To maintain legal eligibility and meet Measure M LR program compliance requirements, Jurisdictions shall submit to Metro an Expenditure Plan (Form M-One), annually, by August 1st of each year. A sample of Form M-One is shown in Attachment C.

Form M-One provides a listing of projects funded with Measure M LR funds along with estimated expenditures for the year. For both operation and capital projects, Part I is to be filled out. Part II is to be filled out for capital projects (projects over $250,000). Metro will provide LR funds to a capital project or program sponsor who submits the required expenditure plan containing the following:

1. The estimated total cost for each project and/or program activity;
2. Funds other than Measure M that will be expended on the projects and/or program activity;
3. The active funding schedule for each project and/or program activity; and,
4. The expected completion dates for each project and/or program activity.

Expenditure Report (Form M-Two)

The submittal of an Expenditure Report (Form M-Two) is also required to maintain legal eligibility and meet Measure M LR program compliance requirements. Jurisdictions shall submit a Form M-Two, to Metro annually, by October 15th (following the conclusion of the fiscal year). The Expenditure Report serves to notify Metro of previous year LR fund receipts and expenditures. Jurisdictions are required to specify administration charges to Direct Administration in order to

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verify compliance of the 20% cap on administration costs. A sample of Form M-Two is shown in Attachment D.

Recreational Transit Form

Jurisdictions that use their Measure M LR funds for recreational transit services must fill out, sign and submit this form no later than October 15th after the fiscal year in which the services were rendered. A sample Recreational Transit Form is shown in Attachment E.

Form Submission Timeline

FORM	DETERMINATION	ANNUAL DUE DATE
Expenditure Plan (Form M-One)	New, amended, ongoing and carryover projects; Capital projects require additional information	August 1st
Expenditure Report (Form M-Two)	All projects	October 15th
Recreational Transit Form	Recreational Transit only	October 15th

FINANCE

Establishing a Separate Account

Jurisdictions are required to establish a separate account, or sub-account (line item), and deposit all Measure M LR revenues, interest earnings received and other income earned (such as fare revenues, revenue from advertising, etc.) in that account.

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Pooling of Funds

Metro will allow Jurisdiction's to pool Measure M LR funds in order to obtain maximum return on investments. Such investment earnings must be reported and expended consistent with these guidelines. As in fund exchanges or transfers, Jurisdictions involved in such arrangement should keep adequate records of such transactions in order to allow for subsequent audits.

Unexpended Project Funds

All unexpended project funds remaining upon completion of an approved project must be re-programmed.

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Reimbursement

Measure M LR funds may be used to advance a project which will subsequently be reimbursed by federal, state, or local grant funding, or private funds, if the project itself is eligible under these guidelines. The reimbursement must be returned to the Measure M LR account.

A jurisdiction may advance an approved Measure M LR project using City/County funds, to be subsequently reimbursed by Measure M LR funds.

Fund Exchange: Trade, Loan, Gift

Jurisdictions involved with fund exchanges are required to obtain Metro approval and keep all related documents on file.

1. Trading of Measure M LR funds are restricted to other dedicated transportation funds/revenues (except for Proposition C funds which are not allowed).

2. Jurisdictions may arrange a mutually acceptable temporary transfer or loan from one Jurisdiction to another in order to meet short-term project financing needs while allowing for multi-year payback to the lead agency. These loans are to be made on terms to be negotiated between the involved parties. The participating Jurisdictions are held mutually responsible for ensuring that the end use of Measure M is for statutorily allowed purposes.

3. Jurisdictions can gift its Measure M LR funds to another Jurisdiction for the implementation of a mutual project, providing that the funds are used for eligible transportation purposes as listed herein. Jurisdictions giving the funds away cannot accept an exchange or gift of any kind in return.

See Attachment F for a sample Fund Exchange Agreement.

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Bonding

Jurisdictions may issue bonds against Measure M LR Revenue. See Attachment G for bonding requirements.

LAPSING REQUIREMENT

Measure M LR funds have five (5) years to be expended. Funds must be expended within five years of the last day of the fiscal year in which funds were originally allocated or received. For example: funds received in FY 2017-18 are required to be expended by June 30, 2023. A First-In-First-Out (FIFO) method of calculation will be used to determine any lapsing of funds. The Measure M LR allocation, interest income and other income earned from LR projects (such as revenues from advertising) which are not expended within the allocated time, will consequently lapse, and be returned to Metro upon request, for reallocation to Jurisdictions on a per capita basis.

Metro will allow a time extension for Jurisdictions to reserve funds (see RESERVE/CARRYOVER REQUIREMENTS below).

RESERVE/CARRYOVER REQUIREMENTS

Jurisdictions, may set up a reserve fund account to obtain additional time (beyond the five year term limit) to expend funds. The reserve project will be accounted for in a separate account, or sub-account for audit purposes and lapse date calculation. The reserve fund process is as follows:

1. The Jurisdiction must send a letter to Metro requesting a reserve fund along with project details, including an Expenditure Plan and justification and time continuance specific to the project for which the extension is needed.

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2. Metro will determine if the extension is warranted. If the project qualifies, Metro will send an approval letter for the reserve.

3. The Jurisdiction will then be required to establish a separate account, or sub-account (line item), that can be audited.

However, if a Jurisdiction finds that the reserve fund project cannot be constructed for reasons beyond the Jurisdiction's control, the Jurisdiction may submit a request to Metro to reprogram the reserve. The Jurisdiction must indicate in writing the proposed use of the accumulated reserve funds to be reprogrammed, and receive written Metro approval. If the reserve funds are reprogrammed without the approval of Metro, Metro may request that the funds be paid back to Metro for reallocation to Jurisdictions on a per capita basis through the Measure M LR allocation process.

AUDIT REQUIREMENTS

A financial and compliance audit will be conducted annually as part of Metro's Consolidated Audit Program to verify adherence to the Measure M Guidelines. Audits will be performed in accordance with auditing standards generally accepted in the United States of America and the Government Auditing Standards, issued by the Comptroller General of the United States. Those standards require that the audit is planned and performed to obtain reasonable assurance about whether the basic financial statements are free of material misstatement. The audit shall include examining, on a test basis, evidence supporting the amounts and disclosures in the basic financial statements. The audit shall also include review of internal control procedures, assessing the accounting principles used, as well as evaluation of the overall basic financial presentation.

It is the Jurisdictions' responsibility to maintain proper accounting records and documentation to facilitate the performance of the audit prescribed in these guidelines. This includes proper controls that administrative charges are adequately supported (timesheets, payroll registers, labor distribution reports and other related documentation). Jurisdictions are required to retain LR records for at least four years following the year of allocation and be able to provide trial balances, financial statements, worksheets and other documentation required by the auditor. Jurisdictions are advised that they can be held accountable for excess audit costs arising from poor cooperation and inaccurate accounting records that would cause delays in the completion of the required audits.

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Note: Jurisdictions are required to expend their Measure M LR funds for transportation purposes, as defined by these guidelines. Any Jurisdiction that violates this provision must fully reimburse the LR Measure M fund, including interest thereon, for the misspent funds and may be deemed ineligible to receive Measure M LR funds for a period of three (3) years.

Financial and Compliance Provisions

The Measure M LR Audits shall include, but not limited to, verification of adherence to the following financial and compliance provisions of this guidelines:

Audit Area	**Non-Compliance Penalty (for failure to comply with Audit Area)**
Measure M LR funds were expended for transportation purposes (as defined by the Measure M LR Guidelines)	Reimbursement to the LR fund of unsupported expenditures, and possible suspension of disbursements for three (3) years. The suspended funds will be reallocated to Jurisdictions on a per capita basis
Assurances and Understandings (fully executed agreement)	Suspension of disbursements until compliance
Accounts and records have established a separate operating Measure M Local Transportation Assistance Account for LR purposes.	Suspension of disbursements until compliance
Verification of revenues received	Suspension of disbursements until

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including allocations, project generated revenues, interest income properly credited to Measure M account	compliance
Verification that funds were expended with Metro's approval	Jurisdiction will be required to reimburse its LR account
Verification that funds were not substituted for property tax and are in compliance with the MOE	Jurisdiction will be required to reimburse its LR account (Auditors will measure MOE compliance globally, not project by project)
Verification that the funds are expended within five (5) years from the last day of the fiscal year in which funds were originally allocated or received (unless an approved reserve fund has been established). See page 98.	Lapsed funds will be returned to Metro for reallocation to Jurisdictions on a population basis
Verification that administrative expenditures did not exceed 20% of the total annual LR expenditures.	Jurisdictions will be required to reimburse their LR account for the amount over the 20% cap.
Verification that the Expenditure Plan was submitted on or before August 1st at the beginning of the new fiscal year.	Audit exception.
Verification that the Annual Expenditure Report was submitted on or before October 15th following the end of the	

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prior fiscal year.	Audit Exception.
Where funds expended are reimbursable by other grants or fund sources, verification that the reimbursement is credited to the Local Return account upon receipt of reimbursement.	Audit exception and reimbursement received must be returned to the LR account
Where Measure M funds were given, loaned or exchanged by one Jurisdiction to another, verification that the receiving Jurisdiction has credited its LR account with the funds received.	Audit exception and reimbursement of affected funds to the LR account.
Where a capital reserve has been granted, verification that a separate account for the capital reserve is established, and current status is reported in the Expenditure Plan	Audit exception.

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Audit Deliverables

The auditor shall submit to the Jurisdictions and to Metro a Comprehensive Annual Report of Measure M LR funds no later than March 31st following the end of fiscal year. The report must, at the minimum, contain the following:

- Audited Financial Statements – Balance Sheet, Statement of Revenues and Expenditures and Changes in Fund Balances.
- Compliance Report, Summary of Exceptions, if any, and ensuing recommendations.
- Supplemental Schedules – Capital Reserves, if any; Schedule of Detailed Project Expenditures; and Capital Assets.

Suspension or Revocation

Jurisdictions are expected to take corrective action in response to the LR financial and compliance audit. Notwithstanding the provisions of these guidelines, Metro reserves the right to suspend or revoke allocation to Jurisdictions that may be found to be in gross violation of these guidelines, or repeatedly committing violations, or refusing to take corrective measures.

MEASURE M RECOGNITION

All jurisdictions are encouraged to recognize projects and services that are funded using Measure M funds. Examples may include websites, car cards, schedules, other promotions and marketing materials. This will be left to the discretion of each jurisdiction.

REVISIONS TO PROGRAM GUIDELINES

These guidelines shall be reviewed by a Working Group of LR jurisdictions at least every five years. Any revisions to these program guidelines shall be approved by the Metro Board of Directors.

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ATTACHMENTS

Note: currently under development and not included in this draft

A. 3% Local Contribution to Major Transit Projects Guidelines
B. Assurances and Understandings (Sample)
C. Form M-One (Sample)
D. Form M-Two (Sample)
E. Recreational Transit Form (Sample)
F. Fund Exchange Agreement (Sample)
G. Bonding

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APPENDIX A: POTENTIAL 3% JURISDICTIONS BY MAJOR TRANSIT PROJECT

Measure M Transit Project	City – Station Location
Crenshaw Light Rail Northern Ext to West Hollywood (LRT)	City of Los Angeles
Crenshaw Light Rail Northern Ext to West Hollywood (LRT)	City of Los Angeles
Crenshaw Light Rail Northern Ext to West Hollywood (LRT)	West Hollywood
East San Fernando Valley Transit Corridor (LRT)	City of Los Angeles
East San Fernando Valley Transit Corridor (LRT)	San Fernando
Gold Line Foothill Extension to Claremont Phase 2B (LRT)	Pomona
Gold Line Foothill Extension to Claremont Phase 2B (LRT)	Glendora
Gold Line Foothill Extension to Claremont Phase 2B (LRT)	San Dimas
Gold Line Foothill Extension to Claremont Phase 2B (LRT)	La Verne
Gold Line Foothill Extension to Claremont Phase 2B (LRT)	Claremont
Green Line to Norwalk Metrolink Station (LRT)	Norwalk/Santa Fe Springs
Green Line to Norwalk Metrolink Station (LRT)	Norwalk
Lincoln Blvd LRT	Los Angeles County/City of Los Angeles
Lincoln Blvd LRT	Inglewood
Lincoln Blvd LRT	City of Los Angeles
Lincoln Blvd LRT	City of Los Angeles
Lincoln Blvd LRT	City of Los Angeles
Lincoln Blvd LRT	Santa Monica
Gold Line Eastside Phase II [SR-60]	Montebello/Monterey Park
Gold Line Eastside Phase II [SR-60]	Los Angeles County/Monterey Park
Gold Line Eastside Phase II [SR-60]	Los Angeles County
Gold Line Eastside Phase II [SR-60]	Monterey Park
Gold Line Eastside Phase II [SR-60]	South El Monte
Gold Line Eastside Phase II [SR-60]	Los Angeles County
Gold Line Eastside Phase II [SR-60]	Montebello
Gold Line Eastside Phase II [SR-60]	Rosemead
Gold Line Eastside Phase II [SR-60]	Los Angeles County
Gold Line Eastside Phase II [Washington Blvd]	Montebello/Monterey Park
Gold Line Eastside Phase II [Washington Blvd]	Los Angeles County/Monterey Park
Gold Line Eastside Phase II [Washington Blvd]	Los Angeles County/Whittier
Gold Line Eastside Phase II [Washington Blvd]	Los Angeles County/Santa Fe Springs
Gold Line Eastside Phase II [Washington Blvd]	Los Angeles County
Gold Line Eastside Phase II [Washington Blvd]	Pico Rivera
Gold Line Eastside Phase II [Washington Blvd]	Whittier
Gold Line Eastside Phase II [Washington Blvd]	Montebello
Gold Line Eastside Phase II [Washington Blvd]	Commerce
Gold Line Eastside Phase II [Washington Blvd]	Montebello

Metro Gold Line Eastside Phase II [Washington Blvd]	Los Angeles County
Metro Gold Line Eastside Phase II [Washington Blvd]	Santa Fe Springs
Metro Gold Line Eastside Phase II [Washington Blvd]	Los Angeles County
Orange Line Conversion to Light Rail (LRT)	City of Los Angeles
Sepulveda Pass Corridor - Westwood to LAX (HRT)	City of Los Angeles
Sepulveda Pass Corridor - Westwood to LAX (HRT)	City of Los Angeles
Sepulveda Pass Corridor - Westwood to LAX (HRT)	Culver City
Sepulveda Pass Corridor - Westwood to LAX (HRT)	City of Los Angeles
Sepulveda Pass Corridor - Westwood to LAX (HRT)	Culver City
Sepulveda Pass Transit Corridor (HRT)	City of Los Angeles
So Bay Green Line Ext to Torrance Transit Cen/Crenshaw Blvd	Torrance/Redondo Beach (Harbor Subdvsn 182-190 St)
So Bay Green Line Ext to Torrance Transit Cen/Crenshaw Blvd	Torrance
So Bay Green Line Ext to Torrance Transit Cen/Crenshaw Blvd	Lawndale
So Bay Green Line Ext to Torrance Transit Cen/Crenshaw Blvd	Redondo Beach
So Bay Green Line Ext to Torrance Transit Cen/Crenshaw Blvd	Redondo Beach
Transit Connector Orange/Red Line to Gold Line (LRT)	Glendale
Transit Connector Orange/Red Line to Gold Line (LRT)	Burbank
Transit Connector Orange/Red Line to Gold Line (LRT)	City of Los Angeles
Transit Connector Orange/Red Line to Gold Line (LRT)	Pasadena
Vermont Transit Corridor (HRT)	Los Angeles County/City of Los Angeles
Vermont Transit Corridor (HRT)	City of Los Angeles
West Santa Ana Transit Corridor (Gardendale to Downtown)	Huntington Park/Vernon
West Santa Ana Transit Corridor (Gardendale to Downtown)	South Gate/Cudahy; Metro ROW
West Santa Ana Transit Corridor (Gardendale to Downtown)	Huntington Park/Cudahy; Metro ROW
West Santa Ana Transit Corridor (Gardendale to Downtown)	Huntington Park/Bell
West Santa Ana Transit Corridor (Gardendale to Downtown)	South Gate
West Santa Ana Transit Corridor (Gardendale to Downtown)	Huntington Park
West Santa Ana Transit Corridor (Gardendale to Downtown)	Huntington Park
West Santa Ana Transit Corridor (Gardendale to Downtown)	Huntington Park
West Santa Ana Transit Corridor (Gardendale to Downtown)	Los Angeles County
West Santa Ana Transit Corridor (Gardendale to Downtown)	City of Los Angeles
West Santa Ana Transit Corridor (Gardendale to Downtown)	Bell
West Santa Ana Transit Corridor (Gardendale to Downtown)	Downey
West Santa Ana Transit Corridor (Gardendale to Downtown)	South Gate/Downey
West Santa Ana Transit Corridor (Pioneer to Gardendale)	Bellflower
West Santa Ana Transit Corridor (Pioneer to Gardendale)	South Gate
West Santa Ana Transit Corridor (Pioneer to Gardendale)	Paramount
West Santa Ana Transit Corridor (Pioneer to Gardendale)	Cerritos
West Santa Ana Transit Corridor (Pioneer to Gardendale)	Artesia
Westside Purple Line Ext to Westwood/VA Hospital (Section 3)	City of Los Angeles
Westside Purple Line Ext to Westwood/VA Hospital (Section 3)	Los Angeles County

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Note: The program outlined below will be formally brought to the Board of Directors for approval in May 2017, prior to Board approval of the Measure M guidelines.

Measure M – Metro Discounts for Seniors and Students
Summary Description of Low Income Fare Subsidy Program

BACKGROUND

As required by the Measure M Ordinance and further described in the Measure M Guidelines for the 2% program (ADA Paratransit for the Disabled; Metro Discounts for Seniors and Students), a maximum of 25% of the revenues generated by this program shall be allocated to fare discounts for seniors and students. This document outlines the provisions for the use of these funds.

Current Fare Discounts Offered to Seniors and Students

Within Metro's existing fare structure, there are a wide variety of discounted fare products available to seniors, K-12 students, and college/vocational students. The total effective subsidy for all reduced fare products and Metro fare subsidies currently offered is over $100M annually. By contrast, Measure M is expected to generate $4M annually for this purpose—an overall subsidy increase of less than 5%.

Leveraging Measure M to Benefit Low Income Seniors and Students

In order to best utilize the Measure M monies available for senior and student discounts, these limited funds will be directed toward fare discounts for low income seniors and low income students. With the fare subsidy program described below, Metro is aiming to maximize the impact of the Measure M 2% program by providing fare subsidy benefits to the senior and student transit riders who need it most.

LOW INCOME FARE SUBSIDY PROGRAM

This revised fare subsidy program focused on low income riders in Los Angeles County will build upon the successes and lessons learned of the current fare subsidy programs – Immediate Needs Transportation Program (INTP) and Rider Relief Transportation Program (RRTP). The program will utilize funds from the existing programs and the additional Measure M revenues to offer additional subsidies to program participants, with a total estimated FY18 budget of $14M - $5M from INTP, $5M from RRTP, and a projected $4M in new sales tax revenue from Measure M.

The program will combine and increase benefits provided separately by each program today, while improving the customer's experience in applying for and utilizing program

benefits. Projected efficiencies under the new program together with additional funds from Measure M will fund the expansion of subsidies to program participants, allowing Metro to provide more benefits to more riders. Key elements of the new program are summarized in the following table.

Eligibility	o Low income per LA County Poverty Guidelines o Annual determination of eligibility
Subsidy	o Regular Riders - $18 to $24 pass subsidy o Reduced Fare - $8 to $12 pass subsidy, with potential variability by rider type to provide a more equitable discount o Introduction of a ride benefit (i.e. 10 to 20 rides per month) *Note: subsidy levels are currently under evaluation*
Annual Budget	o $10M from existing RRTP and INTP budgets o An estimated additional $4M from Measure M in FY18
TAP Integration	o Program benefits available through TAP card o Convenience of purchasing discounted fares through the entire TAP vendor network and taptogo.net

Details on the new program, including comparison with the current fare subsidy programs, are described in further detail below.

- Consolidation of Transit Benefits for Individuals – RRTP provides a discount off a weekly or monthly pass while the INTP provides tokens for individual trips. Individuals may not participate in both programs so must choose to register in one or the other, receiving either the pass discount or tokens. The revised program will allow participants to choose which benefit meets their needs each month. Further, very few types of trips or trip purposes qualify for tokens under the INTP program. The revised program will no longer consider trip purpose, making all trips made using transit eligible.

- Increased Subsidy Amount – RRTP provides $10 off a full-fare pass, and $6 off a reduced fare (senior/disabled, college/vocational, or student) pass. INTP provides an average of 10 tokens (rides) per person per month. Under the new program, pass discounts will increase to $X and $Y. The ride benefit will increase to Z rides.

- Simplify Participant Eligibility Process – Customers are required to appear in person twice a year for RRTP coupon distribution, and monthly for INTP token allocation. Under the revised program, participant eligibility will be determined once per year at any time during the year to allow the customer to receive benefits for twelve consecutive months.

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- TAP Integration– Today subsidies are provided in the form of paper coupons (RRTP) and tokens (INTP). When fully implemented, the new program will provide participant benefits through a customer's enrolled TAP card, streamlining and improving the experience for customers, agencies, vendors, and Metro staff.

- New TAP Ride-Based Option – Tying customer benefits to a TAP card allows for a new ride fare product to replace the tokens issued under the INTP today. Under the revised program, the customer can choose either a discounted pass product or the TAP rides each month. This enhancement will allow the customer to receive full benefit of the Metro two hour transfer that is not supportable with the tokens used today.

- Convenient Access to Program Benefits – Customers will be able to utilize taptogo.net as well as the entire TAP vendor network for redeeming their pass or ride benefits under the revised program.

- Refocused Taxi Element – The taxi element of the revised program will focus on agencies rather than individuals, and on specific critical trip purposes. Today, individuals may receive taxi coupons from participating agencies that can be utilized at any time and for any reason. The new program will provide access to taxi services to approved agencies/organizations like hospitals and shelters to call upon on behalf of their members to provide trips categorized by mobility limitations, urgency, or safety. A member's enrollment in the transit subsidy element of the new program will not prevent them from receiving taxi services initiated by an agency on their behalf.

IMPLEMENTATION TIMELINE

The new Low Income Fare Subsidy program will be presented to the Metro Board for consideration in May 2017. If adopted, the implementation of the new program is anticipated to occur in two phases beginning in January 2018. The first phase will consist of program policy changes that can be implemented without TAP enhancements/modifications including increases to subsidy levels and taxi service provision, culminating in the issuance of an RFP in FY19 for new third party administrators. The second phase will incorporate the remaining TAP program elements and will also begin in January 2018 but will take longer to implement as improvements to the TAP vendor network are rolled out countywide.

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ATTACHMENT B

20% Transit Operations Process & Working Group

The following Measure M Program Guidelines for 20% Transit Operations are the result of consensus achieved through meetings of the Measure M Transit Operations Working Group. A formal letter from Metro's Chief Executive Officer requesting volunteers for participation in the Working Group was sent out to the General Managers of all eligible and included transit operators in December 2016.

The Working Group was established and convened in January 2017, with the final Working Group meeting held on January 25, 2017. The draft guidelines that were agreed upon by the Working Group members were then forwarded to Metro Operations for input and comment. We believe the resulting draft guidelines have been adequately evaluated by the appropriate stakeholders and affected Metro departments and are therefore ready for external review.

Measure M Transit Operations Working Group Membership

Name	Agency	Subregion
Len Engel	Antelope Valley Transit Authority	North County
Judy Fry		
Norm Hickling		
Art Ida	Culver City Bus Lines	Westside
Michelle Caldwell	Foothill Transit	San Gabriel Valley
Ernie Crespo	Gardena Municipal Bus Line (G-Trans)	South Bay
Dana Pynn	Long Beach Transit	Gateway
Martha D'Andrea	Los Angeles Department of Transportation	Central City San Fernando
Nora Chin		South Bay Westside
Jim Parker	Norwalk Transit	Gateway
Joyce Rooney	Redondo (Beach Cities) Transit	South Bay
David Feinberg	Santa Monica Big Blue Bus	Westside

Eric O'Connor		
James Lee	Torrance Transit	South Bay
Manijeh Ahmadi	Metro	N/A - Los Angeles County
Nalini Ahuja		
Rufus Cayetano		
Chris Gallanes		
Tim Mengle		
Michelle Navarro		

Note: For each transit agency, only one vote was allowed in discussions regardless of the count of representatives.

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ATTACHMENT C

17% Local Return Process & Working Group

The following Measure M Program Guidelines for 17% Local Return are the result of the discussions held during meetings of the Measure M Local Return Working Group. A formal letter from Metro's Chief Executive Officer requesting volunteers for participation in the Working Group was sent out to all Los Angeles County jurisdictions and the County of Los Angeles in December 2016.

The Working Group was established and convened in January 2017, with the final Working Group meeting held on March 2, 2017. At the time of the last meeting, consensus was achieved on all provisions in the attached draft guidelines, except for the specific terms of allocation to the jurisdictions of Los Angeles County. Three scenarios were identified by the Working Group, minimums to be provided at the sub-regional level, incorporation of an employment-based measure, and minimum allocations ranging from $100,000 to $300,000 per jurisdiction. A majority of the Working Group members were in favor of the concept of a minimum allocation to each jurisdiction.

After evaluation of several scenarios, Metro is recommending:

Minimum allocation of $100,000 per jurisdiction, reflecting a 0.43% contribution from donor cities to 8 small cities in year 1. Dollar impact would be highest for City of Los Angeles at $230,873 and County of Los Angeles at $60,253.

Measure M Local Return Working Group Membership

Name	Jurisdiction	Subregion
Audra McDonald	City of Avalon	Gateway
Aaron Kunz	City of Beverly Hills	Westside
Beverly Wong	City of Burbank	Arroyo Verdugo
Benjamin Chan	City of Calabasas	Las Virgines/Malibu
Rebecca Scott	City of Cerritos	Gateway
Mohammad Mostahkami	City of Downey	Gateway
Kristen Petersen	City of Duarte	San Gabriel Valley
Elaine Jeng	City of El Monte	San Gabriel Valley
Greg Carpenter	City of El Segundo	South Bay
Kathryn Engle	City of Glendale	Arroyo Verdugo
La Shawn Butler	City of Glendora	San Gabriel Valley
Andrew Brozyna	City of Hermosa Beach	South Bay
Alex Gonzalez	City of Industry	San Gabriel Valley
Judy Quinonez	City of La Mirada	Gateway
Sonia Southwell	City of Lakewood	Gateway
Abraham Bandegan	City of Long Beach	Gateway
Carlos Rios	City of Los Angeles	Central City San Fernando South Bay Westside
Buffy Bullis	City of Monrovia	San Gabriel Valley
Brian Kuhn	City of Palmdale	North County
Sebastian Hernandez	City of Pasadena	Arroyo Verdugo
Rene Guerrero	City of Pomona	San Gabriel Valley
Natalie Chan	City of Rancho Palos Verdes	South Bay
Joyce Rooney	City of Redondo Beach	South Bay

Daniel Wall	City of San Marino	San Gabriel Valley
Jason Smiko	City of Santa Clarita	North County
Joe Barrios	City of Santa Fe Springs	Gateway
Francie Stefan	City of Santa Monica	Westside
Charlie Honeycutt	City of Signal Hill	Gateway
Jacquelyn Ascosta	City of South Gate	Gateway
Claudia Arellano	City of Vernon	Gateway
Joanna Hankamer	City of West Hollywood	Westside
Mary Reyes	LA County DPW	All Subregions
Nalini Ahuja	Metro	N/A - Los Angeles County
Kelly Hines		
Tim Mengle		
Susan Richan		

Measure M Draft Guidelines
Executive Management Committee

March 16, 2017

Metro

Introduction

Measure M is Distinct from Measure R:

- **Measure M is more comprehensive & complex**
- **No sunset**
- **Increased oversight and evaluation mechanisms**

Therefore, these Guidelines must:

- **Reinforce fiduciary responsibility first and foremost**
- **Provide guidance framework for all aspects of Measure M, not just where guidance specifically indicated**
- **Use lessons learned from Measure R**

Metro

Measure M Direction

Metro is not here to escrow funds.

Metro is here to manage dollars to deliver projects and programs.

Metro

Fiduciary Responsibility

Responsible funds management is imperative to deliver projects as promised.

Three Core Principles:

- **Timely Use of Funds**
- **Cashflow**
- **Multi-Year Funds Partnering & Related Toolbox**

Metro

Timely Use of Funds

Project Readiness:

- Demonstrate you are "ready to go" before locking down funds

Lapsing Policy:

- If money is not being used, reprogrammed to maximize delivery

Metro

Cashflow Management

Responsible funds management also means moving projects based on fund availability.

As part of that we address the following:

- **"Shovel Ready" – preparedness to move faster**
- **Cost Containment – maintain integrity of Measure M Commitments**
- **Comprehensive Assessments & Amendments – discipline in addressing changes**
- **Debt Policy & Contingency Funds – managing alignment of need & time**
- **3% Local Contribution – improve on Measure R**

Metro

Example: 3% Local Contribution

- Definition includes “Walk-shed” of ½ mile from station;
- Eligible funds include Agency funds, Local Return, or Subregional Multi-year Program Funds;
- 30% Design Determines Local Contribution;
- Active Transportation Capital Improvements must be consistent with Metro design and policy; and
- Opt out for up to 15 Years of Local Return, withheld if no agreement by bid award*.

*Award of any construction bid contract within jurisdiction border.

Metro

Multi-Year Subregional Programs (MSP)

MSP balances flexibility with Measure M goals.

Flexibility exists within the following parameters:

- Developed from Mobility Matrix
- Meet Guideline definitions
- Remain within Expenditure Plan program funding*, which includes ability of Subregions to borrow from their own multi-year program funding

However, must meet Timely Use of Funds requirements.

*Based on Cashflow and Project Readiness provisions.

Metro

Multi-Year Subregional Programs (MSP) cont'd.

Metro will create a MSP Toolbox in anticipation of requests for managing resource timing, within and across subregional programs.

Supplemental Fund Provision: Flexibility maximized when MSP project funding remains within local and subregional sources; requests for other Metro funds/resources to supplement project needs will trigger application of additional Metro policies.

Metro

Competitive Funds

Eligibility, technical criteria and competitive process will be further developed for the following capital areas:

- **2% ATP**
- **2% Highway**
- **2% Transit**

Metro

Operating, SGR & Regional Subsidies

Half of Measure M funds go to LA County transit operators, cities, Access and Metro to improve mobility in Los Angeles

Local Return (17%)	Transit Ops (20%)
ADA Paratransit/ Metro Discounts Seniors & Students (2%)	Rail Operations (5%)
Regional Rail (1%)	State of Good Repair (2%)

- Guidelines were developed collaboratively with cities, transit operators and key stakeholders
- Measure R guidelines were used as the basis, incorporating new MM eligible uses and definitions
- New reporting requirements were included to satisfy Oversight Committee

Metro

Key areas to highlight

Measure M	Key Area	Discussion
Local Return	Method of Allocation	▪ Proposal is to move forward with minimum allocation of $100K per jurisdiction ▪ Impact of reallocation: Est. $585K ▪ City of LA: Est. $230K and County of LA: Est. $60K
ADA Paratransit/Metro Discounts for Seniors & Students	Two distinct uses	▪ Comprehensive low-income program that combines our current fare subsidy programs ▪ Add to the $100M in discounts in our fare structure ▪ Low-income program will be brought separately for Board approval
Regional Rail	Performance Measures	▪ Ordinance requires performance criteria to increase % allocation in FY39 from 1% to 2% ▪ Service quality, safety, cost containment and investment measures ▪ Continue discussions with Metrolink

Metro

Evolving Process

Several areas require further procedural development and/or technical criteria.

Tax Oversight Committee: Guidelines provide framework for Committee review and reporting.

Metro Board has authority to adopt Guideline revisions consistent with assessment and amendment process to respond to changing circumstances.

Metro

Staff Recommendation

Request that the Board authorize the release of the Draft Measure M Guidelines for public comment

Metro


Questions?

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

File #: 2017-0066, **File Type:** Contract **Agenda Number:** 10.

PLANNING AND PROGRAMMING COMMITTEE
MARCH 15, 2017

SUBJECT: WILLOWBROOK/ROSA PARKS STATION IMPROVEMENT PROJECT

ACTION: EXECUTE CONTRACT MODIFICATIONS

RECOMMENDATIONS

AUTHORIZE the Chief Executive Officer (CEO) to:

A. EXECUTE Modification No. 6 to Contract No. AE354280011791 with **RNL Interplan, Inc. (RNL) for the Willowbrook/Rosa Parks Station Improvement Project (Project) Design and Engineering Services** to complete final design for the Project in the firm fixed amount of $1,391,035, increasing the total contract value from $6,904,331 to $8,295,366; and

B. INCREASE Contract Modification Authority (CMA) specific to Contract No. AE 354280011791 for the Willowbrook/Rosa Parks Station Improvement Project Design and Engineering Services, in the amount of $250,000, increasing the total authorized CMA amount from $1,151,214 to $1,401,214.

ISSUE

In October 2015, the Board awarded to RNL a professional services contract (Contract) to complete final design for the Project, the components of which fall under the jurisdiction of Caltrans, Union Pacific, the State Public Utilities Commission and Los Angeles County and involve the acquisition of a portion of the shopping center adjacent to the Willowbrook/Rosa Parks Station (Station).

Since October 2015, RNL and Metro staff have coordinated extensively with Metro's internal departments including operations, security, safety, customer service, active transportation as well as the external stakeholders described above. As a result of this process, the advanced design has identified a number of additional issues that must be addressed in the final construction documents in order to meet the needs of the various Project stakeholders. In particular, two components must be added to the Contract: 1) the construction of two cross-over tracks and temporary Overhead Catenary System (OCS) to maintain safe operations during construction and 2) separation of the Project into distinct design packages to meet federal grant deadlines, receive the required approvals from Caltrans and to minimize impacts to Metro patrons. Therefore, staff is recommending a modification to the RNL contract to address these two components.

DISCUSSION

The Project is a long-standing priority of the Metro Board. In 2011, the Board approved the Willowbrook/Rosa Parks Station Master Plan and in 2014, directed staff to seek environmental approvals and grant funds to construct the Project. Significant funds have been secured to date including, but not limited to, $10.25 million from the United States Department of Transportation TIGER VI grant program; $2.9 million from the State of California Active Transportation Program; and $38.5 million from the State of California Cap and Trade Transit and Intercity Rail Capital Program (TIRCP) to be shared with the Blue Line Wayfinding and Signalization Upgrades.

The proposed Project will invest in a significant modernization and enhancement of the Station. Critical to addressing the needs of the Station is the extension of the Metro Blue Line platform to relieve overcrowding and connect to a new proposed Station entrance within the Civic Plaza. The existing bus depots will be consolidated and upgraded with new canopy shelters and lighting. Additionally, the project includes a new, open-air Civic Plaza to serve as a Station “gateway” and house a new Metro Customer Service Center, Security Facility, and Bike Hub. Station-wide site work, landscaping, and signage will be implemented to improve safety and circulation within the Station, and enhance connections to the surrounding community, including nearby medical, educational and cultural assets which are experiencing a renaissance. (Additional information on the proposed Site Plan and Project improvements is provided as Attachment D - Project Summary.)

RNL began work on the final design in January 2016. Since that time, staff and the RNL team have:

- addressed concerns raised by the State’s Public Utilities Commission regarding the addition of a new grade-level rail crossing at the station;
- integrated recommendations from the 2014 study to reconfigure a mezzanine that connects the Blue and Green Line;
- presented the Project at a series of community meetings, held two workshops to gather community feedback on the design, and attended other community events to increase awareness of the Project;
- identified a path forward for Project approvals from third-party partners;
- produced and reviewed 15%, 30% and 60% design drawings; and,
- secured an additional $4.5 million in grants.

Going forward, additional contract authority is needed to respond to two issues. First, early in the process, the RNL team identified the importance of addressing circulation constraints in the mezzanine, which connects the Blue Line platform to the Green Line platform located in the center median of the Century Freeway above. Eighty-eight percent of the Willowbrook/Rosa Parks station patrons pass through this mezzanine, which experiences crowding and significant bottlenecks at stairs, elevator and fare gates. The need to expand the station’s mezzanine was also identified in the 2014 Metro Blue, Green, Red Capital and Operations report, which evaluated several options for expanding the mezzanine.

Including the mezzanine improvements introduced significant constructability hurdles that would require Station closures and costly bus bridging to maintain service. As an alternative, Operations staff proposes that two cross-over tracks and temporary OCS be constructed as part of Blue Line track and signalization upgrades to enable single tracking around the station with no impact on

existing headways. Additional civil engineering and signaling design work is needed to pursue the cross-over track approach.

Second, as staff have consulted with Caltrans and other third-party reviewers, it has become clear that the Project must be divided into distinct phases and design packages to ensure safe routes for patrons through the Station and that any delays to one area do not jeopardize the grant funds which require project closeout in calendar year 2021. Additional work is required to separate the overall project design into separate construction packages.

Thus, staff is recommending that the Contract and Schedule be modified to enable RNL to complete a) the design of two cross-over tracks and temporary OCS and b) the completion of multiple design packages to enable project phasing.

DETERMINATION OF SAFETY IMPACT

The Board action will not have a negative impact on the safety of Metro's patrons or employees. The Project will increase overall safety and security at the Station by improving lighting and visibility, adding new crossing safeguards and technology, and activating the area with new uses such as the customer service center and the bike mobility hub.

FINANCIAL IMPACT

The FY17 budget for Project 210151, Willowbrook/Rosa Parks Improvement, included the funds needed to bring the Project to 60% design level, at which point staff intended to request Life of Project (LOP) approval from the Board, which would include funds to reimburse third-party reviewers, continue design work to produce 100% construction drawings and provide design support through construction. Given the additional scope described above and the unanticipated complexity and coordination challenges with third-party reviewers, staff intends to bring the Project forward for LOP approval once the third-parties and Metro have had more time to further review the design and confirm the project design and construction assumptions.

However, to continue the design phase incorporating the above discussed contract and schedule amendments will require approximately $1.6 million in additional project funds for FY17. The unused funds, identified through the midyear budget process, will be allocated to this Project to facilitate the progress of the design. Since this is a multi-year contract, the cost center manager and the Chief Program Management Officer, are responsible for budgeting the costs in future years.

Impact to Budget

The funding source for the additional funds will be a mix of TDA Article 4 and Federal TIGER grants. The TDA Article 4 funds are eligible for use in bus and rail operations.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the Contract modification and allow for the final design to be completed as one package without the cross-over tracks. However, staff believes that this alternative will result in significant delays to third-party approvals which would jeopardize the state and federal funds that are in place. Omitting the cross-over tracks would significantly increase uncertainty in project delivery and constructability, which would also likely drive up construction costs. Further, if the

cross-over tracks were not to be constructed, staff estimates that a minimum of six weekend shutdowns would be required in addition to delays related to extending single-track operations north and south of the station.

NEXT STEPS

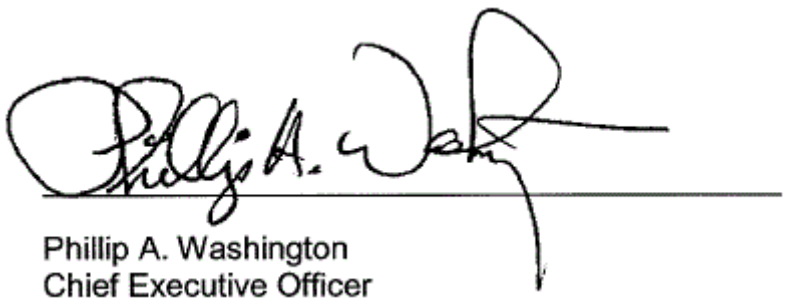
Upon Board approval, staff will execute Modification No. 6 to Contract No. AE354280011791; submit designs for third-party review; and complete its review of project controls and cost estimates in preparation of a LOP request to the Board. The LOP will be brought to the Board for its consideration once the final design is complete.

ATTACHMENTS

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

Prepared by: Wells Lawson, Senior Director, Countywide Planning & Development, (213) 922-7217;
Timothy P. Lindholm, Executive Officer, Capital Projects, (213) 922-7297
Cal Hollis, Senior Executive Officer, Countywide Planning & Development, (213) 922-7319

Reviewed by: Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051
Therese W. McMillan, Chief Planning Officer, (213) 922-7077



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

WILLOWBROOK/ROSA PARKS STATION IMPROVEMENT PROJECT DESIGN AND ENGINEERING SERVICES / AE354280011791

1.	**Contract Number**: AE354280011791			
2.	**Contractor**: RNL Interplan, Inc.			
3.	**Mod. Work Description**: Design of two cross-over tracks and temporary Overhead Catenary System (OCS) to maintain safe operations during construction and separation of the Project into distinct design packages to meet federal grant deadlines, receive the required approvals from Caltrans and to minimize impacts to Metro patrons.			
4.	**Contract Work Description**: Advance existing conceptual engineering design document to construction document stage.			
5.	**The following data is current as of**: 02/13/17			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	10/22/15	**Contract Award Amount:**	$3,835,439
	Notice to Proceed (NTP):	11/16/15	**Total of Modifications Approved:**	$3,068,892
	Original Complete Date:	08/16/16	**Pending Modifications (including this action):**	$1,391,035
	Current Est. Complete Date:	04/30/20	**Current Contract Value (with this action):**	$8,295,366
7.	**Contract Administrator**: Ana Rodriguez		**Telephone Number**: (213) 922-1076	
8.	**Project Manager**: Wells Lawson		**Telephone Number**: (213) 922-7217	

A. Procurement Background

This Board Action is to approve Contract Modification No. 6 issued in support of the Willowbrook/Rosa Parks Station Improvement Project to design two cross-over tracks and a temporary Overhead Catenary System to maintain safe operations during construction and the separation of the Project into distinct design packages to meet federal grant deadlines, receive the required approvals from Caltrans and to minimize impacts to patrons of the Metro Blue Line during construction.

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

On October 22, 2015, Contract No. AE354280011791 for Willowbrook/Rosa Parks Station Improvement Project Design and Engineering Services, was awarded to RNL Interplan, Inc. in the firm fixed price contract amount of $3,835,439 with two optional tasks to advance the design to the construction document stage through

either i) a Design/Build or ii) Design/Bid/Build project delivery method. On October 27, 2016, the optional tasks to employ the Design/Bid/Build delivery method were executed.

Refer to Attachment B – Contract Modification/Change Order Log for modifications issued to date.

B. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate (ICE), cost analysis, technical evaluation, fact finding, and negotiations. All direct labor rates and fees remain unchanged from the original contract. Metro realized a cost savings of $47,131 as a result of negotiations from the proposal amount.

Proposal Amount	Metro ICE	Negotiated Amount
$1,438,166	$1,420,000	$1,391,035

ATTACHMENT B

CONTRACT MODIFICATION/CHANGE ORDER LOG

WILLOWBROOK/ROSA PARKS STATION IMPROVEMENT
PROJECT DESIGN AND ENGINEERING SERVICES / AE354280011791

Mod. No.	Description	Status (approved or pending)	Date	$ Amount
1	Extension of Period of Performance	Approved	07/15/16	$0
2	Extension of Period of Performance	Approved	09/09/16	$0
3	Authorize Optional Tasks 8 and 9 for Design/Bid/Build project delivery	Approved	10/27/16	$1,920,629
4	Add mezzanine and other design changes and extend Period of Performance	Approved	11/21/16	$744,421
5	Add Bicycle Hub, First/Last Mile elements and pedestrian promenade	Approved	02/01/17	$403,842
6	Design of two cross-over tracks and temporary Overhead Catenary System to maintain safe operations during construction and separation of the Project into distinct design packages to meet federal grant deadlines, receive the required approvals from Caltrans and to minimize impacts to Metro patrons.	**Pending**	**Pending**	**$1,391,035**
	Modification Total:			**$4,459,927**
	Original Contract:	**10/22/15**		**$3,835,439**
	Total:			**$8,295,366**

DEOD SUMMARY

WILLOWBROOK/ROSA PARKS STATION IMPROVEMENT
PROJECT DESIGN AND ENGINEERING SERVICES / AE354280011791

A. Small Business Participation

RNL Interplan, Inc. made a 33.30% DBE commitment. The project is 44% complete. Current DBE participation is 29.54%, a shortfall of 3.76%. One of the listed subcontractors, Diaz Yourman, confirmed that they have not sent an invoice for multiple months contributing to a significant portion of the shortfall. On pending Modification no. 6, RNL made a 58.18% DBE commitment, which will bring total DBE participation to 32.86%. RNL expects to exceed their DBE commitment throughout the term of the Contract.

Total DBE Commitment	**33.30%**	**Curent DBE Participation**	**29.54%**

	DBE Subcontractors	**Ethnicity**	**% DBE Commitment**	**% DBE Participation**
1.	AHBE Landscape Architects	Asian Pacific American	2.77%	2.34%
2.	Base Architects	African American	3.74%	4.40%
3.	Coast Surveying, Inc.	Hispanic American	2.37%	4.08%
4.	Diaz Yourman & Associates	Hispanic American	0.93%	0.00%
5.	PBS Engineering	Sub-Asian American	5.47%	2.61%
6.	SKA Design	Hispanic American	0.87%	0.76%
7.	The Roberts Group	African American Female	1.63%	2.16%
8.	W2 Design	Asian Pacific American	6.30%	5.80%
9.	Pac Rim Engineering	Asian Pacific American Female	4.37%	2.60%
10.	Lenax Construction Services	Caucasian Female	3.74%	3.19%
11.	Pacific Railway	Caucasian Female	1.11%	1.60%
		TOTAL	**33.30%**	**29.54%**

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage 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).Trades that may be covered include: surveying, potholing, field, soils and materials testing, building construction inspection, construction management and other support trades.

D. Project Labor Agreement/Construction Careers Policy

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

ATTACHMENT D

Willowbrook/Rosa Parks Station Improvements
Project Summary

In October 2015, the Metro Board of Director, approved a Preliminary Project Funding Plan for the Willowbrook/Rosa Parks Station Improvement Project (Project) and authorized Metro to execute a contract with RNL Design to complete the final design for a comprehensive renovation and expansion of the Station. The Project will include a new Civic Plaza that will house a new 5,250 square foot Metro Customer Service Center, Security Facility, Operator's Lounge and a Bike Hub.

The Customer Service Center will provide a convenient, full service location, where transit-dependent and underserved residents of the Willowbrook community and southern portions of Los Angeles County, will be able to conduct TAP business and receive services from Metro. The center will also feature a Security Facility that will provide for efficient and effective emergency security and law enforcement management and response. Finally, the facility will include a new Metro Transit Court to improve its ability to respond to customers concerns arising from contested violations and to simplify the collection of fines payable from transit and parking violations.

The Civic Plaza will also include a Bike Hub that will feature self-storage bike storage lockers, bikes for short- or long-term use, valet, and repair services. Further enhancements to pedestrian accessibility and mobility will include a new buffered Class I Bike Path on Willowbrook Avenue (West) from the Station to 119th Street. As a disadvantaged community with a high percentage of zero-vehicle households and transit dependency, the Bike Hub and bike path will provide additional mobility options for non-motorized users.

The Project will also feature circulation improvements to enhance pedestrian safety and experience, and the refurbishment of functionally obsolete vertical circulation elements. The Metro Blue Line platform will be extended south to relieve overcrowding and connect to a new proposed Station entrance within the Civic Plaza. The existing bus depots will be consolidated along the new Civic Plaza on Willowbrook Avenue West and upgraded with new canopy shelters and lighting. Additionally, Station-wide site work (including reconfiguration of the existing Park & Ride lot and a new passenger pick-up/drop-off facility), landscaping, lighting and acoustical treatment under the freeway and signage will be implemented to improve safety and circulation within the Station, and enhance connections to the surrounding community, including nearby medical, educational and cultural assets which are experiencing a renaissance.



WILLOWBROOK/ROSA PARKS STATION IMPROVEMENTS SITE MAP

1. Extended Blue Line platform
2. New southern at-grade crossing
3. Expanded transfer mezzanine
4. Real-time electronic signage
5. Custom LED lighting throughout the station
6. Upgraded stairs, escalators, and elevators
7. New community plaza & landscape
8. Metro Bike Hub
9. Metro Customer Service Center
10. Metro Transit Security Center
11. Clear wayfinding and signage
12. New pick-up and drop-off zone
13. Consolidated regional and local bus bays
14. New protected cycletrack
15. Pedestrian promenade connecting Wilmington Avenue to the station
16. New Wilmington Avenue crosswalks



View northwest from Willowbrook Ave East toward new southern crossing and community plaza.
The project will daylight the station by extending the Blue Line platform south of the 105 freeway. A new pedestrian crossing will provide a safe connection across Metro and Union Pacific tracks for community and patron use.



View east from Wilmington Ave toward new pedestrian promenade connecting Wilmington Ave to the station.
Improved pedestrian connections will provide safe and more direct walking paths to destinations surrounding the station.





View south toward bus bays and community plaza
The mezzanine connecting the Blue and Green Lines will be expanded and include new stairs and escalators to speed connections between the rail lines. Bus bays will be consolidated and located adjacent to the new plaza to improve connectivity so that waiting for the bus isn't quite so lonely.



PROJECT HIGHLIGHTS

Metro Bike Hub

At the new Metro Bike Hub, users will be able to securely park their bikes, get free safety gear, shop for bike accessories, get bikes repaired (or learn how to do it themselves), and potentially build their own bikes. Metro will be conduction additional outreach to finalize Bike Hub programming.

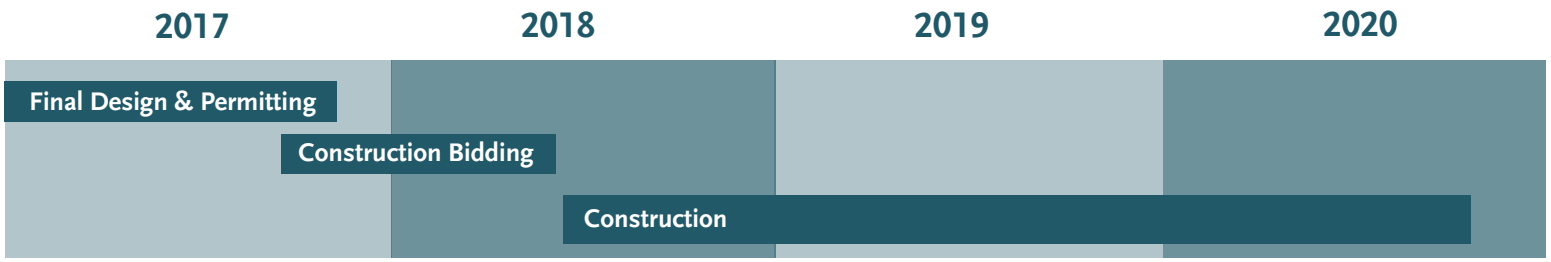
Metro Customer Service and Security Center

Metro's new Customer Service and Security Center will ensure that help is always available and accessible to patrons. At the Center, users can purchase monthly passes, pick up and submit reduced fare applications, find maps and schedules, and get help with route planning.

Community Plaza

The new plaza is not just for Metro riders. The space has been designed to be used for community events year round, special exhibits, celebrations, movie nights, and food trucks.

PROJECT SCHEDULE





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

File #: 2016-0997, **File Type:** Program **Agenda Number:** 11.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
MARCH 15, 2017

SUBJECT: BICYCLE EDUCATION SAFETY TEAM

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer, in accordance with the 2006 Board adopted Bicycle Transportation Strategic Plan (Attachment C), to award a Contract No. PS67785000 (Contract) to Estolano LeSar Perez Advisors for a three-year period of performance for the **Bicycle Education Safety Team (BEST)** program in the amount of $2,308,001.01, subject to resolution of protest(s), if any.

ISSUE

Bicycle skills classes and community rides were first developed in response to the 2006 Board adopted Bicycle Transportation Strategic Plan. The Plan identified promotion of “youth and adult bicycle education and safety programs” as a key strategy. More recently, the May 26, 2016 Board-approved Active Transportation Strategic Plan (Attachment D) identifies skills classes and community rides as part of the implementation plan. Specifically, Metro’s role is “launching education and encouragement campaigns, events and classes to raise awareness, improve safety, and encourage a shift from driving to more walking, bicycling, and the use of public transit.” Education and encouragement programs are supported by the Board-approved Implementation Steps including Step 2.2 - Continue to promote safe travel to schools in Los Angeles County; Step 2.3 - Continued collaboration with key stakeholders and other Metro departments in the development of campaigns and printed materials; Step 2.4 - Continue to enhance education and training for bicyclists, pedestrians, bus operators, and other roadway users to improve awareness and safer interaction between these users of the roadway; and Step 2.7 - Continue bicycle traffic safety classes, community bicycle rides and explore other education and safety programs to promote bicycle and mode shift. Efforts include evaluating the effectiveness of these projects.

In the past, skills classes and community rides were approached as distinct efforts, with separate contracts carrying out the activities of each. This approach required significant staff resources to manage multiple contracts, coordinate across different programs and schedules and manage community based organizations and not for profits who are integral to this type of work, but often lack the resources to navigate Metro’s processes.

Funding sources also differed, with the State Office of Traffic Safety (OTS) grant funding two cycles of skills classes while community rides were supported through our budget process. Due to reduced grant funding and increased administrative and reporting requirements, it was decided to not pursue additional OTS grant funding.

In addition, due to the growing number of bike program activities, including Bike Month, Open Streets, Safe Routes to School, and Bike Share, it was determined that a more coordinated approach was warranted, wherein the BEST program could leverage and reinforce related efforts would result in cost efficiencies and reduce administrative redundancies.

The proposed consolidated BEST program would result in annual expenditures over the next 3 fiscal years averaging $769,000. The following table summarizes the various tasks and deliverables that are part of the BEST Contract and associated cost.

BEST Contract Tasks	**Total**	**Deliverables**
Project Management & Administration	$295,130.00	Project Management
Curriculum Development & Refinement	$65,373.85	Develop an LA County-specific curriculum reflecting 8-80 principles
Scheduling	$54,591.85	Identify class locations, partners and develop schedules
Execute Schedule of Activities	$96,871.57	Fifteen (15) quarterly promotional plans developed and executed
		Video and photo content for up to 450 classes and 45 rides
		Develop and maintain electronic registration database
Bicycle Skills Classes Hosted	$378,282.93	Four hundred fifty (450) classes hosted ranging from 90 minutes to 8 hours
		Eight (8) (minimum) instructor trainings
Community Rides	$31,739.28	Forty-five (45) community rides held
Materials	$806,307.13	Route maps and waivers for all rides
		Skills class and ride survey development and execution
		Safe riding kits for class participants
Subtotal	**$1,728,296.61**	

On-Call Tasks	Total	Deliverables
Additional Events Coordination	$96,997.84	Coordination with Bike Month, Walktober, Walk to School Day, Open Streets and Bike Share as needed
Community Ambassadors	$137,012.84	Up to nine (9) community ambassadors
Promotional Items	$20,500.00	Promotional materials as needed for events
Safe Routes to Schools Rides	$325,193.72	One hundred seventeen (117) community rides for school-aged children
Subtotal	**$579,704.40**	
Total	**$2,308,001.01**	

Not including staff time, the following reflects cost per event for previously held classes and rides compared to the BEST Contract. As shown below, the per event cost under the BEST Contract averages lower than carrying out the same efforts under separate contracts.

Task	Previous Educational Efforts (2013-2016)			BEST Contract		
	# of Events	Total Cost	Cost per Event	# of Events	Total Cost	Cost per Event
Skill Classes	242	$255,271	$1,055	458	$378,283	$826
Community Rides	19	$85,646	$4,508	45	$31,739	$705
SRTS Rides and Classes	18	$85,441	$4,747	117	$325,194	$2,779
Total	**279**	**$426,358**	**$1,528**	**620**	**$735,216**	**$1,186**

Metro issued Request for Proposal (RFP) No. PS17071 for the BEST program effort on April 27, 2016. It was posted on the Metro Vendor Portal as a Small Business Set-Aside and advertised in the Los Angeles Daily News, Rafu Shimpo and Southwest Wave circulars. This initial RFP resulted in zero proposals received. The RFP was re-released on June 24, 2016 on Metro's Vendor Portal and was open to all interested firms, and was again advertised in the Los Angeles Daily News, Rafu Shimpo and Southwest Wave circulars. Metro received only one proposal from the second RFP. The proposer is compliant with the DEOD goals set forth in the RFP. The technical evaluation completed by the PM, shows that this company has the experience and expertise to be able to execute the scope of work for this effort. Board authorization to award the Contract is being requested.

DISCUSSION

Since 2013, Metro has offered bicycle safety classes and guided community bicycle rides at no cost

to the residents of Los Angeles County. This Contract will continue these efforts in a single, coordinated effort. Beginning with the 2017 class season, Metro will tailor bicycle safety education material to the demographics of the Los Angeles County target audiences. Skills classes and community rides shall be produced in concert with other supporting programs such as Countywide Bike Share and Open Streets. The BEST program will also support policies, including Metro's Sustainability, First Last Mile, Complete Streets policies and the Active Transportation Strategic Plan.

Community rides will complement and enhance the bicycle safety education courses with the goal of reducing bicycle-related crashes throughout Los Angeles County. Additionally, this effort is designed to introduce the public to the bicycle as a transportation mode by giving participants the tools to ride comfortably with traffic, educating participants about bicycle safety on roadways and in and around Metro stations and bus facilities, providing multi-modal transportation options. Countywide transportation goals of the program include building bicycle mode share, and collecting data about travel behavior and mode choice.

DETERMINATION OF SAFETY IMPACT

Awarding this Contract for professional services will not have any adverse safety impacts on Metro employees and patrons.

FINANCIAL IMPACT

The FY17 budget includes $179,000 for this Contract in Cost Center 4320, Bike Programs, under Project Number 405301, Bicycle Program.

Since this is a multi-year project, the cost center manager and Chief Planning Officer will be responsible for budgeting costs in future years.

Impact to Budget

The source of funds for the BEST Contract is General Funds, which are eligible for bus and rail operating or capital expense.

ALTERNATIVES CONSIDERED

The Board may choose not to award this Contract to provide Bicycle Education Safety Team program elements. This choice is not recommended as it would slow implementation of directed actions included in prior Board adopted policies. Should a reassessment of the viability of those actions be timely, staff would seek direction to perform such assessment.

NEXT STEPS

Upon Board approval, staff will execute Contract No. PS67785000 with Estolano LeSar Perez Advisors for the BEST program.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary
Attachment C - 2006 Bicycle Transportation Strategic Plan
Attachment D - Active Transportation Strategic Plan - April 2016, Volume 1
Attachment E - PowerPoint Presentation

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Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

BICYCLE EDUCATION AND SAFETY TEAM ("BEST") / PS67785000

1.	**Contract Number: Contract PS67785000**	
2.	**Recommended Vendor**: Estolano LeSar Perez Advisors (ELPA)	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: June 24, 2016	
	B. Advertised/Publicized: June 24, 2016	
	C. Pre-proposal/Pre-Bid Conference: July 6, 2016	
	D. Proposals/Bids Due: July 25, 2016	
	E. Pre-Qualification Completed: November 14, 2016	
	F. Conflict of Interest Form Submitted to Ethics: January 23, 2017	
	G. Protest Period End Date: ~~February 24~~March 24, 2017	
5.	**Solicitations Picked up/Downloaded**: 10	**Bids/Proposals Received**: 1
6.	**Contract Administrator**: W. T. (Ted) Sparkuhl	**Telephone Number**: 213.922.7399
7.	**Project Manager**: Alice Tolar	**Telephone Number**: 213.922.2218

A. Procurement Background

This Board Action is to approve Contract No. PS66785000 to develop and conduct workshops for bicycle safety education, bicycle-specific traffic skills, and everyday bicycle transportation education. This Contract is for a three-year period of performance for professional services. Board approval of contract award is subject to resolution of any properly submitted protest.

Metro issued an initial Request for Proposal (RFP) No. PS17071, for this effort on April 27, 2016, expressly designated as a Small Business Set-Aside. It was posted on the Metro Vendor Portal, and advertised in three Los Angeles circulars. Staff conducted a pre-proposal conference; however, there were no attendees. No proposals were received in response to this RFP. A market survey was conducted with the Planholders of record to inquire as to why they did not propose. Firms responded that they lacked resources to prepare a proposal. However, one firm, Estolano LeSar Perez Advisors, indicated it was very interested in proposing, but was unable to meet the proposal deadline.

On June 24, 2016, the RFP was re-issued under RFP No. PS17071-2. This RFP was again posted to the Metro website open to all firms, and advertised in three Los Angeles circulars. Ten firms were identified as Planholders of record.

This RFP was issued as a competitive negotiated procurement in accordance with Metro's Acquisition Policy. The contract type is firm fixed-price. This RFP was

issued with Small Business Enterprises/Disadvantaged Veteran Business Enterprise (SBE/DVBE) goals.

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

- Amendment No. 1, was issued on July 8, 2016, to provide copies of the pre-proposal attendees (sign-in sheets) list and a list of the Planholders of record.

A pre-proposal conference was held on July 6, 2016 and was attended by six people representing six firms. There were no questions received from the pre-proposal attendees or Planholders of record.

On July 25, one proposal was received. Staff ~~attempted to~~ conducted a market survey with the firms on the Planholders List as to why no other firm proposed. ~~However, staff did not receive any feedback from the firms on the Planholders list~~. Five responses were received. One firm stated they were interested in the RFP; however the scope did not align with their services. Two firms stated they had a lack of resources available to propose. One firm is a subcontractor under the firm who submitted a proposal. One firm is a service company that helps businesses find public solicitations.

B. Evaluation of Proposal

A Proposal Evaluation Team (PET) was assembled and consisted of three personnel from Metro's Active Transportation program office. The PET conducted a comprehensive technical evaluation of the proposal received.

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

- Understanding of the Statement of Work & Approach 40%
- Experience of Team Members 30%
- Effectiveness of Project Management Plan 10%
- Price 20%

The evaluation criteria are appropriate and consistent with criteria developed for similar professional services procurements. Several factors were considered when developing these weights, giving the greatest importance to the project understanding and approach.

On July 25, 2016, the proposal was distributed to the PET and was reviewed and evaluated. The PET conducted an interview with Estolano LeSar Perez Advisors (ELPA) and their subcontractors. ELPA's project manager and key subcontract members had an opportunity to present their qualifications and respond to the PET's questions. The presentation addressed the requirements of the RFP, perceived

project issues, commitment to schedule, and the project manager's experience in managing similar programs to that being required by Metro.

Shortly after the interview, the PET met to finalize its scoring of the single proposer based upon ELPA's interview presentation and responses to PET questions. As a result, the PET determined that ELPA was qualified to perform the contract requirements.

Qualifications Summary of Recommended Firm:

ELPA, a Metro certified Small Business, is well versed in bicycle safety education, leading community rides, and advocating on behalf of active transportation interests throughout the Los Angeles area. They have additional expertise in the design and implementation of urban cycling classes and training, which includes a diverse team of certified instructors with the ability to develop flexible curriculums as required. ELPA also has demonstrated a thorough understanding of Metro's drive to create and maintain a sustainable economic development and urban revitalization by engaging and collaborating with the region's diverse communities, deploying tailored community oriented bicycling events, and tracking metrics to assess effectiveness.

The founding members have built meaningful professional relationships in the areas of land use and environmental law and policy, transportation, planning, affordable housing, and workforce development. As the team lead, ELPA brings a wealth of experience leading multi-stakeholder processes as well as managing large teams to implement active transportation project throughout the region. ELPA's team includes the Los Angeles County Bicycle Coalition (LACBC), BikeSGV, Multicultural Communities for Mobility, and Cyclist Inciting Change through LIVE Exchange (C.I.C.L.E.). These subcontractors are experts in bike safety and awareness, bike handling skills and ride development, cycling promotional events and bike and transit mobility training. ELPA's proposal demonstrated a comprehensive understanding of Metro's requirements and experience required for this project.

Following is a summary of the PET scores:

	FIRM	Average Score	Factor Weight	Weighted Average Score	Rank
1	Estolano LeSar Perez Advisors				
2	Understanding of Statement of Work and Approach	75.82	40.00%	30.33	
3	Experience of Team Members	75.57	30.00%	22.67	
4	Effectiveness of Project Management Plan	77.50	10.00%	7.75	
5	Cost Proposal	100.00	20.00%	20.00	

6	**Total**		**100.00%**	**80.75**	**1**

C. Cost Analysis

The recommended price for this project is determined to be fair and reasonable based on an independent cost estimate (ICE), a technical analysis, cost analysis, fact finding, and negotiations. The negotiated amount is a result of scope of work and level of effort clarifications.

The ICE included higher ranges for labor and overhead rates. Metro staff successfully negotiated a cost savings of $58,774.58 from the firm's proposal.

Proposer Name	Proposal Amount	Metro ICE	Negotiated Price
Estolano LeSar Perez Advisors	$2,366,775.59	$2,402,231.00	$2,308,001.01

D. Background on Recommended Contractor

Estolano LeSar Perez Advisors, a Metro certified Small Business, is a partnership established in 2011 for the purpose of assisting clients in building better communities through strategic vision, guided by principle and tempered by pragmatism. They provide solutions to complex problems through their expertise in housing, workforce and economic development, sustainability, transportation, and community engagement. Their client base includes public agencies, foundations, business associations and other stakeholders that are looking to improve their communities.

They have led an interdisciplinary team charged with developing first/last mile access plans for Metro rail stations throughout the County. The firm has extensive experience managing large, interdisciplinary groups to achieve share outcomes including their engagement with the Goldhirsh Foundation's countywide LA2050 initiative. They have also worked with local governments and elected officials on issues of active transportation, where ELPA's role was Executive Director of the Westside Cities Council of Governments. ELPA has also led a consultant team charge with implementing six tactical urbanism events aided at promoting active transportation throughout the six county SCAG regions. Overall, key staff has more than 50 years of combined experience and has built meaningful professional relationships in multiple fields including bicycle education programs.

ATTACHMENT B

DEOD SUMMARY

BICYCLE EDUCATION SAFETY TEAM / PS67785000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established an 11% goal, inclusive of an 8% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. Estolano LeSar Perez Advisors exceeded the goal by making a 36.23% SBE and 4.24% DVBE commitment.

Small Business Goal	**8% SBE 3% DVBE**	**Small Business Commitment**	**36.23% SBE 4.24% DVBE**

	SBE Prime	**% Committed**
1.	Estolano LeSar Perez Advisors	36.23%
	Total Commitment	**36.23%**

	DVBE Subcontractor	**% Committed**
1.	Got Bikes LLC	4.24%
	Total Commitment	**4.24%**

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this Contract.

D. Project Labor Agreement/Construction Careers Policy

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

ATTACHMENT C

2006 Bicycle Transportation Strategic Plan

Due to the Large File, Document Available Online at:
http://libraryarchives.metro.net/DB_Attachments/170308_Bike_Attachment_C.pdf

Attachment D – Active Transportation Strategic Plan



Active Transportation Strategic Plan

Volume I
April 2016





Metro

ACKNOWLEDGMENTS

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ACRONYMS AND ABBREVIATIONS

AB 32 – The California Global Warming Solutions Act of 2006
AB 1358 – California Complete Streets Act of 2008
ACS – US Census' American Community Survey
ADA – Americans with Disabilities Act
AHSC – California Affordable Housing and Sustainable Communities grant
ATP – California Transportation Commision's Active Transportation Program
ATSP – Metro's Active Transportation Strategic Plan
The BLVD – A downtown revitalization effort along Lancaster Blvd in Lancaster, California
BMP – Bicycle Master Plan
CAC – Community Advisory Committee
CalEnviroScreen – California Communities Environmental Health Screening Tool
Caltrans – California Department of Transportation
CMAQ – Congestion Mitigation and Air Quality Improvement Program
COG – Councils of Government
EPA – US Environmental Protection Agency
FAST – Fixing America's Surface Transportation Act
FHWA – Federal Highway Administration
GHG – Greenhouse Gas
HDM – Highway Design Manual
HSIP – Highway Safety Improvement Program
JD – Metro's Joint Development program
LADOT – Los Angeles Department of Transportation
LOS – Level of Service
MTA or Metro – Los Angeles County Metropolitan Transportation Authority
NCHRP – National Cooperative Highway Research Program
RSTP – Regional Surface Transportation Program
RTP – Regional Transportation Plan
SB 375 – Sustainable Communities and Climate Protection Act of 2008
SCAG – Southern California Association of Governments
SCS – Sustainable Communities Strategy
SHSP – Strategic Highway Safety Plan
STP-L – Surface Transportation Program – Local
SWITRS – Statewide Integrated Traffic Records System
TIGER – Transportation Investment Generating Economic Recovery
TIMS – Transportation Injury Mapping System
TOD – Transit-Oriented Development
USDOE – United States Department of Energy
VMT – vehicle miles traveled

EXECUTIVE SUMMARY



CicLAvia in Los Angeles

The reach of and vision for Metro's investments support all Los Angeles County residents, whether they choose to walk, bike, take transit, or drive. As a steward of public resources, Metro's aim is to create and maintain a world-class transportation system that focuses on providing the best customer experience possible and enhancing the quality of life for those who live, work, and play within the County. The reality is that this means different things for different people based on where they work or live or how they get around, which can differ based on length of the trip and the final destination. As transportation planner and coordinator, designer, funder, builder and transit operator, Metro is constantly working to deliver a regional system that supports increased transportation options and associated benefits, such as improved:

- mobility options
- air quality
- health and safety
- access to goods and services
- quality of life

While Metro will continue to serve the County's transportation network for all the ways people travel, this Active Transportation Strategic Plan (Plan) focuses on enhancing access to transit stations and developing a regional network for people who choose to take transit, walk, and/or bike. Such improvements

ultimately benefit all users of the transportation system by providing more transportation choices. Surveys of travelers in LA County have found that approximately half of all trips are three miles or less, which is generally a distance that can be biked. Approximately one quarter of trips are under one mile, which is generally a distance that can be walked. Over a third of trips of one mile or less are currently driven.

Without the resources or real estate to "build" our way out of congestion, we need to rethink how we use our public space and resources to develop a transportation system that enhances the viability of all travel options. Metro initiated this process with the Bicycle Transportation Strategic Plan in 2006 and is following-up with this effort. A lot has changed since 2006 in Los Angeles County, particularly with increases in biking and walking and community-driven efforts to improve safety and local access for people regardless of how they travel.

There are three main components to this plan that will help Metro and partners work to plan, implement, and improve the overall quality of our active transportation network:

> First last mile station area access improvements

> Regional Active Transportation Network

> Support Programs, including performance metrics and monitoring

Working toward this vision is not without its challenges. It is important to note that walking or biking may not be desired or viable in a number of communities based on topography, land use, preferences, or other factors. The intent of this effort is not to force people to travel differently but to provide that option to all users. This dynamic highlights the importance of Metro's partners, which include, but are not limited to, local agencies, residents, regional/state agencies, community groups, non-profits, and local advocates. Since Metro does not control the local roadways in most instances, Metro is dependent on partnerships and collaboration with local agencies.

This plan serves as a roadmap for stakeholders and partners to help identify transportation concepts and changes they'd like to see in their community and how all can work together to make that a reality. These efforts also help the region respond to regional and state regulations for the development of the transportation system and reductions in greenhouse gas emissions, including the development of Complete Streets networks.

As defined by Caltrans, a Complete Street is "a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including people who bike, walk, ride transit, or drive, appropriate to the function and context of the facility. Complete street concepts apply to rural, suburban, and urban areas." This policy is supported by laws and guidance at various levels of government, including Federal law requiring safe accommodation for all

users, State law requiring that Caltrans provide an integrated multi-modal system, and State Assembly Bill 1358 requiring cities to plan for Complete Streets in their General Plan. In addition, Metro has adopted a Complete Streets Policy. Ultimately, the regional transportation system should strive to meet the varied needs of multi-modal trips and travelers, such as the many people who live, work, and play in the County of Los Angeles and exhibit a wide range of travel patterns and modes (walking, biking, using transit, and driving).

The vision for this Plan is to enhance the environment for all road users and balance future policies and investments to reflect local values and conditions. For instance, many local cities do not currently have any designated bicycle facilities, even though they may have a number of constituents who walk, bike, or live in a very walkable or bikeable area (within one to three miles) from key destinations such as schools, parks, retail corridors, civic facilities, and local/regional transit corridors. The following statistics, most of which are unique to LA County, highlight the conditions making it ripe for planning and delivering active transportation infrastructure for our region:

- From 2006 to 2014, bicycle commute trips in Los Angeles County rose by 81%
- Among Metro Orange Line park-n-ride survey respondents, 39% reported using the Orange Line Bus Bikeway Path
- The Spring 2015 Metro Customer Survey found that 83% of bus riders and 68% of train riders begin their trip by walking
- Metro surveys reveal that 35% of train riders and 18% of bus riders had a car available to drive, but chose to take transit
- Studies in a number of cities have found that the average spent per month at local businesses was greatest amongst people who walk and bike compared to other ways of traveling, thus generating local economic development.

The Active Transportation Strategic Plan Volume I includes four chapters:

- **Chapter 1 – Introduction** describes the purpose and need for the Active Transportation Strategic Plan and defines its goals and objectives.
- **Chapter 2 – The Role of Active Transportation** frames active transportation within a broader policy context. It describes the benefits of active transportation investment, and it discusses the numerous existing related planning and implementation efforts occurring countywide. The chapter concludes with a summary of barriers and opportunities to implementing active transportation projects.
- **Chapter 3 – Implementation** explains the framework and resources available for delivering active

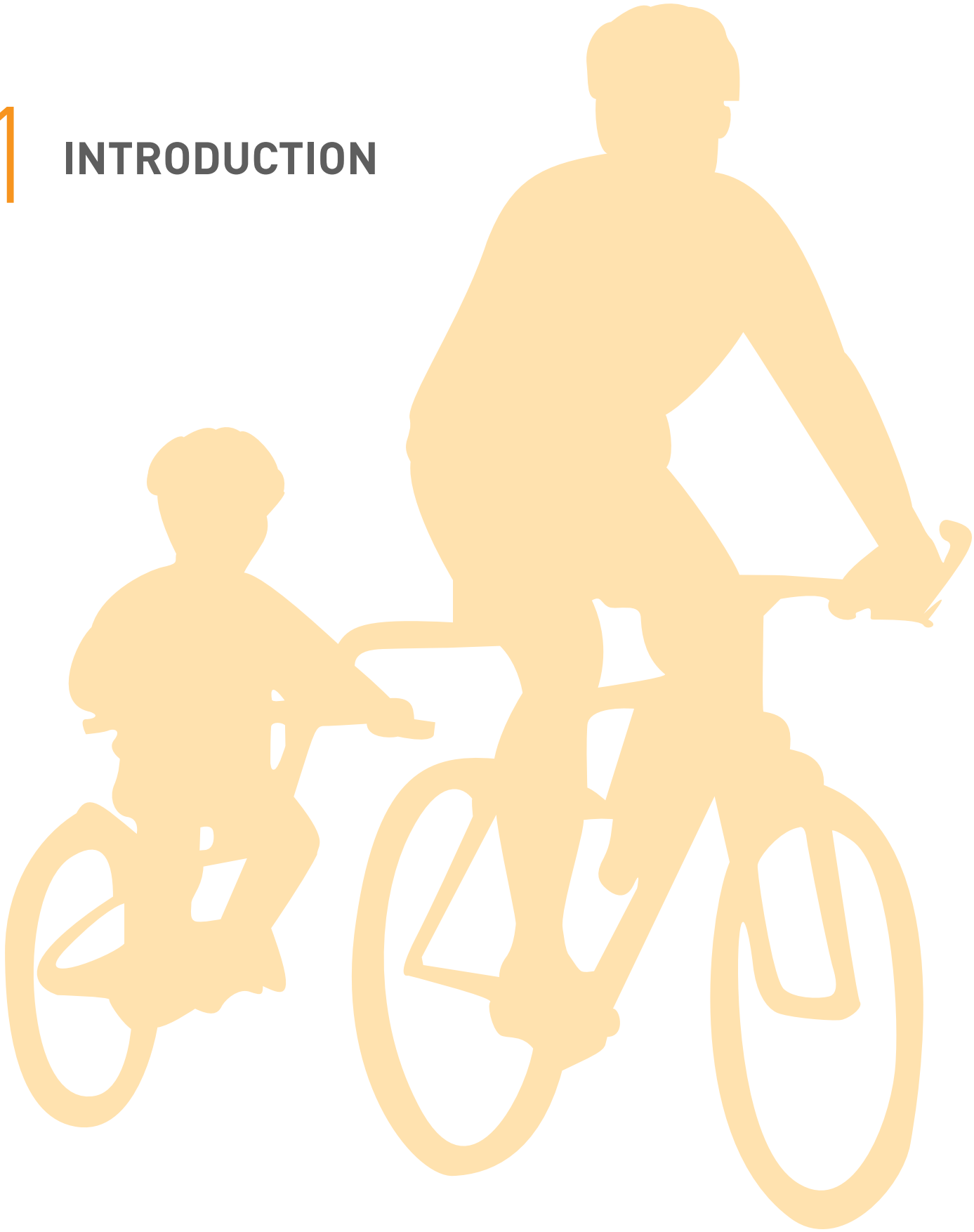
transportation projects. It defines stakeholder roles and provides multiple implementation approaches spanning a breadth of planning and funding scenarios. The chapter discusses innovations, showcases example projects, and details performance metrics for project evaluation. Financial considerations, including project cost estimates, funding strategies, and funding sources, are also discussed. Finally, the chapter lists Metro, city, and community programs that facilitate active transportation implementation and concludes with Metro's next steps to implementation.

> **Chapter 4 – Countywide Active Transportation Network** presents a vision for an interconnected active transportation network consisting of two pieces: 1) first last mile active transportation improvements to 661 major transit station areas and 2) the Regional Active Transportation Network. It describes the process for developing the network, the ways in which stakeholders have helped shape the network, and the projects comprising the Countywide Active Transportation Network.





1 INTRODUCTION





Multi-modal travel in Los Angeles

WHAT IS THE ACTIVE TRANSPORTATION STRATEGIC PLAN?

The Active Transportation Strategic Plan (ATSP) demonstrates Metro's ongoing commitment to improving mobility in the region for people who walk, bike, and take transit and to creating safer streets that benefit all roadway users. Many of Metro's recent investments and projects are a reflection of how the agency can work with local partners to serve the region, maximize the return on investment on our county's extensive and growing transportation network, and support the public's interest in more travel choices.

"Active Transportation" refers to any non-motorized mode of travel, including walking, bicycling, rolling, skating, or scootering. The ATSP will serve as Metro's overall strategy for funding and supporting implementation of active transportation infrastructure and programs in Los Angeles County. It identifies strategies to improve and grow the active transportation network, to expand the reach of transit, and to develop a regional active transportation network to increase personal travel options. It is intended to provide guidance to Metro and partner organizations, including local jurisdictions, regional government, and other stakeholders, in setting regional active transportation policies and guidelines to meet transportation goals and targets established in our local, regional, state, and federal plans.

In most instances, Metro does not own or operate many elements of the public right of way, including pedestrian and bicycle facilities beyond the agency's station footprint. However, effective walking and bicycling infrastructure are critical elements to facilitate first last mile connectivity to the agency's extensive public transit network. Beyond the connection to transit, a high-quality, safe, low-stress regional active transportation network can provide more transportation options and improve mobility. The ATSP builds on local and sub-regional planning already underway in the region to weave a cohesive strategy for our county and identify opportunities for Metro to support local partners in achieving implementation.

GOALS & OBJECTIVES

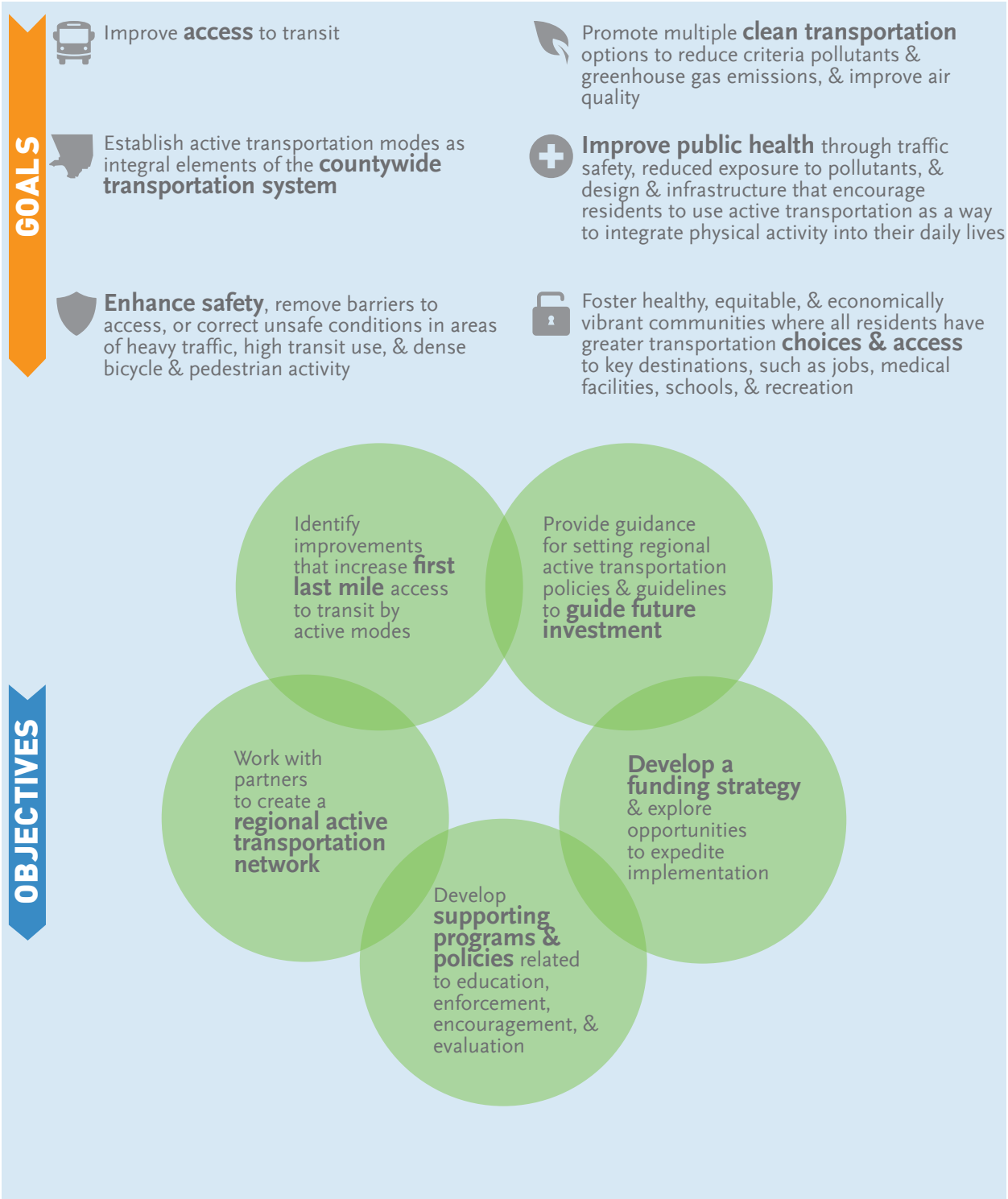


Figure 1.1: Goals and Objectives of ATSP

Plan Goals

The Active Transportation Strategic Plan (ATSP or Plan) goals were crafted to reflect the overarching vision of the active transportation planning process at Metro. The goals in Figure 1.1 are a synthesis of goals outlined in previous Metro documents that informed the development of the ATSP, updated to reflect Project Technical Advisory input. Though these goals were developed to specifically relate to active transportation, many of the goals are multi-modal in nature and will result in benefits for all users of the transportation system throughout Los Angeles County. The ATSP goals align with those established in previous Metro planning documents including the Long Range Transportation Plan (2009; update anticipated in 2017) and the Short Range Transportation Plan (2014).

Plan Objectives

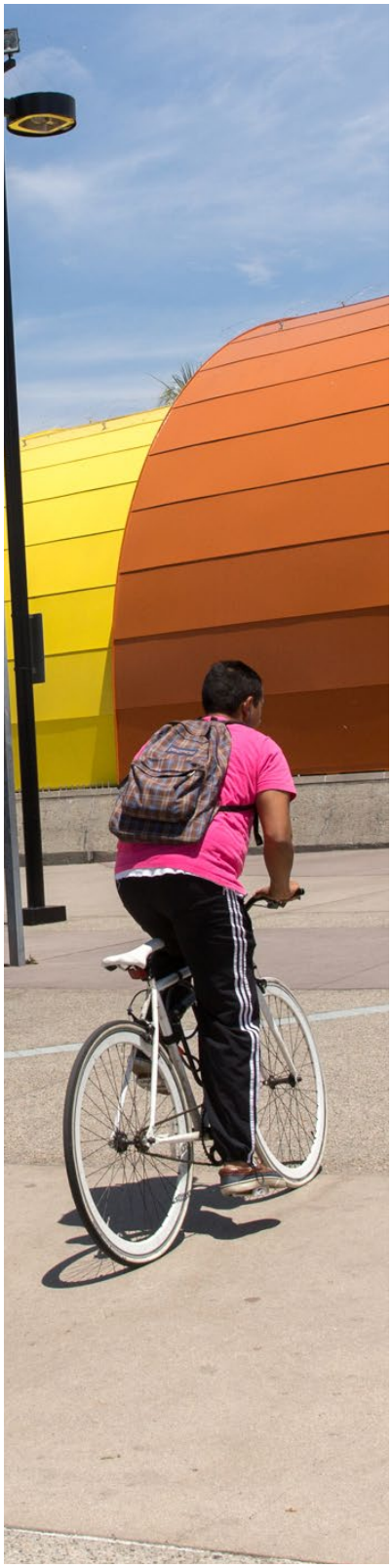
The objectives were crafted to identify the specific ways in which the scope of the ATSP supports the overarching vision outlined by the goals above. Compared to the goals, which are aspirational in nature and may be affected by other Metro efforts or other trends outside Metro's control, the objectives are more specific to this Plan and the actions that Metro can take related to the implementation of the Plan. The objectives speak to all of the goals articulated in Metro's guiding policies and plans (further discussed in Chapter 2 of this plan).

Component Parts

This Plan is presented in three chapters following this introductory chapter. Chapter 2 outlines the overall purpose of the Active Transportation Strategic Plan, including the benefits of active transportation and the need for active transportation planning in Los Angeles County. This chapter also reviews the previous work that has been done at Metro to set policies and initiate plans that improve access and safety across the county for people walking and biking.

Chapter 3 discusses implementation of active transportation projects. Throughout the process of developing this Active Transportation Strategic Plan, a key comment from stakeholders was that more support, technical advice, and guidance is needed to navigate the complex process of conceiving, planning, funding, constructing, and maintaining a project. Chapter 3 is intended to provide guidance and examples of how to navigate through the available options to implement successful active transportation projects.

Chapter 4 presents the recommended Countywide Active Transportation Network, comprised of two key components: 1) first last mile active transportation improvements to 661 transit station areas and 2) the Regional Active Transportation Network.



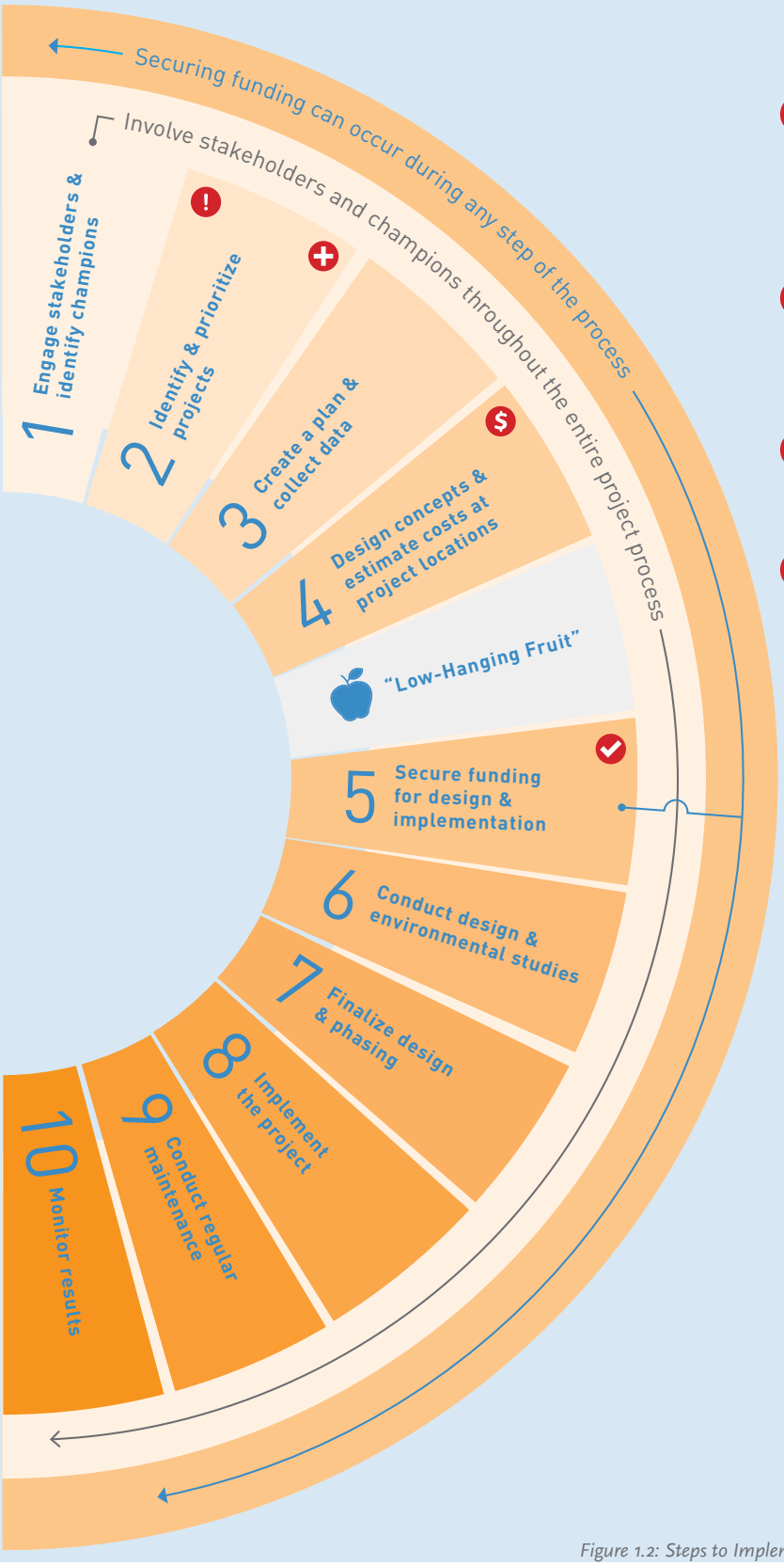
The ATSP builds off the framework of the Metro First Last Mile Strategic Plan and includes improvements for people walking and biking to 661 transit station locations, which include existing and under construction Metro Rail, Metro Rapid, Metrolink, and high ridership local bus stops served by Metro and municipal transit operators. These first last mile improvements are intended to improve regional access by connecting people to the extensive and growing transit network, and to maximize the benefits from transit investments that are being made across the county.

The Regional Active Transportation Network includes high-quality facilities for bicycling and walking that connect key regional origins and destinations across the county. The Regional Active Transportation Network is intended to improve regional access for people biking, walking, or rolling, and includes projects which close gaps between existing high-quality bicycling and walking facilities, as well as new corridors that take advantage of available waterways, utility corridors, and right-of-way that can be developed into high-quality walking and biking facilities.

Using the Active Transportation Strategic Plan

Figure 1.2 provides an overview of the steps to implementation for active transportation projects. For some of the steps, portions of the ATSP have been identified which can provide support to a local jurisdiction going through the implementation process. For example, “Step 2: Identify and prioritize projects” can be supported by the ATSP Volume II: Case Studies, which offers ideas for potential improvements to challenges that occur across the county. These case studies can help a local jurisdiction identify their own challenges and develop projects to address these challenges.





USING THE ACTIVE TRANSPORTATION STRATEGIC PLAN

- ATSP Case Studies can be used to identify potential improvements that are appropriate for your study area.
- The ATSP Regional Active Transportation Network can identify projects with regional benefits.
- ATSP Cost Estimates can be used for planning-level cost estimation.
- ATSP Existing Conditions Analysis can provide compelling data that supports grant applications.

Figure 1.2: Steps to Implementation (For more information, see page 36)

2 THE ROLE OF ACTIVE TRANSPORTATION



POLICY CONTEXT

Federal

Federal, state, regional, and local policies have echoed the need for accommodating all users of the roadway. The U.S. Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations supports the development of fully integrated active transportation system networks, which foster safer, more livable, family-friendly communities; promote physical activity and health; and reduce vehicle emissions and fuel use. The policy encourages transportation agencies to go beyond the minimum requirements and to proactively provide convenient, safe, and context-sensitive facilities that accommodate people of all ages and abilities, including people too young to drive, people who cannot drive, and people who choose not to drive. In 2011, the Federal Transit Administration issued a policy statement under Federal Transit Law indicating that all pedestrian improvements located within one-half mile and all bicycle improvements located within three miles of a public transportation stop or station have a de facto physical and functional relationship to public transportation.

FAST

Signed into law at the conclusion of 2015, Fixing America's Surface Transportation Act (FAST Act) is the first Federal law in over ten years to provide long-term funding certainty for surface transportation. The FAST Act authorizes $305 billion over fiscal years 2016 through 2020 to improve the nation's surface transportation infrastructure, including roads, bridges, transit systems, and passenger rail network. The FAST Act also aims to enhance federal safety programs for highways, public transportation, motor carriers, hazardous materials, and passenger rail. With its enactment, States and local governments can move forward with critical transportation projects, knowing they will have a Federal partner over the long term.

The FAST Act largely maintains current program structures and funding shares between highways and transit. It increases funding by 11 percent over five years, but still falls short of the amount needed to meet the increasing demands on our transportation systems in general, and does not address much of the unmet need for bicycle and pedestrian infrastructure throughout the country. The law also makes changes and reforms to many Federal transportation programs, including streamlining the approval processes for new transportation projects, providing new safety tools, and establishing new programs to advance critical freight projects.

State and Regional

The State of California enacted the California Complete Streets Act of 2008 (AB 1358), which requires that when cities or counties make substantive revisions to the circulation elements of their general plans, they identify how they will provide for the mobility needs of all users of the roadways. The California Department of Transportation's Deputy Directive 64-R2 emphasizes all transportation improvements as opportunities to improve safety, access, and mobility for

all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system. The California Global Warming Solutions Act of 2006 (AB 32) sets a mandate for the reduction of greenhouse gas emissions in the state, and the Sustainable Communities and Climate Protection Act of 2008 (SB 375) requires emissions reductions through coordinated regional planning that integrates transportation, housing, and land-use policy. Achieving the goals of these laws will require significant increases in travel by public transit, bicycling, and walking. Strategies to support greenhouse gas emissions targets in support of SB 375 were adopted by the Southern California Association of Governments in the 2012-2035 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), which is currently being updated at the time this Plan is written.

In 2013, the State enacted SB 743, which eliminates requirements for level of service (LOS) metrics for projects within Transit Priority Areas. Under SB 743, the Governor's Office of Planning and Research has been tasked with developing alternative criteria to LOS. Particularly within areas served by transit, the alternative criteria must promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.

The Metro Board has been a champion for sustainability and supportive of federal and state policy initiatives to address climate change and promote sustainable transportation. The development of an Active Transportation Strategic Plan is a continuation of the agency's commitment to supporting an integrated multimodal transportation system. The ATSP supports a number of Metro Board-adopted policies and directives, including, but not limited to, the following:

- Metro Board Motion: Environmental & Sustainability Efforts to Further Metro's Goals to Reduce Emissions, Clean the Air & Improve Urban Areas, February 2016;
- Complete Streets Policy, October 2014;
- Metro Board Motion: Developing an Active Transportation Finance Strategy, July 2014;
- First Last Mile Strategic Plan and Planning Guidelines, April 2014;
- Countywide Sustainability Planning Policy and Implementation Plan, December 2012;
- Metro/ SCAG Joint-Work Program, July 2012 (updated May 2015);
- Active Transportation Agenda, November 2011;
- Health and Active Transportation Motion, April 2011 (Item #17);
- Enhanced MTA Bicycle Policies and Programs Motion, September 2010; and
- Bicycle Transportation Strategic Plan, June 2006.

In addition to the these policies and directives, the goals and objectives of the ATSP align with the long-term and short-term strategies established in Metro planning documents such as the Long Range Transportation Plan (2009; update anticipated in 2017) and the Short Range Transportation Plan (2014), which serve as a blueprint for how Metro will spend anticipated revenue in the coming decades.

Local Jurisdictions

Within Los Angeles County, a number of local jurisdictions and sub-regions have adopted bicycle and pedestrian plans, Safe Routes to School plans, mobility plans, or adopted policies or resolutions to improve the mobility and safety of the streets for people who walk, bicycle, and take transit, and to advance the health, safety, welfare, economic vitality, and environmental well-being of their communities, as shown in Appendix B.

BENEFITS OF ACTIVE TRANSPORTATION

If you build it...

The decision to walk or ride a bicycle (instead of driving) hinges on the presence of safe and convenient active transportation infrastructure, such as protected bicycle lanes and sidewalks. When this infrastructure is provided, people use it: in 2006, federal funding for active transportation increased more than 60 percent to almost $1 billion per year (up from $360 million previously). Eight years later, the number of people riding bicycles to work in the United States had increased by 60 percent. A similar trend occurred in Los Angeles County, where bicycle commute trips grew 81 percent over the same time period.

Simply put, more people choose to walk and ride their bicycles when infrastructure investment enables them to do so safely and easily. A majority (53 percent) of Americans now say that they would like to bicycle more than they currently do. They are bringing to light a powerful latent demand for healthy and economical travel options.

Mobility Benefits

First Last Mile Connections

Active transportation investment enables better connectivity between modes – particularly for transit. Many people who could potentially take transit choose to drive instead when transit stops are not conveniently located at their starting points and final destinations. These situations require "first last mile" connections. Enabling people to walk or ride a bicycle to or from transit expands the menu of transportation choices and makes taking transit convenient and accessible. It creates a seamless travel experience that improves the transit experience. Better active transportation connections makes it possible for more riders to use transit easily, particularly in areas of Los Angeles County with fewer or less frequent transit routes. Integrating walking, biking, and rolling travel with transit expands the effective reach of the transit network and adds value to Metro's ongoing capital investments around the county.

Congestion

Americans wasted $124 billion sitting in traffic in 2013, costing families an average of $1,700 per year in wasted time (opportunity cost). Los Angeles County accounted for nearly a fifth of the total opportunity cost of congestion nationwide, at $23.2 billion annually. Travelers in the greater Los Angeles area spend an average of 80 hours per year in traffic.

Parking

With the high rate of car ownership in Los Angeles County, there is a perceived scarcity of parking spaces. An increase in people walking and bicycling offsets motor vehicle trips, reducing demand for motor

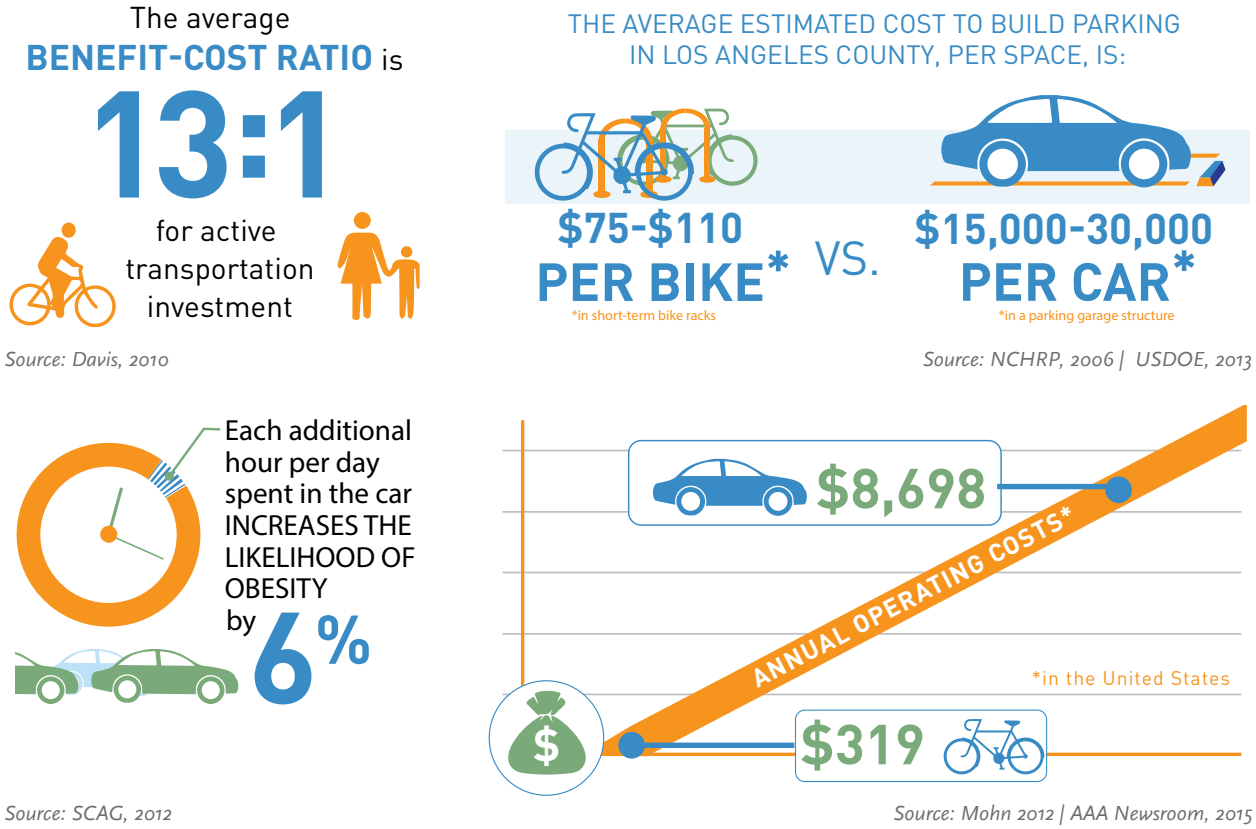


Figure 2.1: Benefits of Active Transportation

vehicle parking. This can potentially increase parking space availability and reduce cost for both users (lower prices) and developers (fewer parking spaces needed in new buildings).

People riding bicycles also require parking space, but bicycle parking is more efficient than vehicle parking in terms of both space and cost. Up to ten bicycles can fit in a parking space originally designed for a motor vehicle, and the cost per bicycle parking space is 200 to 300 times lower than the cost per motor vehicle parking space.

Active transportation is the most affordable means of transportation available in Los Angeles County

Economic Benefits

Affordability

Active transportation is the most affordable means of transportation available in Los Angeles County, where moderate-income residents spend 27 percent of their salaries on transportation. Replacing vehicle trips with walking and bicycle trips offers immediate financial relief for households struggling with transportation costs. Saving money on transportation gives people more disposable income to use for income-generating investments, rather than gasoline and maintenance.

Local Economic Development

People who arrive at local businesses by walking and bicycling spend more money than those arriving by car. For instance, a Portland study found that, compared to people who drive, people who bicycle spend 30 percent more at local establishments (restaurants, convenience stores and bars) and people who walk spend 7 percent more.

As part of The BLVD, a downtown revitalization effort, Lancaster, California re-designed its main street, Lancaster Boulevard. The re-design included a road diet, a pedestrian-only plaza, wider sidewalks and landscaping. After a $10.6 million public investment, the project helped attract nearly $125 million in private investment, resulting in a 26 percent increase in sales tax revenue and 800 new jobs.

People who arrive at local businesses by walking and bicycling spend more money than those who arrive by car

Job Creation

Active transportation infrastructure has an economic impact on local economies through increased retail activity (sales and rentals) and tax revenues. It can also result in direct job



creation through the design and construction of non-motorized infrastructure.

In the City of Baltimore, every $1 million spent on bicycle and pedestrian infrastructure projects created 11 to 14 jobs, compared to only 7 jobs for each $1 million in roadway infrastructure. This estimate includes direct jobs (engineering and construction), indirect jobs (related to engineering and construction) and induced effects (impacts on other industries, such as retail).

Health Benefits

Disease Prevention

Regular aerobic activity (i.e. 30 minutes per day, 5 days per week) improves health by lowering the risk of heart attack and stroke. Active transportation increases opportunities to meet this minimum threshold of aerobic activity, reducing the prevalence and cost of obesity and associated health conditions.

Sickness

Enabling people to ride bicycles to work can improve the health of the workforce. In the United Kingdom and the Netherlands, people who regularly bicycle to work take, on average, one to two fewer sick days annually.

Environmental Benefits

Physical Environment

Many of the factors contributing to LA County's low health outcomes are related to physical environment, such as air quality, access to recreation and exercise opportunities, long commutes and a high percentage of residents who drive alone. All of these factors can be improved with active transportation investment.

Pollution and Greenhouse Gases

Reducing vehicle miles traveled (VMT) in fossil fuel-burning vehicles is a pillar of efforts to reduce airborne pollutants and greenhouse gases (GHGs). Active transportation plays a role in reducing VMTs by offering a transportation alternative that enables people to leave their cars at home.

The transportation sector is a significant source of air and water pollution in Los Angeles County, accounting for 37 percent of GHG emissions. The American Lung Association places the Los Angeles Basin and California's Central Valley as the areas with the nation's highest levels of ozone and fine particle pollution. Los Angeles topped the list of cities with the worst smog in the nation, violating federal health standards for ozone an average of 122 days per year.

Active transportation infrastructure has an economic impact on local economies through increased retail activity and tax revenues

Safety Benefits

People walking and riding bicycles account for a disproportionate number of fatalities on the streets of Los Angeles County. These modes represent 19 percent of all trips, but 40 percent of all traffic fatalities.

In Los Angeles County, the financial loss due to active transportation fatalities is more than $1 billion per year - a figure that does not include the emotional cost to the families and friends of these victims.

Road diets have been found to be effective at reducing collisions for all road users in a variety of urban contexts. Road diets provide refuge for turning vehicles, which reduces side-swipe and rear-end collisions. They also have traffic calming effects, reducing the opportunity to speed or drive recklessly by eliminating excess capacity and repurposing it for people on bicycles or people on foot. Meanwhile, long-term statistics support the "safety in numbers" principle, which holds that walking and bicycling becomes statistically less dangerous when more people walk and ride bicycles.

Additional information on the benefits and effects of active transportation, including citations and references, are included in Appendix A.



Metro Bus in Downtown Los Angeles

EXISTING CONDITIONS

The existing conditions analysis is a key component of the process of developing the Active Transportation Strategic Plan. The data included in the analysis is intended to help communities and stakeholders plan for the specific needs and conditions around their station area of interest, to better position applicants for grant funding opportunities, to assist communities in targeting resources to those areas that need it most, and to add value to the tremendous transit investments occurring across the county.

The analysis covers 661 transit station areas across the county, including Metro Rapid and Metro Rail service, Metrolink service, and high ridership bus stops serviced by Metro or municipal transit providers. Not all municipal transit providers contributed the ridership data necessary to assess the stop-level activity for inclusion into the set of high-ridership stops. For a full description of the process and the municipal transit providers included in the analysis, please see Appendix D.

The existing conditions analysis provides a snapshot of key data around the station area, within a half-mile walkshed and a three-mile bikeshed. These sheds are based on the network connectivity and slope, and are therefore smaller than a simple circle with a half mile or three mile radius; they are more reflective of the realities of walking and biking in Los Angeles. The data available in this analysis are explained on the following page, with an example of the analysis layout for one station area.

To explore existing conditions around the full set of 661 station areas, visit http://gis.fehrandpeers.com/metroatsp/.

Additionally, much of the existing conditions data are used to set the baseline for the performance evaluation discussed in Chapter 3. Viewing this data station-by-station in the existing conditions analysis shows the variation that exists around the county, emphasizing the need to identify metrics and set benchmarks at the county level as well as at the project level. A more extensive discussion of performance evaluation is included in Chapter 3, along with the selected metrics and the benchmarks against which this Plan will be measured.

UNDERSTANDING THE ATSP EXISTING CONDITIONS ANALYSIS

As part of the ATSP, Metro uses several methods to capture data that the First Last Mile Strategic Plan identifies as important to planning a comprehensive first last mile analysis. The ATSP online portal, available at http://gis.fehrandpeers.com/metroatsp, is a publicly-accessible resource, home to existing conditions analysis for the 661 transit stations and stops. Each station area location may consist of multiple bus stops and rail stations that are close to each other - this enabled stops that are on opposite sides of the streets, rail stations that have bus stops nearby, or stations that have more than one portal, to be treated as one area rather than multiple areas with duplicate analysis. Figure 2.2 is an example of an existing conditions analysis summary.

The existing conditions analysis summaries help identify stations or stops in your local jurisdiction with need for first last mile connectivity improvements. The analysis focuses on a half-mile walkshed and a three-mile bikeshed around each station area location. The information presented in these summaries is based on the most recent available data for each source; therefore, it is important to supplement this with site visits and other data sources, when a specific station area planning effort begins.

The summaries visually present information and analysis on elements including:

- extents of the analysis area
- points of interest
- land uses
- jobs/housing diversity
- bicycle facilities
- ridership activity
- CalEnviroScreen Score
- collisons by mode
- population and employment
- age demographics
- Walk Score
- Bike Score
- Transit Score
- route directness
- intersection density
- journey to work

The ATSP online portal, available at http://gis.fehrandpeers.com/metroatsp, is a publicly-accessible resource, home to existing conditions analysis for the 661 transit stations and stops.

The following section provides a detailed overview of the existing conditions analysis conducted for the 661 station areas, the data presented, and the sources utilized to prepare the analyses. The data presented will be particularly helpful for initiating first last mile planning near station areas or presenting relevant data requested in grant applications to pursue funding for implementation of pre-existing plans and projects that help complete local and regional active transportation networks or address first last mile challenges.

The following pages are intended to serve as a guide to the data presented in the existing conditions analysis summary sheets. For the optimal experience, read the following pages alongside a full 11 x 17 inch printout of the existing conditions analysis at your station area, available at http://gis.fehrandpeers.com/metroatsp.

Metro Active Transportation Strategic Plan

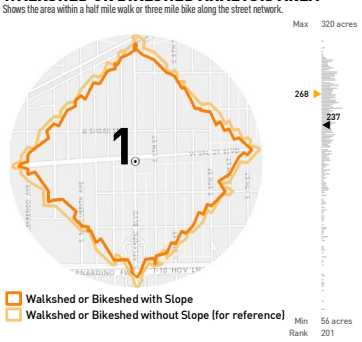
Transit Station or Stop Name

Walkshed or Bikeshed Analysis - Existing Conditions



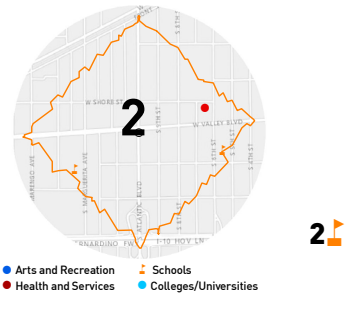
WALKSHED OR BIKESHED ANALYSIS AREA

Shows the area within a half mile walk or three mile bike along the street network.



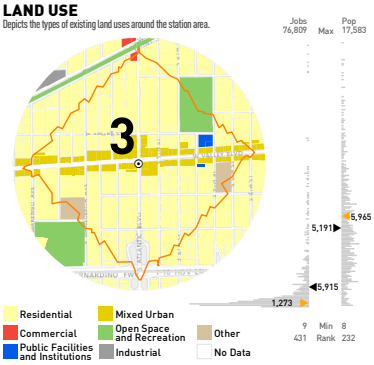
POINTS OF INTEREST

Shows the location of key community destinations and the number of schools in the walkshed or bikeshed.



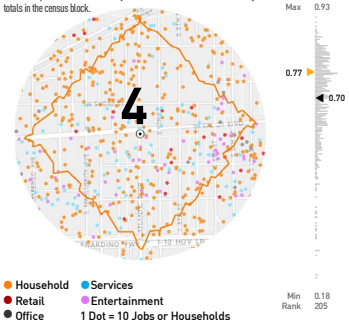
LAND USE

Depicts the types of existing land uses around the station area.



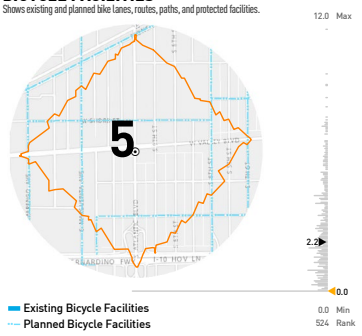
JOBS/HOUSING DIVERSITY

Each dot represents a household or job in the area. Dots are shown randomly in the area based on the totals in the census block.



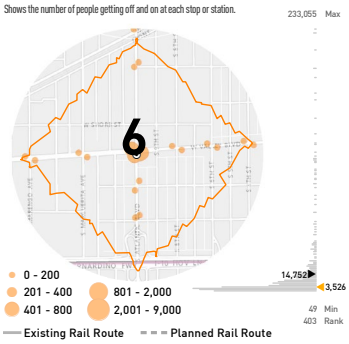
BICYCLE FACILITIES

Shows existing and planned bike lanes, routes, paths, and protected facilities.



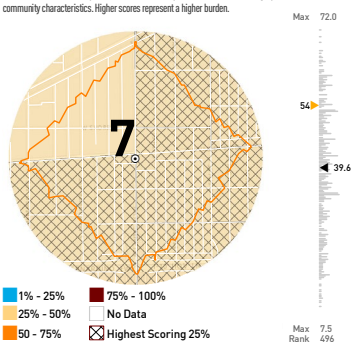
RIDERSHIP ACTIVITY

Shows the number of people getting off and on at each stop or station.



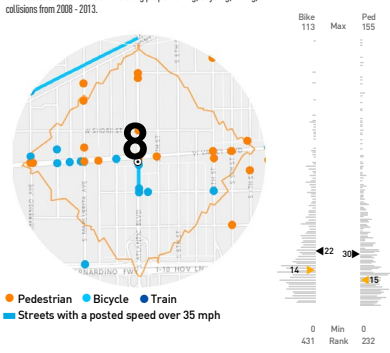
CALENVIROSCREEN SCORE

CalEnviroScreen Scores represent a combination of pollution levels and demographic community characteristics. Higher scores represent a higher burden.



COLLISION BY MODE

Shows locations of all collisions including people walking, bicycling, driving, and train collisions from 2008 - 2013.



POPULATION AND EMPLOYMENT

Population and employment in walkshed or bikeshed.

5,965 Population
232 Rank

1,273 Employment
431 Rank

AGE

Displays the number and %s of people under 18 and over 64 in the walkshed or bikeshed.

1,161 Under 18
19.5%

756 Over 64
12.7%

WALK SCORE (1-100)

Reports the Walk Score for the station area.

78

BIKE SCORE (1-100)

Reports the Bike Score for the station area.

21

TRANSIT SCORE (1-100)

Reports the Transit Score for the station area.

34

ROUTE DIRECTNESS

Represents the amount of out of direction travel needed to get to destinations in the walkshed or bikeshed. Higher scores are more direct.

4.4

INTERSECTION DENSITY

Number of intersections in walkshed or bikeshed.

105 Count
35 Score (1 - 100)

JOURNEY TO WORK

Shows the percentage of people who live in the walkshed or bikeshed and how they get to work.

2.3% Walk
0.2% Bike
0.0% Rail
7.2% Bus
13.0% Carpool
77.2% Drive Alone
0.1% Other

COLLISION BY MODE // KSI

Shows the total number of collisions in the walkshed or bike and the number of collisions resulting in someone being kille severely injured (KSI) from 2008-2013.

Total	KSI	
15	3	Pedestrian
14	0	Bike
0	0	Train
101	1	Auto

FEHR PEERS

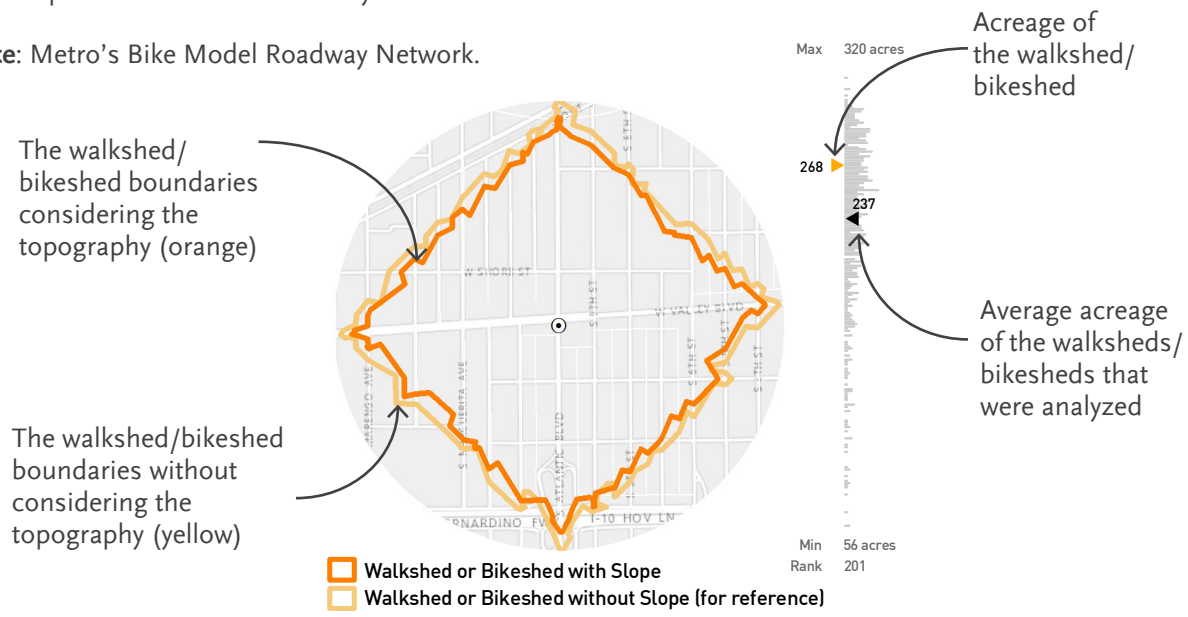
Figure 2.2: Existing conditions analysis summary

1. Bikeshed/Walkshed Analysis Area

Figure 2.3

Definition: The area is defined by the bikeshed/walkshed, or the distance a person is willing to travel biking or walking to or from a transit station or stop based on the existing street grid. The sheds are presented with and without the slope taken into account and are based on the travel distance on the street network, which is not necessarily in a straight line. All data are presented for the sheds with slope; the sheds without slope are presented for reference only.

Source: Metro's Bike Model Roadway Network.

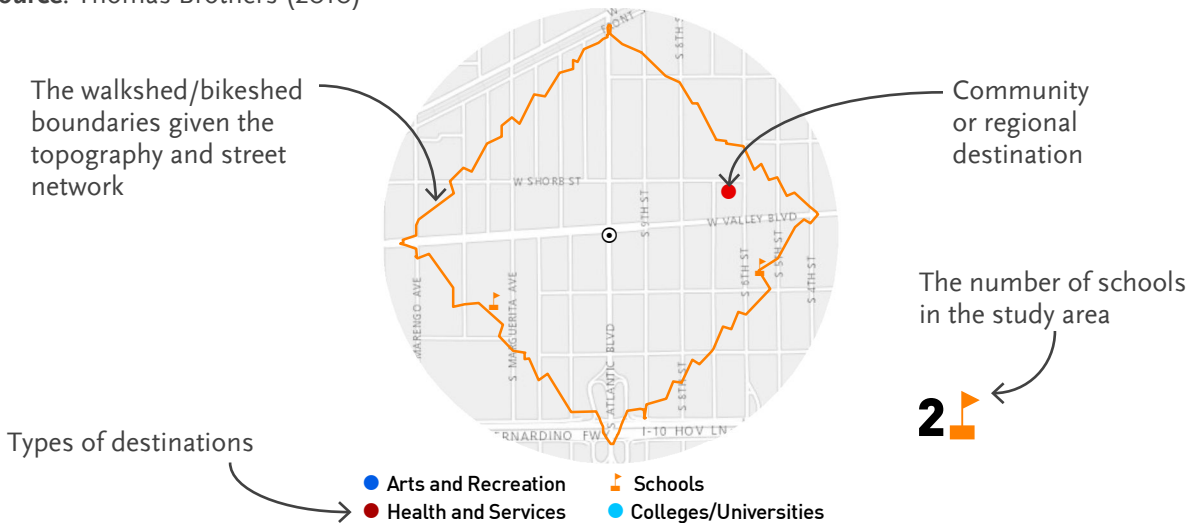


2. Points of Interest

Figure 2.4

Definition: The locations of important community or regional destinations that people might travel to/from the transit station or stop. The number of schools is also presented in this graphic.

Source: Thomas Brothers (2010)

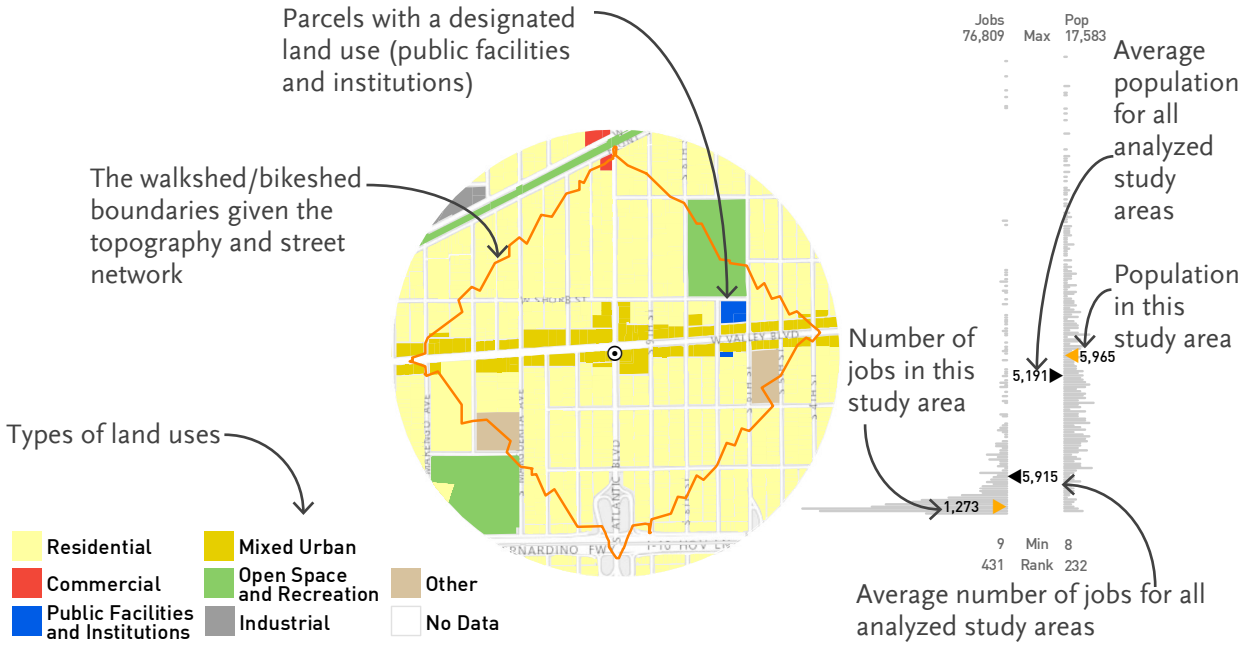


3. Land Use

Figure 2.5

Definition: The types of existing land uses that define the study area.

Source: Southern California Association of Governments (SCAG) (2010)



4. Jobs/Housing Diversity

Figure 2.6

Definition: The number of households and jobs in the study area based on Census block totals.

Source: Environmental Protection Agency (EPA) Smart Location Database (Census 2010)

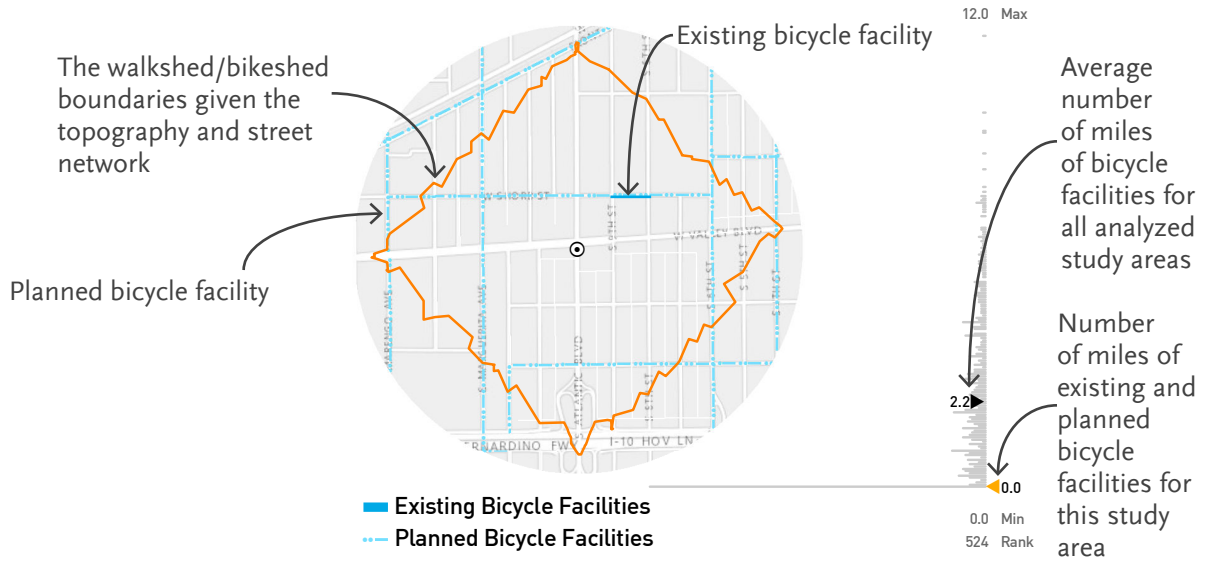


5. Bicycle Facilities

Figure 2.7

Definition: The location of existing and planned bikeways, including bike lanes, routes, paths, and protected facilities.

Source: Metro (2015), Alta Planning (2015), Various Local Jurisdictions within Los Angeles County

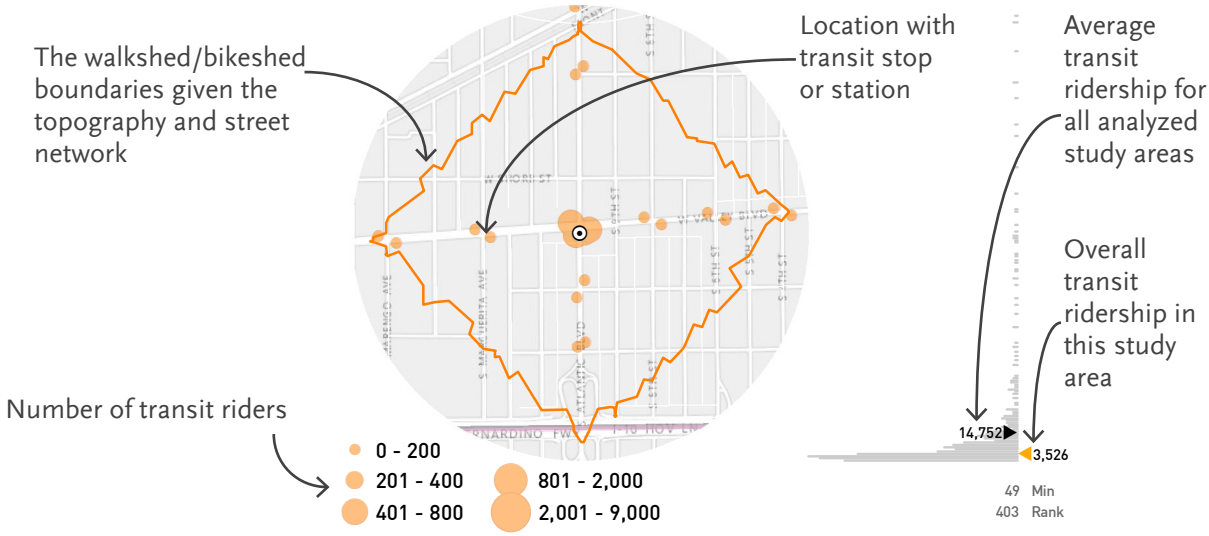


6. Ridership Activity

Figure 2.8

Definition: The number of people getting on and off at each transit stop or station within the study area.

Source: Metro, Culver City Bus, Foothill Transit, City of Los Angeles Department of Transportation (LADOT), Gardena Transit, Long Beach Transit, Montebello Bus, Santa Clarita Transit, Santa Monica Big Blue Bus. Numbers were normalized to reflect average daily boardings and alightings per stop.

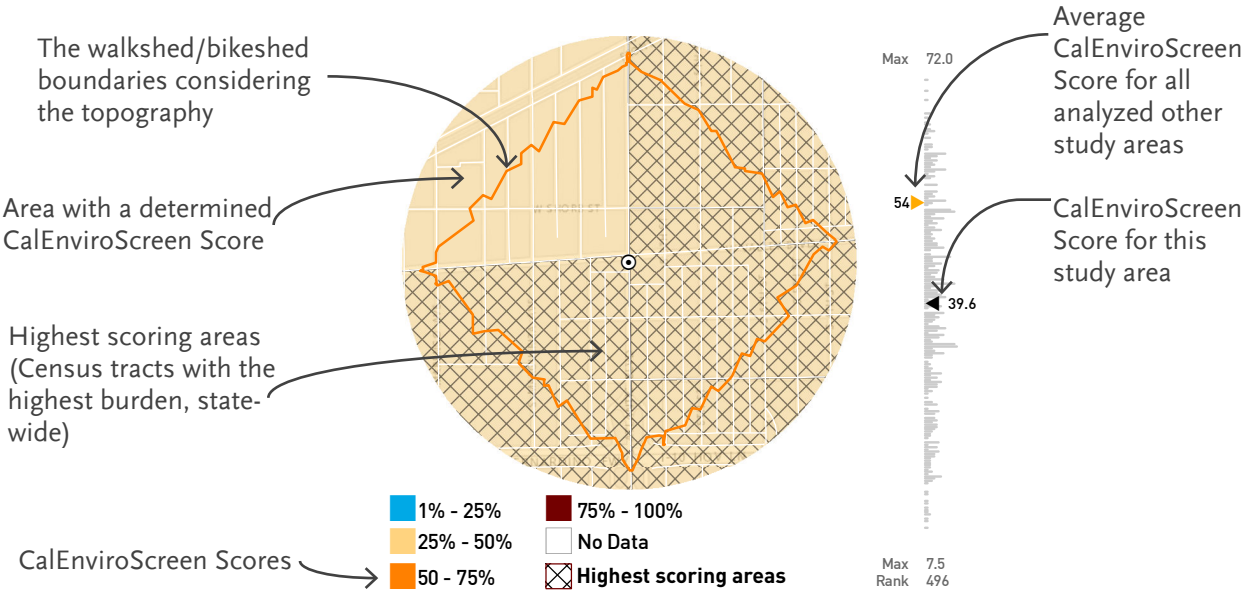


7. CalEnviroScreen Score 2.0

Figure 2.9

Definition: The score given to represent the overall quality of public health, considering a combination of pollution types and demographic community characteristics. Higher scores represent a greater burden.

Source: Office of Environmental Health and Hazard Assessment (OEHHA) (2014)

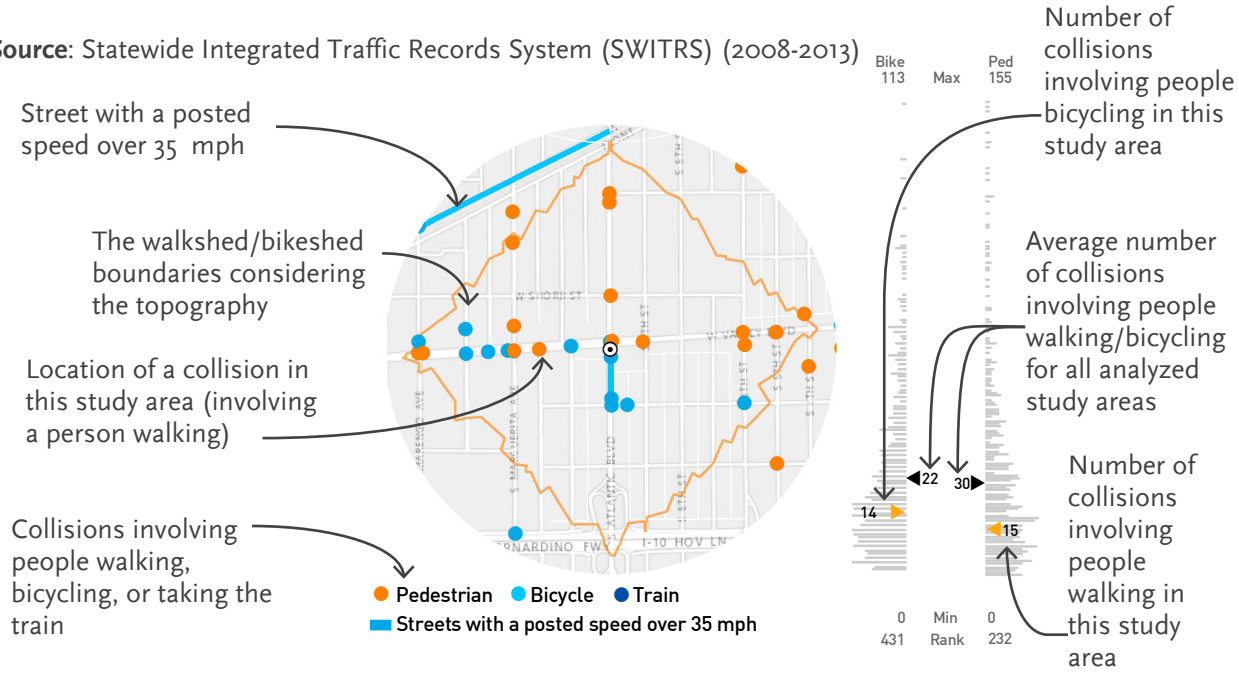


8. Collision by Mode

Figure 2.10

Definition: The locations of collisions involving people walking, bicycling, driving, and train collisions from 2008-2013.

Source: Statewide Integrated Traffic Records System (SWITRS) (2008-2013)



Population and Employment

Definition: The number of people living and working in the study area. Station areas are ranked 1-661, where 1 has the highest population/employment among all stations.

Source: U.S. Census Bureau (2010)



POPULATION AND EMPLOYMENT
Population and employment in walkshed or bikeshed.

5,965	Population
232	Rank
1,273	Employment
431	Rank

Age

Definition: The number and percentage of people under the age of 18 and over the age of 64 in the study area.

Source: U.S. Census Bureau (2010)



AGE
Displays the number and %s of people under 18 and over 64 in the walkshed or bikeshed.

1,161	Under 18
19.5%	
756	Over 64
12.7%	

Walk Score

Definition: The score given to represent the walkability in an area. Scores range from 1 (bad) to 100 (excellent).

Source: WalkScore.com (2015)



WALK SCORE (1-100)
Reports the Walk Score for the station area.

78

Bike Score

Definition: The score given to represent the bikeability in an area. Scores range from 1 (bad) to 100 (excellent).

Source: WalkScore.com (2015)



BIKE SCORE (1-100)
Reports the Bike Score for the station area.

21

Transit Score

Definition: The score given to represent the transit-friendliness in an area. Scores range from 1 (bad) to 100 (excellent).

Source: WalkScore.com (2015)



TRANSIT SCORE (1-100)
Reports the Transit Score for the station area.

34

Route Directness

Definition: The amount of out-of-direction travel needed to get to destinations in the study area. The Route Directness Index ranges from 1-5; higher scores are more direct.

Source: Fehr & Peers, Thomas Brothers (2010)



ROUTE DIRECTNESS
Represents the amount of out of direction travel needed to get to destinations in the walkshed or bikeshed. Higher scores are more direct.

4.4

Intersection Density

Definition: The number of intersections within a study area. Higher scores indicate more intersections. Scores range from 1-100.

Source: Thomas Brothers (2010)



INTERSECTION DENSITY
Number of intersections in walkshed or bikeshed.

105	Count
35	Score (1 - 100)

Journey to Work

Definition: The percentage of people in the study area who commute to work by each mode.

Source: U.S. Census (2010)



JOURNEY TO WORK
Shows the percentage of people who live in the walkshed or bikeshed and how they get to work.

2.3%	Walk
0.2%	Bike
0.0%	Rail
7.2%	Bus
13.0%	Carpool
77.2%	Drive Alone
0.1%	Other

Collision by Mode //KSI

Definition: The number of collisions and the number resulting in someone being killed or severely injured (KSI) from 2008-2013 in the study area.

Source: SWITRS (2008-2013)



COLLISION BY MODE // KSI
Shows the number of fatal or serious injury collisions in the walkshed or bikeshed from 2008-2013

Total	KSI	
15	**3**	Pedestrian
14	**0**	Bike
0	**0**	Train
101	**1**	Auto



Entrance to North Hollywood Station on the Metro Red Line



Cyclist near Tongva Park in Santa Monica



Biking and walking in downtown Los Angeles

BARRIERS TO IMPLEMENTATION

During the development of the Active Transportation Strategic Plan, Metro and the project team engaged numerous stakeholders through the Project Technical Advisory Committee, meetings with Councils of Governments, and stakeholder outreach meetings. A consistent theme throughout these discussions focused on implementation, and associated challenges and opportunities. The following section outlines and summarizes much of the feedback that stakeholders provided, focusing on the key challenges and barriers discussed. The ATSP is intended to help stakeholders address barriers and seize opportunities for the development and implementation of active transportation infrastructure. Appendix C provides more details on the outreach process that informed the development of this Plan.

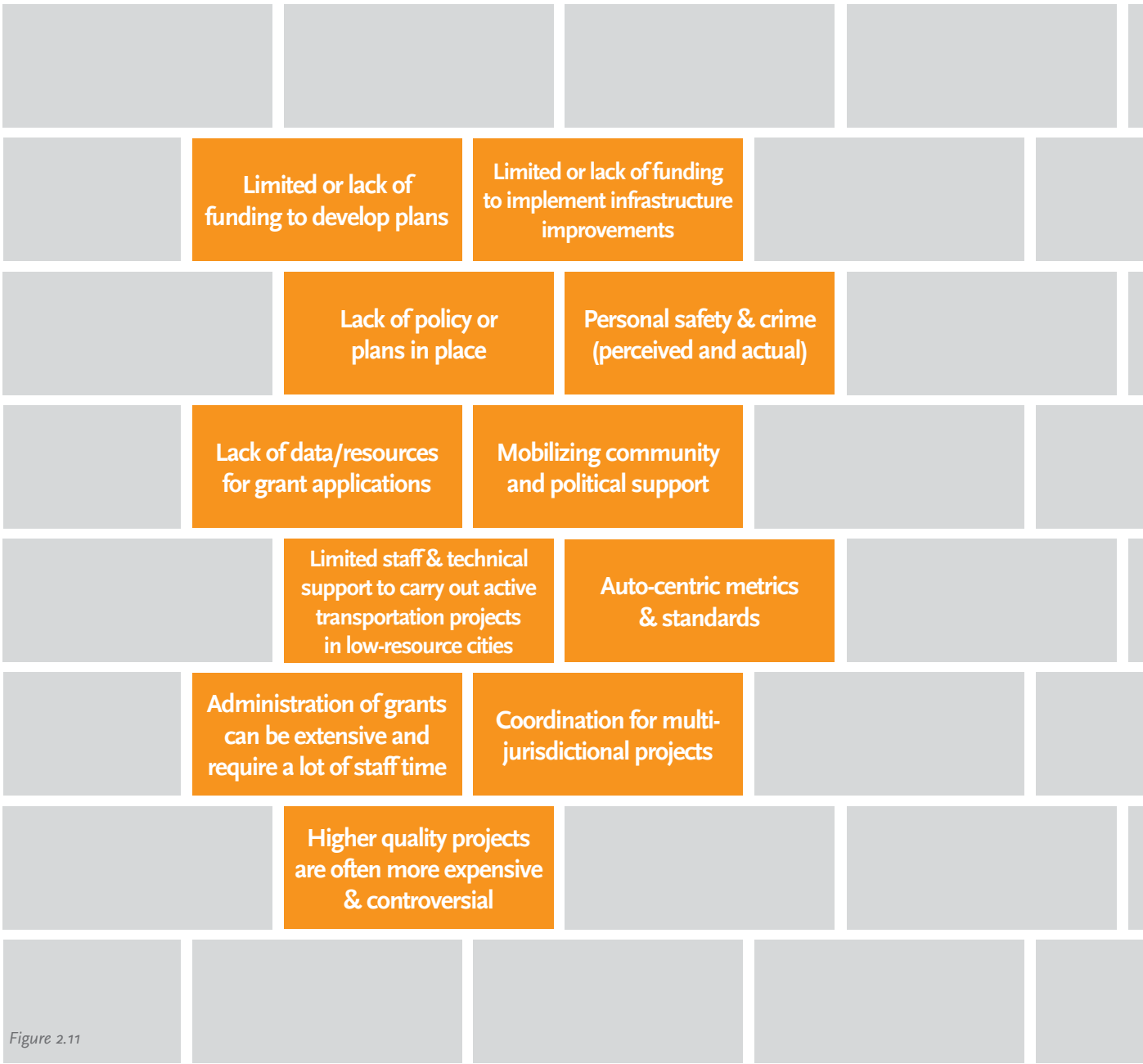


Figure 2.11

OPPORTUNITIES FOR IMPLEMENTATION



3 IMPLEMENTATION

OVERVIEW

This chapter helps identify the steps towards getting a project on the ground. It highlights the areas where various stakeholders can get involved, as well as the components that are supported by the Active Transportation Strategic Plan.

In order to make improvements that are beneficial to all stakeholder groups, it is vital that applicable groups are involved in the process when appropriate. However, this process could differ from city to city, project to project, or with different agencies.



Impromptu high-fives at CicLAvia South LA

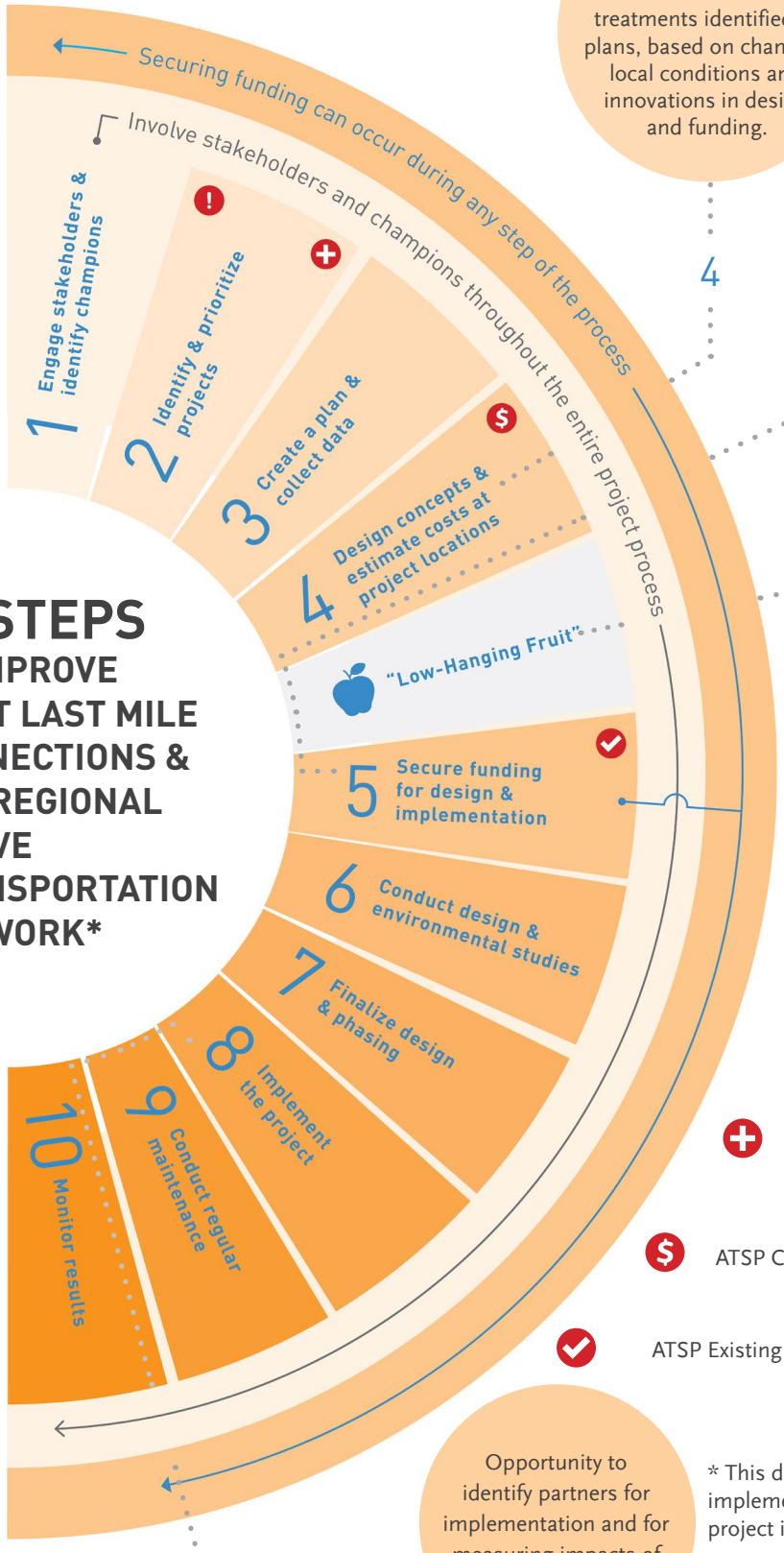


Wayfinding helps guide pedestrians outside Union Station



Bike riding at CicLAvia South LA

STEPS TO IMPLEMENTATION



10 STEPS
TO IMPROVE FIRST LAST MILE CONNECTIONS & THE REGIONAL ACTIVE TRANSPORTATION NETWORK*

As time elapses, review corridors and treatments identified in plans, based on changing local conditions and innovations in design and funding.

4

Use ATSP as a starting point for planning and grant materials.

4 & 5

May include implementation options such as installing bicycle or pedestrian facilities with restriping or capital improvement projects, or facilities built in conjunction with private development projects.

USING THE ACTIVE TRANSPORTATION STRATEGIC PLAN

ATSP Case Studies can be used to identify potential improvements that are appropriate for your study area.

The ATSP Regional Active Transportation Network can identify projects with regional benefits.

ATSP Cost Estimates can be used for planning-level cost estimation.

ATSP Existing Conditions Analysis can provide compelling data that supports grant applications.

8 & 10

Opportunity to identify partners for implementation and for measuring impacts of projects.

* This diagram represents a typical process to implement an active transportation project. Each project is unique. Actual process steps may vary.

Figure 3.1

MORE INFORMATION

Stakeholder Outreach

- Stakeholders provide first-hand insight on priority projects and should be engaged early in the process.
- Potential champions and stakeholders include: neighborhood organizations, community groups, elected officials, council districts, municipal departments, residents, schools, non-profit organizations, faith-based organizations, large- and small- scale businesses, neighboring municipalities, and celebrities.
- Utilize technology, social media, and other non-traditional strategies to attract diverse groups of stakeholders to participate.
- Produce appropriate outreach material for people of varying ages, language needs, educational levels, etc.
- Consider developing a community advisory committee (CAC) comprised of local stakeholders to encourage ownership of the project.
- Stakeholders can help champion plans for final approval.
- Consider reaching out to the community to help install and maintain the project, as well as to collect subsequent data for evaluation.
- Consider having education and support programs that teach lawful and safe behaviors and the importance of maintenance and evaluation.

"Low-Hanging Fruit"



- Low-hanging fruit includes easy and immediate opportunities that are implemented before or during long-term projects to capitalize on existing resources.
- These easy and immediate improvements can include things like: adding landscaping, shade, lighting, and signage; enhancements to bus waiting areas; restriping lanes and crossings; adding time-to-station signage, street furniture, and bicycle parking.
- Consider coordinating Complete Streets improvements with private development, roadway repaving, re-striping, rehabilitation, renovation, and maintenance planned or underway. A Complete Streets approach views all transportation improvements as opportunities to create safe, more accessible public streets for all users.

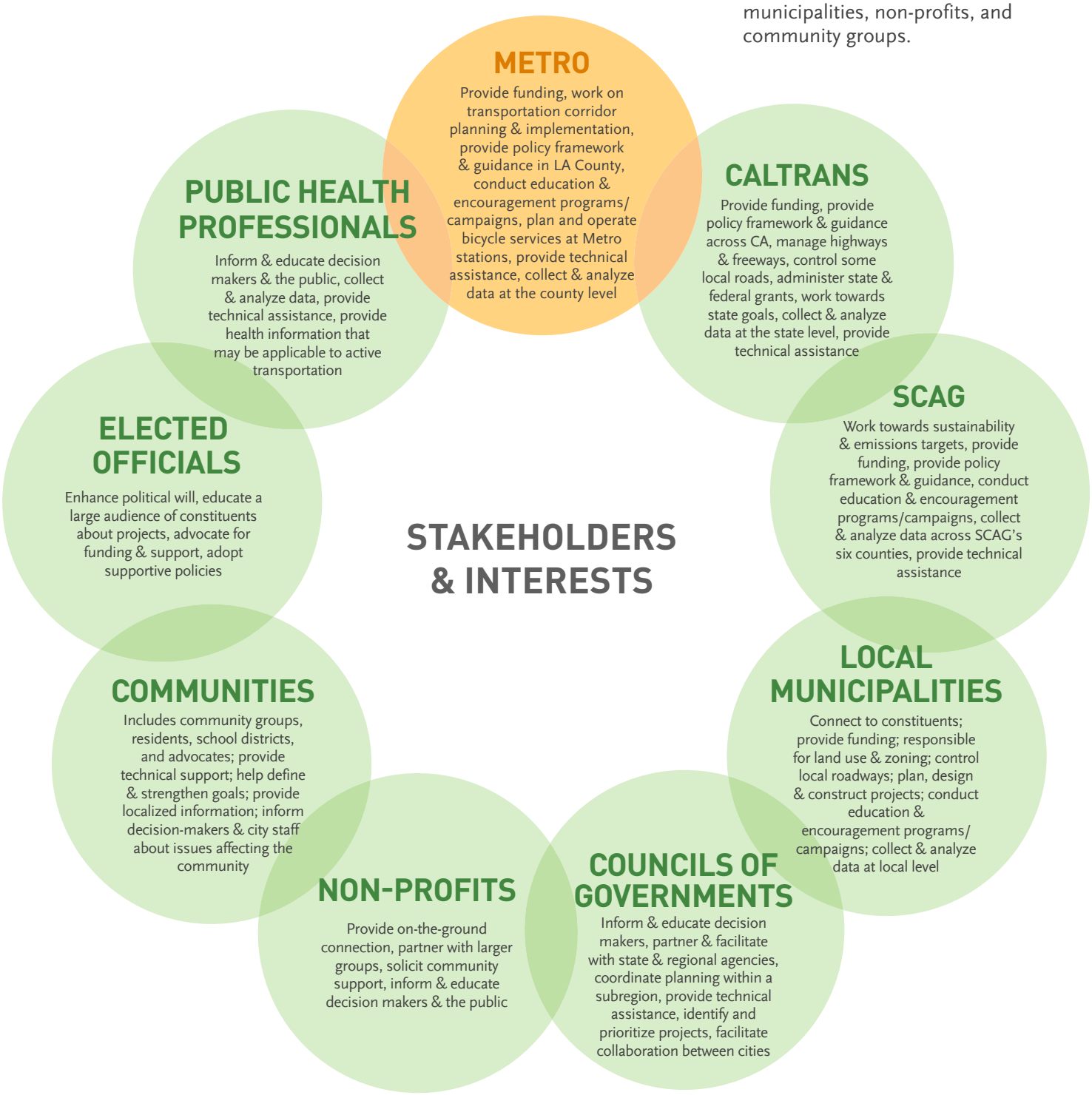
Helpful Tips

- Typical Complete Streets-related plan types include: Pedestrian Plans, Bicycle Plans, Active Transportation Plans, Community Plans, Transportation Plans, and Complete Streets Plans.
- Consider consulting with non-profit and private organizations that can offer their expertise in outreach, planning, cost estimation, grant writing, design, environmental review, implementation, and maintenance.
- Prioritize projects that provide greater safety, environmental and long-term benefits.
- Consider using new technologies and social media to collect data and track results.
- Consider first piloting the project using temporary and affordable materials.
- Create branding schemes and creative outreach mechanisms to attract and retain project supporters.
- Potential funding sources include: city funds, Metro capital grant programs, state and federal grants, philanthropy, and developer mitigations and fees. In some instances, the private sector can be involved in funding for projects or plans.

STAKEHOLDER ROLES

Many important stakeholder groups play a vital role in the inspiration, planning, funding and implementation of active transportation projects.

The graphic provides an overview of the functions and roles that each stakeholder may play as it relates to active transportation. These functions and roles may differ among various local municipalities, non-profits, and community groups.



Metro's Role

Metro is responsible for programming a significant portion of the County's transportation funds and for the planning and funding of the regional transit system and highway corridors. Over the last decade, the agency's role in supporting active transportation has continued to evolve in response to the Metro Board's vision and policy direction, regional and local needs and priorities, and to further support federal and state policy initiatives that address climate change and promote sustainable transportation. Metro's involvement in supporting active transportation projects and programs include:

> Funding projects that improve conditions for people who walk and bicycle through Metro's capital grant programs

> Leading the planning/ implementation of active transportation corridors and first last mile improvements to transit in partnership with local municipalities

> Leading the regional effort to develop a user-friendly bike share system to foster first last mile connections

> Operating and expanding bicycle parking at many stations throughout the system to improve first last mile connections

> Launching education and encouragement campaigns, events, and classes to raise awareness, improve safety, and encourage a shift from driving to more walking, bicycling, and the use of public transit

> Developing a Countywide Safe Routes to School Initiative to help communities start Safe Routes to School Programs or sustain and enhance existing efforts

> Providing technical assistance, policy guidance, training, toolkits, and data to local government agencies and other stakeholders to assist with project planning and implementation

> Metro's countywide programs are discussed in more detail on page 72


Temple City Rosemead Blvd. Improvement Project


Eastside Access Project



Metro El Monte Bike Hub



CicLAvia South LA


Metro's Safe Routes to School Pilot Program Walk to School Day

Other Stakeholder Roles, Responsibilities, & Opportunities

California Department of Transportation (Caltrans)

As the state transportation agency that controls the freeways in Los Angeles County, Caltrans is responsible for designing, building, and maintaining highways, freeways, and on and off ramps which can cause potential conflicts between vehicles entering or exiting the freeways and people walking or biking on the local adjacent roads. Caltrans also maintains some local roads throughout cities in the region, which follow the agency's design guidelines and standards rather than those of the local jurisdiction. Caltrans provides several funding streams for local agencies to implement pedestrian and bicycle improvements. Caltrans also sets state policy which can provide guidance for local jurisdictions coming into alignment with the goals of the state.

Non-profits

Non-profit organizations serve a variety of functions that link communities to the overall active transportation planning process. They provide programs and services that complement the infrastructure improvements across the county, such as CicLAvia. Non-profits solicit community input and report that input to the implementing agencies, and also communicate information about city and county efforts from agencies to the public. Some non-profits conduct third-party research and studies to advance the field of active transportation planning in Los Angeles County and advocate for change based on this research and the needs of the public.



Caltrans has a responsibility to maintain connection points between highways & local roads


Community workshop discussing the ATSP


Community workshop discussing the ATSP


Bicycle training class

Southern California Association of Governments (SCAG)

As the Metropolitan Planning Organization covering the six-county Southern California region, SCAG develops initiatives, conducts research and funds planning efforts to help Southern California meet state-legislated sustainability goals. The agency provides funding for bicycle and pedestrian improvements through the Active Transportation Program grant. SCAG provides policy guidance and technical assistance to local governments and conducts education and encouragement programs to encourage more sustainable transportation. SCAG also produces forecasts to estimate the pace of population growth in the region, as well as other demographic and socioeconomic changes that might have effects on transportation choices and travel behavior.

Communities

Community groups, residents, school districts, and individual advocates play an important role in the development and implementation of active transportation projects. They can provide insight into the needs and desires of residents, for whom the projects are intended to serve. They can also provide highly localized information about safety concerns and travel behavior, support the processes of defining goals, and inform the scoping, implementation, and maintenance of projects. They can also serve as a repository of knowledge about the history of plans and projects in a community for future planning efforts.

Local Municipalities

Local municipalities in Los Angeles County are largely responsible for owning and operating the public right-of-way used by people walking, biking, driving, and riding transit. Local monies can fund right-of-way maintenance and improvement, as well as implementation of new active transportation facilities and access improvements to connect local residents with regional destinations. Local municipalities can set design guidelines and standards for the use of their right-of-way. They enforce traffic through their law enforcement department. They also represent the views and preferences of their residents to regional and countywide planning agencies like SCAG and Metro. Other municipal agencies, like water districts, can also play a role in coordination and implementation of projects.

Elected Officials

Elected officials can be critical to the success of an active transportation project by serving as a local champion of a project idea, whether the idea was generated by constituents, by an agency, or by a third party such as a non-profit or community group. They can encourage agency staff to pursue the project, garner support from the public to implement the project, and advocate for funding to construct and maintain it. Elected officials can work to adopt supportive policies that provide institutional support for making streets safer and more accessible for all users.



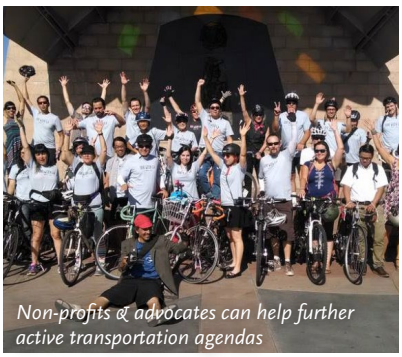
Local advocates create a "parklet" on Parking Day



An example of bicycle infrastructure that enables more commuting choices



Metro's Safe Routes to School Pilot Program Walk to School Day



Non-profits & advocates can help further active transportation agendas

Councils of Governments (COGs)

Members of sub-regional Councils of Governments may consist of cities, Los Angeles County supervisorial districts, and other organizations. Each COG serves as a regional voice for its member agencies and provides an organizing body to engage and represent local agencies within a sub-region of the county to Metro for planning and funding purposes. The sub-regions were established to reflect the diversity of needs and preferences across the county, allowing each to set their own mobility and access agenda in a manner which represents the cities and residents within the sub-region through ongoing engagement with city representatives and the public. Sub-regional COGs communicate this input with Metro, influencing the development of active transportation programs and strategies.

Public Health Professionals

The topics of health and safety have become more pervasive in transportation planning, particularly with respect to walking, biking, and rolling. Public health professionals, some of whom also have planning backgrounds or experience, are uniquely suited to speak to health conditions and associated challenges that many communities face, particularly low-income communities and minority communities. Issues like air pollution, obesity, and opportunities for physical activity can be addressed through the strategies in this plan and by also incorporating the public health lens into planning and evaluation.

RESPONDING TO BARRIERS & OPPORTUNITIES

The Active Transportation Strategic Plan addresses many of the barriers and opportunities outlined in Chapter 2. It is designed to:



Provide clarity on the process of implementation

In this chapter, possible routes for implementation are outlined and clarified in a way that many different types of organizations can follow. Through the routes to implementation, which identify potential partner organizations for every step and related examples, this Plan aims to clarify the process and identify opportunities for different stakeholders to be involved in making our streets safer and more accessible for all users.



Provide guidance on obtaining & executing funding

Funding is a key element of any active transportation project. This Plan is intended to inform Metro's capital grant programs as well as better position partners for local, state, and federal grant funding opportunities that arise in the future. It identifies specific funding partners, strategies, and ways to think about new opportunities for funding.



Propose active transportation routes that connect multiple jurisdictions, communities, & regional destinations

Coordination with neighboring cities is critical to realizing the benefits of active transportation investments. Active transportation facilities within local jurisdictions can provide residents with more travel options by connecting local destinations; however, when these facilities connect multiple cities, communities, and regional destinations, it can bring tremendous regional benefits and contribute to a robust regional active transportation network. This Plan provides guidance and identifies gaps and corridors to provide a comprehensive, integrated, countywide active transportation network that can serve people ages 8 to 80.



Pull together progressive design resources

Designing an active transportation project that is both context-sensitive and cost effective while utilizing the newest planning practices can be difficult and daunting. This Plan looks at the latest in bicycle and pedestrian facility types and their application, paving the way for jurisdictions or agencies to follow suit.



Show by example how to scope projects to improve station area access

Examples in this Plan showcase the wide range of possible scopes for future projects, focusing in particular on station area access. The examples take into consideration different types of local context and challenges that are seen across the county. Use these flexible examples to build a scope that could be applied to any potential project site.



Share cost estimates and related tools

The cost estimates in this Plan provide a framework for creating a budget and determining funding needs for active transportation projects in the region.



LA River Bike Path, Vernon


Harbor Drive Cycle Track, Redondo Beach


Michigan Avenue Neighborhood Greenway Staging, Santa Monica

ROUTES TO IMPLEMENTATION

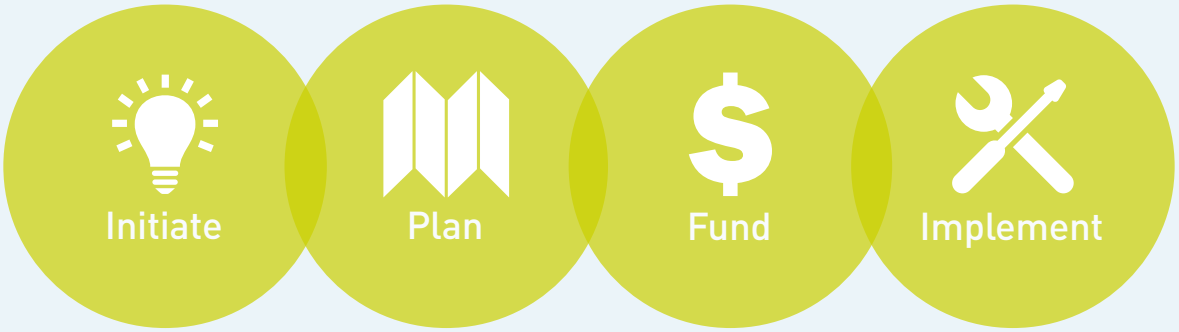
This section provides several examples of how different agencies, partnerships, and approaches can come together to move toward active transportation project implementation. These examples include options such as local or regional agencies leading the effort, implementation efforts that are funded through grants or local funds, and areas where synergies and opportunities can be maximized based on a sampling of recent or on-going projects in LA County. These examples aim to provide a better understanding of key steps to implementation and how different stakeholders can participate in the process.

These are intended as representative examples only, and the participants, process, and implementation approach may vary in length, intensity, and stakeholder involvement depending on the given project.



Example 1: City government institutionalizes processes which lead to the implementation of active transportation projects.





City reviews existing processes to identify places where active transportation could be imbedded and projects could be implemented with little or no additional cost.

City relies on policy guidance (such as Complete Streets policies) to direct the inclusion of pedestrian and bicycle facilities in existing processes. Where applicable, City's policies may need to be adopted by City Council.

Grant funding is not necessary to implement; active transportation projects are included in the normal course of maintenance, development, and construction projects.

Implementation occurs over time during the normal course of maintenance, development, and construction.



City of Long Beach considers bicycle facilities such as this cycle track through existing processes.

Long Beach's Complete Streets Policy

The City of Long Beach has taken great strides to integrate complete streets into citywide planning and operations. When considering maintenance, corridor planning, or new development, the City contextualizes a street in terms of its function, the character and design of the surrounding neighborhood, and the needs of all mobility users. The design of streets is a multidisciplinary effort that draws from the expertise and resources of diverse City jurisdictions. This arrangement facilitates a more balanced mobility system, one that supports the integration of mobility, land use, and urban design.

Maintaining the program: As the consideration of bicycle and pedestrian safety and access became a normal part of all maintenance and construction, additional maintenance specific to those facilities became unnecessary. Maintenance of projects is institutionalized similar to all other capital projects.

Example 2: City government manages the projects from start to finish



City and local bicycle or pedestrian coalition successfully prepare grant for funds to develop bicycle plan.

City prepares active transportation master plan concurrent with subregional Active Transportation Plan at Council of Government level. City's plan is adopted by City Council.

Single grant source (e.g., Metro Call for Projects or State Active Transportation Plan) is successfully obtained to fund implementation of bicycle and pedestrian facilities, bicycle parking, and wayfinding.

Implementation of all components occurs upon receipt of grant funds from single source.



Cyclists of all ages attend Tour de Downey as part of the Bicycle Master Plan effort

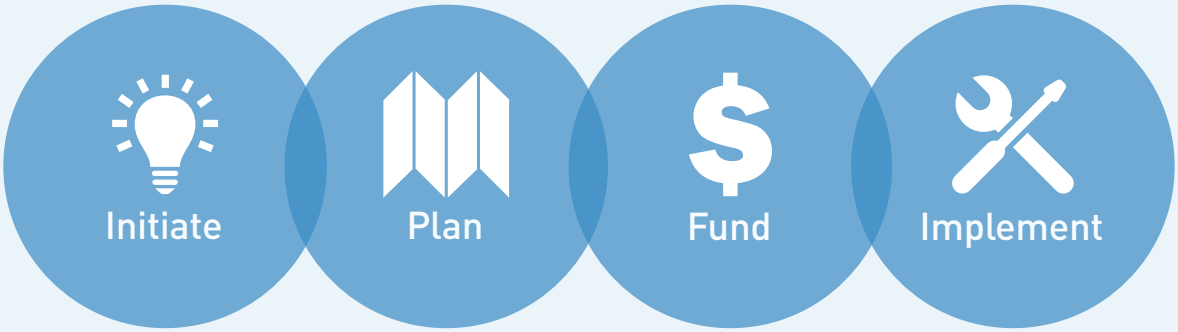
Downey Bicycle Master Plan

The development of the Bicycle Master Plan came as part of an effort by the City of Downey to address local and regional desires to enhance the viability of bicycling as a mode of transportation and reduce transportation system impacts on local communities. The City of Downey General Plan, adopted in 2005, identifies active modes of transportation such as bicycling as a way to mitigate congestion and advance livable communities. The process to develop the Bicycle Master Plan began in May 2014. Grant funding secured through this process will include all of the Bicycle Master Plan's Phase I projects, including 16 miles of bike lanes, approximately 100 bike racks, and wayfinding. All of these components will enhance access to commercial areas and the Lakewood Boulevard Green Line Station.

Maintaining the program: In July 2015, City Council adopted the Plan, which allowed the City to expand its funding efforts. It has since been recommended for a Metro Grant award of $2.3 million for implementation.

Example 3: City government initiates and plans, then implements utilizing existing programs or as funding is available





City successfully prepares grant for funds to develop bicycle and pedestrian plan.

City prepares active transportation master plan absent subregional Active Transportation Plan. City's plan is adopted by City Council.

City transportation dollars and multiple grant sources (e.g., Metro Call for Projects and State Active Transportation Plan) are successfully obtained to fund implementation of bicycle and pedestrian facilities.

Implementation of facilities occurs as resources allow (such as roadway restriping) and as grants are received.



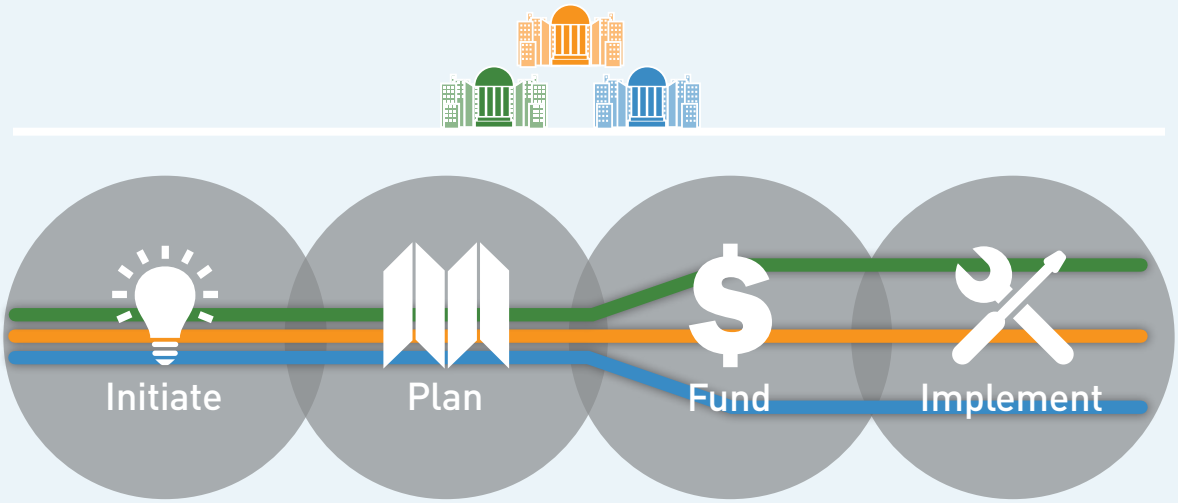
Pomona's Active Transportation Plan supports pedestrian and safe routes to school initiatives.

Pomona Active Transportation Plan

The City of Pomona embarked on developing its first Active Transportation Plan (ATP) in 2012, which includes a complete Bicycle Master Plan combined with targeted pedestrian and safe routes to school planning efforts. It was approved along with a General Plan amendment, Corridors Specific Plan, Green Plan and environmental impact study by City Council in March 2014.

Maintaining the program: Moving forward, the City of Pomona is considering "big-picture" ways in which the plan can now be implemented, as well as securing additional funding.

Example 4: Multiple cities initiate and coordinate, with each city obtaining its own funding and implementing separately



Multiple cities and/or agencies partner to plan and implement regional facility that connects multiple cities.

Project may be planned based on projects in local or regional plans. Projects may close gaps between existing facilities, or reflect jointly-planned new projects depending on each city's needs and capabilities.

Funding a project that is included in a local or regional plan will make it more competitive for grant funding. Jointly-planned new projects may require use of agency funds.

If cities jointly plan, fund, and implement the project with grant funding sources it may be done simultaneously or separately. Using agency funds is more likely to result in installation city by city.

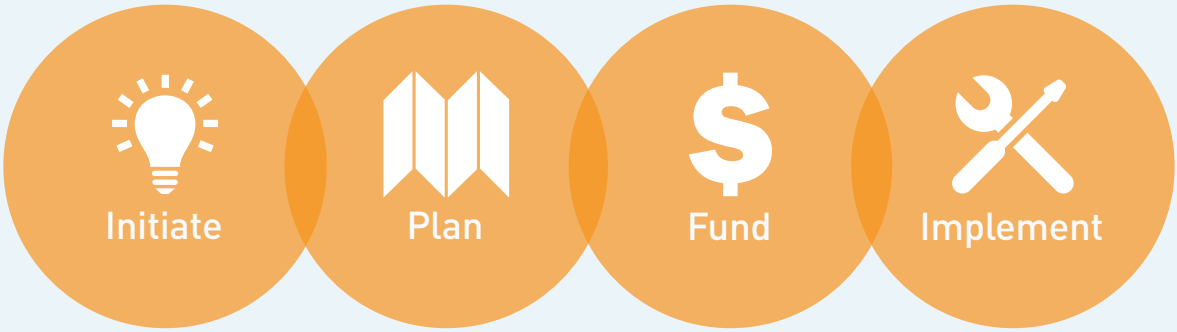

Rosemead Blvd Cycle Track

Lakewood Blvd/Rosemead Blvd Bike Facilities

Numerous jurisdictions are connected on Lakewood Blvd/Rosemead Blvd, from the San Gabriel Valley to Long Beach. The separated bikeway on Rosemead Blvd in Temple City began construction in 2013, improving conditions for bicyclists and pedestrians through streetscaping and separation from moving vehicle traffic. The project had a budget of $20.7 million, funded through local, state, and federal resources, including Metro's 2011 Call for Projects. Adjacent cities and others along Lakewood/Rosemead are exploring opportunities for regional coordination for a low stress facility spanning a significant portion of the region.

Example 5: Metro initiates and leads project in coordination with local jurisdictions





Elected officials, Councils of Government, and/or the community partners with Metro to investigate the feasibility of an active transportation corridor along an under utilized Metro-owned right-of-way.

Metro develops a feasibility study with conceptual designs and generates support. The study identifies the value of multi-modal mobility elements throughout the corridor and benefits to the community, safety, connectivity to transit/light rail corridors and employment.

The feasibility study provides information needed for various grant opportunities and a framework to further refine the project scope and cost estimates. Metro leverages in-kind and local match dollars to successfully obtain federal and state grant funding to design and construct the project.

Metro continues to work with federal, state, and local partners, including elected officials, Councils of Government, local jurisdictions and community stakeholders, to further plan, design, and construct the project.



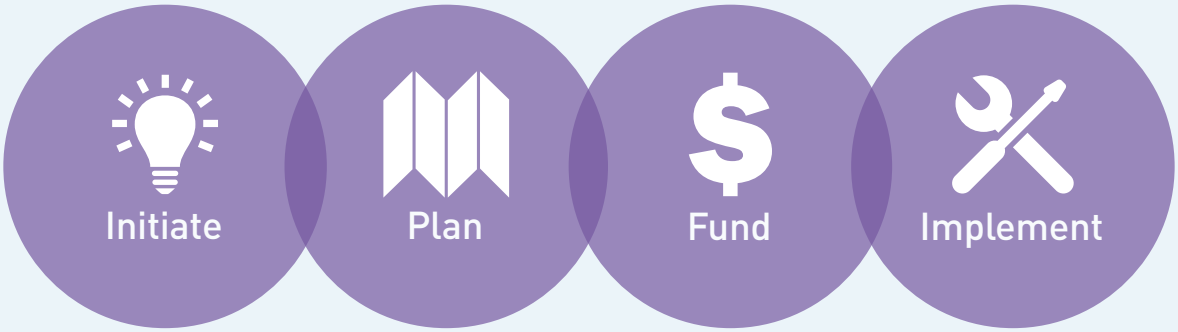
Photo-rendering shown at community meeting for the Rail-to-River Project

Metro Rail to Rail/River Active Transportation Corridor Project

The Rail to Rail/River Active Transportation Corridor Project will serve communities to the south and west of downtown LA by connecting two Metro Rail lines (Crenshaw/LAX and Blue Line) and the Harbor Busway to the LA River bike path which will eventually run 51 miles from the West San Fernando Valley to Long Beach. Metro is taking the lead on this complex active transportation project developed largely on Metro-owned right-of-way, requiring coordination with the BNSF railroad, the County of Los Angeles, and the cities of Bell, Huntington Park, Los Angeles, Maywood and Vernon.

Example 6: Community members, non-profit organization, and city partner for initiation through implementation





Stakeholders such as community members, Councils of Government, or non-profits initiate requests or planning for features such as bicycle repair hubs or fix it stations.

The city works with stakeholders to provide support in planning specifics such as location, goals, and intended use.

The city and stakeholders partner to identify and pursue funding sources to implement and maintain the desired amenities.

The city and stakeholders may partner on implementation and operation, or identify an entity to implement and run the program/ project.



Santa Monica Bike Center

Santa Monica Bike Center

The Bike Center is a City-owned facility that is privately operated, and exists as a part of Santa Monica's comprehensive Bike Action Plan adopted in 2011. The Bike Center provides bike rentals, secure bike parking, showers, locker rooms, education courses, and specialty rides such as those for senior citizens.

INNOVATIONS

The preceding section provides several examples, based on planned or completed projects, of how the planning process and resources available can be used among local stakeholders, elected officials, city staff, funding agencies, and regional partners to plan and implement active transportation projects. However, project planning, implementation, and associated processes can vary widely from community to community and project to project; therefore, the steps or strategies in the previous examples may be combined, expanded, or left out altogether depending on the local context and needs. While these are models used to successfully plan and implement projects, it is important to recognize that there is no "one size fits all" approach. The following innovations are described to provide more information regarding how approaches may be further modified to achieve project goals.

Innovation 1: Capacity Building with Metro

This route to implementation is a variation of examples 4 and 5 from the previous section. Under those examples, regional projects are initiated, planned, funded, and implemented entirely by the cities or Metro. One innovation that may emerge as a result of the ATSP recommended networks is for a project to be initiated by Metro and for Metro to play a greater role through the planning and funding stages for projects that span multiple cities or communities and connect employment centers, educational institutions, and transit operations. Most of the implementation would continue to be under the purview of the local jurisdictions. Corridors such as Vermont Avenue, Imperial Highway, Washington Boulevard, and Crenshaw Boulevard are examples of corridors that either are related to a variety of on-going studies (transit, freeway, and active transportation studies) and/or provide significant regional connections between major employment or residential concentrations and transit facilities.

- Initiate: *A corridor with a proposed local or regional bicycle or pedestrian facility may emerge as a key corridor for implementation because of the potential benefits to the users of the regional active transportation network or synergies with other projects underway.*
- Plan: *Playing a greater role, Metro could take the lead in organizing key government agencies and other implementers for communities along the corridor and provide technical assistance to those jurisdictions for planning the facility and pursuing funding for implementation.*
- Fund: *Metro would have involvement throughout the process, for instance providing assistance in preparing grant applications so that the various cities can secure funding through competitive sources and assemble multiple funding sources, if necessary.*
- Implement: *Two key outcomes of this innovation are implementation of projects for walking, biking, and rolling and building the capacity of local municipalities to replicate the process with or without Metro's assistance for the build out of local and regional active transportation networks.*

Innovation 2: Metro Exemplifies a Program Incubated by Stakeholders

This route to implementation is a variation of example 5. Under this innovation, local stakeholders would play a greater role in planning and implementing the project, and a successful undertaking would likely lead to the project's maintenance and on-going funding being transferred to local agencies, as opposed to staying at the community level. One example of a project that has generally followed this approach is Open Streets, which are temporary one-day events that close the streets to automotive traffic and open them to people on foot or bicycle. This project began at the local stakeholder level and has become a countywide program with a dedicated funding source at the regional level. Many cities have also taken it upon themselves to hold and fund smaller, local events.



CicLAvia Los Angeles

- Initiate: *A community stakeholder, such as a non-profit organization, resident, or elected official, initiates a program or a project based on a local desire or unmet need. The initiation process could include identifying a project, affected stakeholders, and a strategy for assembling partners, informing the community, and obtaining the needed resources.*
- Plan: *While planning a project or event, the initiating entity would need to conduct outreach and develop project details required to pursue funding and move toward implementation. For something like an open streets event, this could include determining a route, developing traffic operation and control plans, outreaching to residents and businesses affected by the event, identifying funding sources, advertising the event, working with governmental agencies to have them as partners, and securing any needed permits. City support in planning and pursuing funding would improve the likelihood of finding a viable funding source and may assist stakeholders with the capacity to administer grant funding.*
- Fund: *Depending on the project/event type, this phase may be the most challenging and may depend on effective planning that identifies a broad range of supporters and benefits to the local community. If initiated by a local non-profit, for example, it is likely that the group would require additional funding support. Currently, cities interested in hosting an Open Streets event can submit an application for funding to Metro when the grant cycle is open. Metro and local cities are currently the two main sources used for funding open streets events. However, when the first Open Streets, or CicLAvia, event was held in Los Angeles, this funding source did not exist and the planners of that event pursued funding from a variety of sources. This model should be encouraged to sustain long-term sustainability.*
- Implement: *Implementation of these projects are key to demonstrating their benefit and long-term viability. Under this option, implementation would be a partnership between the initiating stakeholder(s) and the City. If the project is successful in the long-run, the duties initially taken on by local stakeholders may be assumed by governmental agencies in an effort to increase the size and frequency of events at the local or regional level.*

Innovation 3: Working with Community-Based Groups

In addition to planning and funding infrastructure, support programs and events are critical elements of active transportation planning that should not be forgotten, since they are critical to building political will and public support to help implement walking and bicycling facilities. This route to implementation can be seen as a complement to all five of the routes discussed previously. Under this innovation, local stakeholders would take the lead, with coordination and support from governmental agencies, in developing programs alongside the planning and implementation of active transportation infrastructure. A number of non-profits have educational curricula, staff, and a variety of funding sources that they pursue to conduct programs related to the other E's (education, encouragement, enforcement, and evaluation) such as outreach, walking/biking skills classes, community based walking audits, and pedestrian/bike count data collection. This innovation identifies ways that stakeholders and agencies can partner to avoid duplicating efforts and enjoy the synergies between the engineering aspect of implementing facilities and the other E's, to promote safe and regular use of active transportation infrastructure through additional engagement of stakeholders. This example will focus on using the annual count program that the Los Angeles County Bicycle Coalition (LACBC) organizes as a model.



Volunteer at PopUp MANGo Event

> Initiate: *An external stakeholder, such as a local non-profit or community-based organization, initiates the planning of a program or effort such as count data collection. Initiation of this activity should include the local agency as a partner and can occur simultaneously with the development of a plan or the implementation of infrastructure for walking and biking.*

> Plan: *Planning a data collection program would be based on serving the effort being undertaken by the local agency. For example, if a cycle track is being implemented by a local city, a local stakeholder might conduct outreach to businesses and residents along the corridor to explain how the facility is being implemented and some of the associated tradeoffs and benefits. This could be followed by educational materials and classes targeting all roadway users to explain how the facility operates and the rights and responsibilities of all roadway users. Finally, this group may also plan a ride, collect pedestrian and bicycle data, and organize other events in the community to raise awareness of the project, evaluate how it is being used, and pursue additional implementation of infrastructure as desired by the local community.*

> Fund and Implement: *Funding and implementation would be led by the local stakeholder group with support from the City and other regional partners. The LACBC count program is largely a volunteer effort; however, as data collection needs grow for new projects and funding sources, support from sponsors and agencies are needed to organize the event, provide training and materials, and produce a document or product that shares the data collected and relevant findings.*

REGIONAL CORRIDOR EXAMPLES

Building on feedback regarding challenges and opportunities around the steps outlined in the Routes to Implementation section, this section demonstrates how those processes can be put into practice by collecting data, analyzing existing conditions, reviewing plans and proposals at the local (City plans) and regional (COG, SCAG, Metro) levels, and selecting from the regional network and low-stress treatment options to meet local needs and desires for active transportation projects.

Imperial Highway

South Bay and Gateway Cities Sub-regions

Initiate

> Proposed as a dedicated on-street facility in the ATSP

> Identified in the South Bay Subregional Mobility & Gateway Cities Subregional Mobility Matrix/Project Lists

> Based on local community goals, plans and preferences, agencies may need to coordinate on the consideration of alternative facility types or corridors for implementation

Plan

> Two segments in South LA/ Watts included in the High Injury Network

> Major facilities represent a significant challenge to regional connectivity via active transportation

> Connects with I-105, I-405, I-110, I-710, I-5, I-605

> Connects with Metro Rapid Lines 740, 710, 757, 754, 745, 760, 762, Metro Green Line, Silver Line, Blue Line

> A low stress bicycle facility on an arterial such as Imperial Hwy would include protected or buffered on-street bike lanes

> A low stress bicycle facility through the South Bay sub-region could include slow lanes that accommodate bicycles and Neighborhood Electric Vehicles

> Include connectivity and wayfinding along corridor to/from local and regional facilities and activity sites

> Shade and ADA issues should be addressed to improve the streetscape

> Provide ancillary facilities to support active transportation along the corridor, including bike parking, sidewalk improvements, and street crossing enhancements

Fund

> To be most competitive for funding, regional cooperation is needed amongst cities and COGs, Metro ATSP, local advocacy groups and state and regional funding agencies

Implement

> California Active Transportation Program (ATP) Cycle 2 grants were awarded in October 2015. Future projects should be planned to be consistent with previous ATP grant cycle application requirements

Vermont Avenue

South Bay and Central Los Angeles Sub-regions

Initiate

> Proposed as a dedicated on-street facility in the ATSP

> Identified in the South Bay Subregional Mobility & Central Subregional Mobility Matrix/Project Lists

> Based on local community goals, plans and preferences, agencies may need to coordinate on the consideration of alternative facilities or implementation options

Plan

> A large segment of Vermont Ave., from Manchester Ave. to Franklin Ave., is included in the High Injury Network

> Traverses South Bay and Central Los Angeles sub-regions

> Connects with I-405, SR-91, I-105, I-10, US 101

> Connects with Metro Rapid Lines 754, 705, 740, 728, 730, 733, 720, 704, 780, Metro Green Line, Expo Line, and Red/Purple Lines

> A low stress bicycle facility on an arterial such as Vermont Ave. would include protected or buffered on-street bike lanes

> Include connectivity and wayfinding along corridor to/from local and regional facilities and activity sites

> Shade and ADA issues should be addressed to improve the streetscape

> Provide ancillary facilities to support active transportation along the corridor, including bike parking, sidewalk improvements, and street crossing enhancements

Fund

> To be most competitive for funding, regional cooperation is needed amongst cities and COGs, Metro ATSP, local advocacy groups and state and regional funding agencies

Implement

> California Active Transportation Program (ATP) Cycle 2 grants were awarded in October 2015. Future projects should be planned to be consistent with previous ATP grant cycle application requirements

San Fernando Road / Colorado Blvd. / Huntington Dr.

San Fernando and San Gabriel Valley Sub-regions

Initiate

> Proposed as a dedicated off-street facility in the ATSP

> Identified in the San Fernando Valley Subregional Matrix/Project List

> Based on local community goals, plans and preferences, agencies may need to coordinate on the consideration of alternative facilities or implementation options

Plan

> San Fernando Road: Several segments in the northeastern San Fernando Valley included in the High Injury Network

> Colorado Blvd./Foothill Blvd.: High Injury data only available within City of Los Angeles; portions of other major corridors across LA County may also have high injury rates

> Connects with I-5, I-210, SR-118, SR-134, SR-2, I-605

> Connects with Metro Rapid 794, 761, 734, Metrolink, and the Metro Gold Line

> A low stress off-street bicycle facility on an arterial such as San Fernando Road could include a Class I bike path or a new Class IV cycletrack

> A low stress bicycle facility on Colorado Blvd./ Foothill Blvd. would include protected or buffered on-street bike lanes

> Include connectivity and wayfinding along corridor to/from local and regional facilities and activity sites

> Shade and ADA issues should be addressed to improve the streetscape

> Provide ancillary facilities to support active transportation along the corridor, including bike parking, sidewalk improvements, and street crossing enhancements

Fund

> To be most competitive for funding, regional cooperation is needed amongst cities and COGs, Metro ATSP, local advocacy groups and state and regional funding agencies

Implement

> California Active Transportation Program (ATP) Cycle 2 grants were awarded in October 2015. Future projects should be planned to be consistent with previous ATP grant cycle application requirements

Sub-Regional Project with Regional Significance

Various Sub-regions

Initiate

> Proposed as a designated active transportation improvement in the ATSP or local planning documents

> Identify projects from Sub-regional Mobility Matrices/Project Lists

> Based on local community goals, plans and preferences, agencies may need to coordinate on the consideration of alternative facilities or implementation options

Fund

> To be most competitive for funding, regional cooperation is needed amongst cities and COGs, Metro ATSP, local advocacy groups and state and regional funding agencies

Implement

> As funding becomes available, coordinate between cities, sub-regions, and COGs to implement project cohesively

Plan

> Connects with several corridors planned as dedicated on-street active transportation facilities

> Connects through major highways and regional transit facilities

> Overcomes regional barriers such as water features or topography

> Addresses first last mile challenges when accessing transit facilities

> A low stress bicycle facility could include various on- or off-street options, including a Class I bike path, a Class IV cycletrack, or a Class II protected/buffered bike lane

> Include connectivity and wayfinding along corridor to/from local and regional facilities and activity sites, including transit stations/centers, educational facilities, recreational facilities, institutional/government facilities and high employment and commercial centers

> Provide ancillary facilities to support active transportation along the corridor, including bike parking, sidewalk improvements, and street crossing enhancements

COST ESTIMATES

An important aspect of active transportation planning and infrastructure development is understanding the resources required to develop a robust active transportation network that serves the County's varied user types and trips. Metro has been working to develop an estimate of the cost to build-out the active transportation network and incorporate a funding strategy to help partners in the region obtain dollars for planning and implementation. With an emphasis on developing a safe, low-stress network that suits users of all ages and abilities for both local and regional travel, an estimate is provided below for building out a high-quality network throughout the county. For additional detail on how these estimates were developed, please see Appendix G. The costs are presented in Table 3.1 as a low-medium-high range, based on increasing magnitude of project and, therefore, cost. The ATSP will focus primarily on the regional active transportation network and first last mile access to major transit stops and stations in the County; therefore, the cost to implement improvements identified in the ATSP would be less than the total countywide active transportation needs mentioned in Table 3.1. Local active transportation networks that connect to local desinations are not the focus of the ATSP. However, estimates of annual needs for these local active transportation facilities are provided in Table 3.1 for informational purposes.Cost savings may be obtained from changes in policies that support greater and more integrated multi-modal transportation planning and implementation and by using a Complete Streets approach.



Bike racks on the front of a Metro bus help with first last mile access

Table 3.1: High-Level Estimate of Annual Active Transportation Needs in Los Angeles County

Description	Cost [1]		
	Low	*Medium*	*High*
Total Active Transportation Network - Annual Capital Costs [2]	**$698,245,426**	**$1,013,418,783**	**$1,613,352,965**
First Last Mile Access to Major Transit Stops/ Stations [3]	$347,306,213	$468,699,344	$604,622,152
Regional Active Transportation Network [4]	$4,714,147	$75,811,137	$396,667,117
Local Active Transportation Networks [5]	$346,225,067	$468,908,301	$612,063,696
Metro Bike Services - Annual Capital Costs [6]	**$1,068,100**	**$2,205,900**	**$3,496,500**
Metro Bike Services - Annual Operations and Maintenance [6]	**$13,635,000**	**$26,921,000**	**$40,016,000**
Education & Encouragement Programs - Annual Costs [7]	**$24,357,776**	**$30,010,552**	**$35,734,663**
Total Annual Cost Range	**$737,306,302**	**$1,072,556,235**	**$1,692,600,128**

Notes:

1. Costs are in 2015 dollars and not escalated. Cost estimates are subject to change based on further refinements and economic conditions.
2. Assumes total build out by 2035. Includes planning, design, engineering, environmental clearance, construction, and contingency costs. Cost range considers intensity of infrastructure improvement elements. Includes annual capital costs for first last mile access improvements to major transit stops/stations, regional active transportation network, and local active transportation network.
3. Includes first last mile active transportation improvements to 661 total station areas, which consist of existing and under construction Metro Rail, Metro Rapid, Metrolink, and high ridership local bus stops served by Metro and municipal transit operators. Each station area location may consist of multiple bus stops and rail stations that are close to each other - this enabled stops that are on opposite sides of the streets, rail stations that have bus stops nearby, or stations that have more than one portal to be treated as one area rather than multiple areas with duplicative analysis.
4. Regional active transportation network consists of bikeways and mixed use paths that connect cities and communities, major destinations, and transit hubs. These include local projects with regional benefits.
5. Local active transportation networks provide connections to local destinations and feed into the regional network.
6. Metro bicycle services include bike share and secure bike parking, such as bike hubs, lockers, and racks. Cost range considers scale of services.
7. Cost range considers scale and intensity of activities for Metro-sponsored Adult Bicycle Safety Skills Classes, Metro sponsored community rides, Metro Open Streets grant program, and Safe Routes to School non-infrastructure programs at public schools, which may be implemented by local municipalities or other external stakeholders.

FUNDING STRATEGIES

With an understanding of the financial resources needed to develop world-class infrastructure for Los Angeles County, a funding strategy that accounts for this need helps the region compete for resources at all levels, including local, regional, state, and federal, as well as public-private partnerships or other private sector entities. There are many ways this issue can be examined, beginning with two key questions:

> How much would the county need to spend annually to build out this infrastructure in 20 years or 40 years?

> At the county's current annual spending levels, how many years would it take to build out this infrastructure?

Table 3.2 provides the estimated expenditures needed to build out the full active transportation network within 20 years and within 40 years.

The ATSP identifies a number of funding sources and opportunities to achieve implementation, including leveraging existing resources; better positioning partners for local, regional, state, and federal grant funding opportunities; involving the private sector; coordinating among multiple jurisdictions; identifying partnership opportunities among various entities; and using a Complete Streets approach to transportation planning and implementation. In addition, Metro is considering a ballot measure for November 2016 that could provide additional funding for active transportation, including a two-percent set-aside for the Regional Active Transportation Program, with approximately half of those funds allocated for projects that will be consistent with the ATSP. The ballot measure also includes 16% allocation for local return, which can be used for active transportation projects. There are several changes the Metro Board may wish to consider to align existing funding sources to better support active transportation projects in Los Angeles County. Below are recommendations to policy changes that may increase Metro's ability to finance and deliver active transportation projects to meet the equity, mobility, and sustainability goals of the agency. Tables 3.3 through 3.8 provide additional information about the funding sources mentioned here.

> Update Proposition A, C, and Measure R Local Return Guidelines to align with the Metro Board-adopted 2009 Long Range Transportation Plan, Metro First Last Mile Strategic Plan, Metro Complete Streets Policy, and the Active Transportation Strategic Plan, consistent with any constraints in the ordinance language;

> Update Proposition C 10% and Proposition C 25% Guidelines to align with the Metro Board-adopted 2009 Long Range Transportation Plan and future Board-adopted updates, Metro First Last Mile Strategic Plan, Metro Complete Streets Policy, and the Active Transportation Strategic Plan;

> Increase proportion of Call for Projects funding reserved for the Bicycle, Pedestrian, and Transportation Demand Management Modes according to the needs identified in the ATSP in proportion to needs for other modes;

- Prioritize projects submitted for Call for Projects funding which implement projects and programs identified in the Metro Active Transportation Strategic Plan;
- Continue to use grant-writing technical assistance for Active Transportation Program (ATP), Affordable Housing and Sustainable Communities (AHSC) Program, Highway Safety Improvement Program (HSIP) and Transportation Investments Generating Economic Recovery (TIGER) to advance projects and programs identified in the ATSP and any future updates; and
- Consider providing grant-writing technical assistance for other existing funding sources, including "non-traditional funds" or new funds that may arise in the future (e.g., health-related grants, "parks and recreation"-related grants that may fund active transportation projects that support Metro's policy goals).

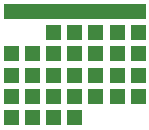


Table 3.2: Active Transportation Network Build Out within 20 years/40 years

Active Transportation Network build out estimate [1]	$20,300,000,000 [2]	
# of years for build out	20-year	40-year
Required yearly expenditures for Active Transportation network	$1,013,000,000	$506,700,000

Notes:

1. Includes first last mile access to major transit stops/stations, proposed Regional Active Transportation Network, and other local active transportation network.
2. Reflects the value of the medium cost estimate in the range provided in Table 3.1.

FUNDING SOURCES

Tables 3.3-3.7 contains the list of eligible fund sources for active transportation improvements in the county and controlled by various levels of government. It should be noted that while the total amount of funding available per year is shown, many of these fund sources are also currently used for other transportation needs in the County beyond active transportation. Due to finite resources that must be distributed across many transportation priorities, these needs exceed the existing funding sources available.

Table 3.3: Eligible Formula Local Funding Sources

Funding Source and Annual Amount [1] (approx.)	Description	Eligible Uses	Opportunities/ Constraints
Transportation Development Act (TDA) – Article 3 $7.5 million	2% of TDA Article 3 funds are allocated to local jurisdictions based 85% on population and 15% to City of LA and LA County to maintenance of regionally significant Class I bicycle facilities.	Bicycle and pedestrian facilities are eligible.	TDA Article 3 funds are directly allocated to local jurisdictions.
Proposition C 10% $75.2 million	10% Commuter Rail/Transit Centers/ Park-n-Ride – To increase mobility and reduce congestion by providing funds for Commuter Rail and the construction of Transit Centers, Park-and-Ride Lots, and Freeway Bus Stops. Allocated directly by the Metro Board to Metrolink and through the Metro Call for Projects process to other eligible agencies for specific eligible projects.	In terms of active transportation, access improvement projects are eligible as well as bicycle lockers and other improvements to Metrolink rail stations.	Bond debt service and commuter rail operations have first priority for these funds. Board action in June 2015 further restricted these funds to only be available to projects which directly benefit Metrolink operations. These funds may not be used to improve access to Metro Rail or Bus stations.
Proposition C 20% $150.4 million	20% Local Return – Distributed to cities on a per capita basis for public transit-related purposes.	Proposition C 20% Local Return can be used for Transportation Demand Management, commuter bikeways and bike lanes, and street improvements supporting public transit service.	Declines in gas tax subventions from the state have led to cities using a larger portion of Local Return for street maintenance.
TDA Article 8 $22 million	For areas within LA County not served by Metro, North County unincorporated area, Palmdale, Lancaster, Santa Clarita, and Avalon. Allocated to the eligible local jurisdictions based on population. Requires annual public hearings.	Transit and paratransit programs to fulfill unmet transit needs in areas not served by Metro.	If there are no unmet transit needs, may be used for street and road improvements.

Table 3.3: Eligible Formula Local Funding Sources (Continued)

Funding Source and Annual Amount [1] (approx.)	Description	Eligible Uses	Opportunities/ Constraints
Proposition C 25% $188.0 million	25% Transit-related Improvements to Freeways and State Highways and Public Mass Transit Improvements to Railroad Rights-of-Way – To provide essential countywide transit-related improvements to freeways and State highways. To facilitate transit flow, the operation of major streets and freeways will be improved by providing preference and priority for transit.	In terms of eligible active transportation projects, transportation demand management, Class I and Class II bicycle facilities, roadway improvements which support transit use, like first last mile improvements are eligible.	Bond debt service has first priority for funds. The majority of these funds are assumed to be programmed to rail and HOV projects. The balance is typically allocated through the Metro Call for Projects.
Measure R 15% $112.8 million	15% Local Return - Distributed to the incorporated cities within Los Angeles County and the County of Los Angeles for the unincorporated area of the County on a per capita basis.	Major street resurfacing, rehabilitation, reconstruction, bikeways, pedestrian improvements, streetscapes, and other active transportation improvements.	Declines in gas tax subventions from the state have led to cities using a larger portion of Local Return for street maintenance.
Repayment of Capital Project Loans Fund 3562 $ variable	Metro established the Repayment of Capital Project Loans (fund 3562) to account for capital reimbursements from the State for advances that Metro made in lieu of capital project funding that the State could not provide on the originally programmed schedule.	The Long Range Transportation Plan (LRTP) assumes that these funds must be used for capital purposes only and are allocated at the discretion of the Metro Board.	This source is typically used to cover cost increases on rail projects which are under construction. This fund source can also be programmed in the Metro Call for Projects when other eligible funds are not available.
Metro ExpressLanes Net Toll Revenue Grant Program $ 19.6 million (Cycle 1)	The objective of the Program is to increase mobility and person throughput through a series of integrated strategies (transit operations, transportation demand management, transportation systems management, active transportation, and capital investments) in the I-10 and I-110 corridors.	First last mile connections to transit facilities, focusing on multimodal elements recommended as part of the First Last Mile Strategic Plan including investments that might support 3rd party mobility solutions (car-share, bike-share), complete streets projects which emphasize multi-modalism, bicycle infrastructure including bicycle lanes and secured bicycle parking facilities, and pedestrian enhancements including on/off-ramp safety improvements.	This source is flexible, but limited by Board policy to areas within three miles of the ExpressLanes facilities. Funding for this program is subject to availability of net toll revenue.

Table 3.4: Eligible Formula State Funding Source [2]

Funding Source and Annual Amount [1] (approx.)	Description	Eligible Uses	Opportunities/Constraints
Regional Improvement Program $ variable	Regional Improvement Program – 75% of State Transportation Improvement Program Funds are distributed to the counties and RTPA's.	Capital projects including bicycle, pedestrian projects, safety projects, TDM, and intermodal facilities.	Funding from this source has been limited and volatile due to inflation and legislative and market changes in the price of gasoline and the taxes on gasoline.

Table 3.5: Eligible Competitive State Funding Sources

Funding Source and Annual Amount [1] (approx.)	Description	Eligible Uses	Opportunities/Constraints
Active Transportation Program (ATP)[3] $120 million available statewide $33 million available to LA County	The Active Transportation Program is a consolidation of five previous programs which funded active transportation. This program is exclusively devoted to funding active transportation projects, particularly those that improve health and safety, benefit disadvantaged communities, and promote increased use of active modes.	Bicycle and pedestrian improvement project, Safe Routes to School, bicycle and pedestrian planning, non-infrastructure projects, safety and encouragement campaigns. Highest priority projects demonstrate ability to increase walking and biking, improve health and safety, reduce GHG, and ensure benefit to disadvantaged communities.	Projects are selected based on a statewide as well as regional competition. Funds are now programmed several years out and are not available for immediate active transportation needs. Metro has provided ongoing technical grant-writing assistance to local municipalities to compete for this funding source.
Affordable Housing and Sustainable Communities (AHSC)[3] $ is 20% of overall Greenhouse Gas Reduction Fund	Supports reduction of GHG emissions by improving mobility options and increasing infill developments. Funds are administered by the Strategic Growth Council.	Active transportation and complete streets that are linked to affordable and infill developments.	Active transportation improvements must be linked to an affordable housing development.
Transit and Intercity Rail Capital Program (TIRCP) $ is 10% of overall Greenhouse Gas Reduction Fund	Administered by Caltrans in collaboration with California State Transportation Agency (CalSTA). The TIRCP provides grants for capital improvements and operational investments that modernize California's transit system.	Active transportation projects are eligible as project elements.	Funds are typically reserved for bus or rail projects. However, bicycle and pedestrian improvements are eligible project expenses as long as they are part of a transit expansion or modernization project.

Table 3.6: Eligible Formula Federal Funding Sources [4]

Funding Source and Annual Amount [1] (approx.)	Description	Eligible Uses	Opportunities/Constraints
Congestion Mitigation and Air Quality Improvement Program (CMAQ) $138 million	An FHWA program. CMAQ funds are used for projects and programs which have a demonstrable impact on reducing criteria pollutants and relieving congestion. Funds are allocated based on weighted population formula, which takes into account air pollution severity, and are typically awarded through the Metro Call for Projects.	Bicycle, pedestrian, and TDM projects are eligible so long as they can demonstrate air quality benefits.	Funds from this source are typically allocated to rail expansion, HOV projects, and rail operation start-up. A limited amount of CMAQ is also programmed through the Metro Call for Projects to the Bicycle, Pedestrian, and Transit Capital modes. Projects must clearly demonstrate air quality benefits. Landscaping and street furniture are not eligible.
Regional Surface Transportation Program (RSTP) $81.6 million	An FHWA program. A flexible funding source which is apportioned to states on a per capita basis. Metro programs LA County's share to LRTP projects or through the Metro Call for Projects.	Bicycle, pedestrian, and TDM projects	Funds from this source are currently used primarily to operate Access Services as well as some highway and transit projects.
Surface Transportation Program – Local (STP-L) $31.7 million	Part of RSTP. Metro allocates $31.7 million per year of RSTP	Bicycle, pedestrian, and TDM projects; typically used for rehabilitation and maintenance	Funds from this source are apportioned to each municipality by population. Municipalities are responsible for selecting projects under this program.
Federal Transit Administration (FTA) Grants Section 5307 - $247.1 million Section 5310 - $0.4 million Section 5311 - $0.18 million Section 5337 - $84.5 million Section 5339 - $24.8 million	FTA MAP-21 programs.	Active transportation projects must meet the following criteria: 1) Be elements of a larger transit project. 2) Be within a 3-mile bikeshed or a 1/2-mile walkshed of a transit station. 3) Enhance economic development or incorporate private investment; effectiveness of public transit project, or establish new or enhanced coordination between public transit and other transportation; and provide a fair share of revenue for public transit.	Use of these funds for active transportation requires showing connectivity and a demonstrable benefit to the transit system (i.e., attracting new riders). Use of these funds is likely easier for new transit projects than existing transit facilities due to high FTA threshold.

Table 3.7: Eligible Competitive Federal Funding Sources

Funding Source and Annual Amount (approx.)	Description	Eligible Uses	Opportunities/Constraints
Highway Safety Improvement Program (HSIP) $2.4 billion available nationwide	An FHWAY MAP-21 program. The program purpose is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.	Any strategy, activity, or project on a public road with the data-driven State Strategic Highway Safety Plan (SHSP) and corrects or addresses a highway safety problem. Funds are administered by the state.	Projects must be identified in the SHSP.
Transportation Investment Generating Economic Recovery (TIGER) $500 million available nationwide	A competitive grant program for surface transportation capital project	All bicycle and pedestrian projects.	This is an extremely competitive grant program. Projects will need to demonstrate economic value as well as multi-modal transportation improvements.
Federal Transit Administration Section 5309 $ variable	A component of the New Starts program. A discretionary grant program from the Federal General Fund. Maximum Federal share is generally 80%.	See eligible uses under FTA Section 5307.	See opportunities/constraints under FTA Section 5307.

Notes:

[1] Amount shown is after administrative costs.
[2] Eligibility and available funding amounts of state funds may have changed due to passage of the new federal transportation bill, the FAST Act.
[3] ATP and AHSC funds are not directly controlled by Metro. However, Metro has provided grant assistance for recipients and has received ATP and AHSC funding for Metro-sponsored projects.
[4] Federal amounts reflect MAP-21 funding levels. Amounts will be updated once the FAST Act and state enabling legislation are analyzed.

PERFORMANCE METRICS



Various transportation modes in Downtown Los Angeles

Progress toward the goals and objectives of this Plan can be measured by performance metrics that capture how much implementation activity is occurring and how this implementation activity is affecting the quality of life across the county. Both types of metrics are important to track so that Metro has an understanding of the broader trends that may influence or be influenced by Metro's active transportation investments.

The tables on the following pages include the set of performance metrics to measure the performance of this Plan. These metrics are based on the goals and objectives described in Chapter 1, informed by stakeholder input; aligned with national best practices from two key national sources of guidance, the National Complete Streets Coalition and the National Association of City Transportation Officials; and by a review of "cutting edge" peer agencies[1]. A number of these metrics are optimal for the county level, so Metro and partner agencies can understand the effects of active transportation investments across the county, as shown in Table 3.8. Tracking at the countywide level is critical as some metrics may see an exponential effect – where the observed increases or decreases are greater than the sum of the activity occurring right around the project location. The benchmarks are set as an opportunity for Metro to be a leader in the field of active transportation planning. They are specifically tied to the context of Los Angeles County in terms of current baseline. The horizon year of 2025 was selected for most of the potential benchmarks because the ten-year horizon is generally the time frame in which active transportation plans are refreshed and updated, and would be a good point to revisit these targets. This time frame would allow Metro and partner agencies to track the implementation of active transportation projects and evaluate the performance of those projects against the baseline and benchmarks. Other metrics are more appropriate to be collected and tracked at the project level, to understand the localized impact of specific improvements for people walking and bicycling. Each performance metric includes a baseline and a benchmark, reflecting where we are today (or the most recent data available) and where we want to be by 2025 and 2035, using measurable targets. The full process of developing these metrics is described in Appendix F.

Finally, there are a number of other performance measure initiatives at Metro taking place concurrently to this Plan. These include the performance measures under review for the upcoming Long Range Transportation Plan update, those set forth by the Metro Countywide Sustainability Planning Policy and Implementation Plan, and those to be included in an upcoming Metro Quality of Life project. Where possible, Metro will streamline data collection and avoid duplication of efforts, as many of the types of data recommended for these various efforts are very similar.

[1] *Peer agencies reviewed included San Francisco Bay Area Metropolitan Transportation Commission, San Francisco Metropolitan Transportation Authority, Oregon Metro, Puget Sound Regional Council, New York City, City of Seattle, City of San Luis Obispo, City of Los Angeles, and City of Santa Monica.*

PERFORMANCE METRICS AT THE COUNTYWIDE LEVEL

Table 3.8: Performance Metrics Collected at the Countywide Level

Performance Metric	Initial Baseline (2015)	Potential Benchmark	Available Data Sources
Number and percent bicycle-to-transit[1]	4% (Rail) 3% (Bus)	100% increase by 2025	Metro On-Board Surveys
Number and percent walk-to-transit	68% Walk (Rail) 4% Skated (Rail) 83% Walk (Bus) 2% Skated (Bus)	10 percentage point increase (walk to rail) by 2025 5 percentage point increase by 2025 (walk to bus)	Metro On-Board Surveys
Percent of all trips completed by bicycle in Los Angeles County	1.4% Bike	100% increase by 2025	2009 National Household Travel Survey
Percent of all trips completed by walking in Los Angeles County	17.6% Walk	50% increase by 2025	2009 National Household Travel Survey
Means of transportation to work	3.8% Combined Bike + Walk (0.9% Bicycle, 2.9% Walk)	100% increase by 2025 in combined Bike + Walk	2013 American Communities Survey 5-Year Estimate
Miles of installed bicycle facilities, by class	2014: Class IV = 6 miles (2015) Class III = 614 miles Class II = 1,046 miles Class I = 341 miles	100% increase per year for class IV 10% increase per year for each class I, II and III	Self-reported by jurisdictions

Table 3.8 (continued)

Performance Metric	Initial Baseline (2015)	Potential Benchmark	Available Data Sources
Metro capital funding allocated to bicycle/pedestrian improvements	To Be Determined	To Be Determined	Self-tracked/self-reported by Metro
Percent of bicycle/ pedestrian improvement projects funded by Metro capital funding that benefits a disadvantaged community[2]	n/a	50% per funding cycle	Self-tracked/self-reported by Metro
Number of station areas receiving Metro capital funding or external funding allocated to bicycle/pedestrian access improvement treatments	To Be Determined	100% of 661 station areas served by 2030	Self-tracked/self-reported by Metro
Number of station areas with completed bicycle/ pedestrian access improvement treatments funded by Metro capital funding or external funding	To Be Determined	100% of 661 station areas served by 2035	Self-tracked/self-reported by Metro
External (non-Metro) discretionary grant funding won within LA County for active transportation projects	To Be Determined	Proportional to LA County population or greater	Self-reported by jurisdictions and implementing agencies

Notes:

1. *Because the percent of transit riders who walk or bike to transit is already very high, it is critical to also collect the number of riders who walk or bike to a station, so that net ridership increases are captured in addition to any increase in walk-or-bike-to-transit ridership.*

2. *For the purposes of this ATSP, Disadvantaged Community is characterized as one of the following: The median household income is less than 80% of the statewide median based on the most current census tract level data from the American Community Survey, an area identified as among the most disadvantaged 25% in the state of California according to the CalEPA and based on the latest version of the California Communities Environmental Health Screening Tool (CalEnviroScreen) scores, or at least 75% of public school students in the project area are eligible to receive free or reduced-price meals under the National School Lunch Program.*

Table 3.8 (continued)

Performance Metric	Initial Baseline (2015)	Potential Benchmark	Available Data Sources
Collision statistics (number by mode, percent by mode for severe injury and fatal crashes)	2012: Total Collisions=51,207 Total Injuries=50,622 Total Severe Injuries=2,300 Total Fatalities=585 Ped Collisions=5,024 Ped Injuries=4,821 Ped Fatalities=203 Bike Collisions=4,955 Bike Injuries=4,926 Bike Fatalities=29	Support benchmark of local municipalities with Vision Zero Policies Decrease overall collisions by 10% per year countywide	State-Wide Integrated Traffic Reporting System (SWITRS)
Greenhouse gas reductions	To Be Determined	Evaluate against forecasts and inputs	SCAG, Self-reported by implementing agencies

PERFORMANCE METRICS AT THE PROJECT LEVEL

Table 3.9: Performance Metrics Collected at the Project Level

Performance Metric	Initial Baseline (2015)	Potential Benchmark	Available Data Sources
Number and percent of people who walk	Baseline set by implementing agency before project implementation	100% increase by 2025	Self-reported by implementing agencies via pedestrian counts, Baseline available in the ATSP existing conditions analysis
Number and percent of people who bike	Baseline set by implementing agency before project implementation	100% increase by 2025	Self-reported by implementing agencies via bicycle counts, Baseline available in the ATSP existing conditions analysis
Number of households within ¼ mile of a low-stress bicycle facility	Baseline set by implementing agency before project implementation	Increase by 20% per year, countywide	US Census American Communities Survey, Self-reported by implementing agencies, Baseline available in the ATSP existing conditions analysis
Number of jobs within ¼ mile of a low-stress bicycle facility	Baseline set by implementing agency before project implementation	Increase by 20% per year, countywide	US Census American Communities Survey, Self-reported by implementing agencies, Baseline available in the ATSP existing conditions analysis
Number of destinations (schools, medical, parks, recreational, etc.) within ¼ mile of a low-stress bicycle facility	Baseline set by implementing agency before project implementation	Increase by 20% per year, countywide	Self-reported by implementing agencies; Baseline available in the ATSP existing conditions analysis

METRO PROGRAMS

Supportive non-infrastructure programs and policies can help build capacity and momentum to implement active transportation infrastructure projects. This section provides an overview of programs under the purview of Metro that support active transportation in the county. By developing infrastructure, policies, and programs, the region will be able to execute a holistic approach to project delivery to improve safety and access for all roadway users.

Table 3.10: Metro Programs

Category	Programs & Description
Grant Programs	Call for Projects - Competitive grant program that provides local, state, and federal funds for surface transportation improvements in seven modal categories, including bicycle and pedestrian capital improvements. Other modal categories eligible for funding include regional surface transportation improvements, goods movement improvements, signal synchronization & bus speed improvements, transportation demand management, and transit capital.
	ExpressLanes Net Toll Revenue Re-Investment Grant Program - Net toll revenues generated by the Metro ExpressLanes are required by state law to be reinvested for transportation improvements in the corridor where generated. The Grant Program is intended to increase mobility through transit operations, transportation demand management, transportation systems management, active transportation, and capital investments in the I-10 and I-110 corridors.
	Metro Open Streets Grant Program - Competitive grant program that funds regional car-free events to provide opportunities to 1) ride transit, walk and ride a bike, possibly for the first time, 2) encourage future mode shift to more sustainable transportation modes, and 3) foster the development of multi-modal policies and infrastructure at the city/community level.
	Wayfinding Signage Grant Pilot Program – Provides funds to eligible agencies wishing to install static wayfinding signage within one mile to and from Metro fixed guideway stations that will be open by June 30, 2017.
	Transit Oriented Development (TOD) Planning Grant Program - Grant Program designed to spur the adoption of local land use regulations that are supportive of Transit Oriented Development in Los Angeles County.
Planning Studies	Los Angeles River Bikeway Gap Closure Feasibility Study - Feasibility study included conceptual designs, associated cost estimates and engineering feasibility considerations for the 8-mile gap in the path between Atwater Village and Maywood. The Study included a comprehensive accounting of existing and known future attractions as well as general transportation needs of the neighborhoods surrounding the project area.
	I-710 Bikeway Study - Studying the development of the following Class-I bike paths and access points: a) Los Angeles Flood Control District right-of-way on the western levee of the Los Angeles River Channel from the Pacific Coast Highway (Long Beach) to Imperial Highway (South Gate) to connect with the existing Los Angeles River Bike Path, b) Southern California Edison (SCE) right-of-way, roughly parallel to Greenleaf Blvd., between the Los Angeles Blue Line and Sportsman Drive; and c) SCE and Los Angeles Department of Water and Power right-of-way from Willow/TI Freeway (Long Beach) to connect with the Rio Hondo Bike trail at Garfield Avenue (South Gate).

Table 3.10 (continued)

Category	Programs & Description
Planning Studies (continued)	Bike/Bus Interface Study - The study will establish recommended infrastructure guidelines that enhance safe and efficient mobility for roadway users. Study tasks include performing in-depth technical analyses to understand effects of bicycle infrastructure on transit operations and overall roadway safety, completing a review of national and international best practices and research on bike/bus interactions, developing training guidance and safety tips for transit operators and bicyclists, and identifying appropriate design guidelines.
	Blue Line First Last Mile Planning - Metro was awarded an Active Transportation Program (ATP) grant for first last mile planning around all 22 stations of the Metro Blue Line. This project will use the planning guidelines in the First Last Mile Strategic Plan to conduct walk audits and develop detailed plans for first last mile investments in and around 22 Metro Blue Line stations. The project will also utilize innovative community engagement to inform the first last mile maps and recommended improvements.
	Sustainability Demonstration Project: Metro is working in partnership with the San Gabriel Valley Council of Governments to develop a Bike Friendly Business Improvement Plan for the cities of South Pasadena and Glendora.
	Sustainability Demonstration Project: Complete Streets Master Plan - This project, in coordination with the Gateway Cities Council of Governments, will create a plan for implementation of a key complete street corridor identified in the COG's strategic transportation plan. The corridor will traverse multiple jurisdictions along Florence Avenue and will test and develop implementation methods for a multi-city project. The project is part of a larger effort to pilot strategies featured in Metro's Countywide Sustainability Planning Policy.
	Metro Transfer Design Criteria - Metro is working to develop criteria for transfer points. Over half of transit passengers make at least one transfer as part of their trip. The new Design Criteria will streamline the transfer experience with standards for the type and locations of transit amenities and infrastructure at major transfer points. Metro is gathering input from local jurisdictions, municipal transit operators, transit riders, and other stakeholder groups to develop the criteria. In addition to the Design Criteria for Metro, the project will produce an easy-to-use handbook for cities with local strategies to improve the transfer environment.
Capital Projects	Rail to Rail/River Active Transportation Corridor Project – This is a 6.4-mile long corridor project in South Los Angeles that will convert a rail right-of-way to an active transportation corridor, facilitating opportunities for improved access to key destinations and linking major transit facilities, including the future Crenshaw/LAX Transit Project, the Silver Bus Rapid Transit Line, and the Metro Blue Line.
	Regional Connector 1st & Central Station first last mile improvements.
	Gold Line Eastside Access Projects - First last mile improvements to the following Metro Gold Line stations: Pico/Aliso, Mariachi Plaza, Soto, Indiana, Maravilla, East LA Civic Center, and Atlantic.
	Connect US Action Plan - Metro will support the City of Los Angeles in identifying funding opportunities in order to improve pedestrian and bicycle connections to and from Los Angeles Union Station, the 1st/ Central Regional Connector Station, and the surrounding historic and culturally significant communities.
Bicycle Services	Bicycle Parking - Metro provides bicycle parking and continues to expand bicycle services at many stations throughout the system to improve first last mile connections, including providing bike racks, bike lockers and secure bike hubs.

Table 3.10 (continued)

Category	Programs & Description
Bicycle Services (continued)	Metro Bike Share – Metro is leading a regional effort to develop a Countywide Metro Bike Share program to facilitate first last mile connections and short point-to-point trips. The system will begin in summer 2016 with a pilot of 1000 bicycles and 80 stations in downtown Los Angeles with a phase II in the works to expand to Pasadena. Additionally, there are plans to expand the system to 4000 bicycles in other bike share ready communities, including, but not limited to, MacArthur Park, Koreatown, Hollywood, Culver City, East LA (unincorporated LA County), Boyle Heights, Burbank, Glendale, North Hollywood, Huntington Park, Downey, Marina Del Rey (unincorporated LA County), Venice, and San Gabriel Valley cities.
Joint Development Program	The Metro Joint Development (JD) Program is a real estate management program that collaborates with qualified developers to build transit-oriented developments (TODs) on Metro-owned properties. These properties are often parcels of land that contain Metro Rail station portals or platforms or that were acquired for parking or construction staging for transit projects. Metro's JD sites are a gateway to the Metro transit system and hold unique potential for shaping the built environment surrounding transit stations, which will have a significant impact on rider experience, attraction of new riders, and the urban form of the County of Los Angeles. Each site includes a creation of Development Guidelines, in collaboration with the community and local regulatory agencies, to identify desired land uses, density and amenities for a Metro-owned site; provides neighborhood context; and assesses opportunities for integration with active transportation and other community development goals.
Education & Encouragement Programs and Activities	Active Transportation Campaign – Annual campaign to promote awareness of and participation in walking and bicycling countywide. A single marketing effort unites events for Bike Month and Walktober, and cross-promotes complementary efforts from many organizations and municipalities across the county.
	Bike Month LA - Month-long marketing and event effort to highlight bicycling as a mode of transportation. Creates multiple opportunities and incentives for people to try riding bicycles for utilitarian trips, perhaps for the first time. Bike Month culminates in Bike to Work Day, with pit stops across the county, and Bike Night, a Metro-hosted gathering at Union Station.
	Community Bicycle Rides - Metro's guided bicycle ride events provide safe, supportive environments such that people of all skill and comfort levels may engage in riding a bike in an urban setting. The rides also provide a controlled environment in which people can practice safe riding skills and provide a valuable overall encouragement opportunity.
	Bicycle Safety Classes - Metro provides bicycle safety skills classes free to the public. This resource is available to any Los Angeles County resident and classes are held in locations across the county. Classes may range from entry-level to expert instructor certification and are moving towards regionally-tailored educational materials adapted from national standards.
	Complete Streets Education and Training – Provides training to applicable Metro staff and local government agency planners, engineers, decision-makers, traffic safety professionals, public health professionals, and community organizations about developing a Complete Streets policy, as well as implementing Complete Streets and incorporating high quality design to help comply with the California Complete Streets Act of 2008 and Metro's 2014 Complete Streets Policy.
	First Last Mile Training Pilot Program - Metro will offer a series of trainings to local staff, elected officials, and other stakeholders. The trainings will inform staff on how to design, seek funding, and implement a first last mile project. Policy level trainings will cover communication and community issues that often arise as part of first last mile and active transportation efforts. The trainings will be geared toward near term implementation and will result in preliminary concept plans that can be directed toward funding sources in the near term.

Table 3.10 (continued)

Category	Programs & Description
Technical Assistance, Policy and Planning Guidance, and Data	Grant Writing Assistance – Metro provides grant writing assistance to advance and implement Metro's active transportation plans and meet critical active transportation needs in Los Angeles County.
	Bicycle and Pedestrian Counter Program - In partnership with the Southern California Association of Governments, Metro is developing a countywide counter deployment plan to meet the calibration needs of bicycle travel demand models and infrastructure project performance monitoring. A combination of permanent and temporary automatic counters will be deployed in strategic locations and their data fed into the regional Active Transportation Database.
	Active Transportation Data Collection Plan – Metro is working in partnership with the Southern California Association of Governments to upgrade the existing Bicycle Data Clearinghouse. The new Active Transportation Database will set standards for data collected regionally and will be compatible with national databases. It will have the capability to accept manually collected as well as automatic data feeds. The Data Collection Plan will lay out initial and ongoing data collection efforts to meet regional needs.
	Open Streets Evaluation – Per Metro Board direction in 2014 to evaluate the costs/benefits of the annual $2 million grant program, Metro is conducting an evaluation of the 12 cycle-one Metro Open Street events. Results will be shared after the last event is implemented in June 2016.
	Urban Greening Toolkit and Implementation Plan – On-line website that provides tools on how to create transit-adjacent projects that facilitate access to Metro bus and rail lines throughout the Los Angeles region and enhance transit riders' experience getting to and from stations. Provides information on best-practices, resources, and guide to implementing greening and placemaking projects.
	Toolkit for Transit Supportive Planning- Funded by the Strategic Growth Council, Metro is developing the Toolkit for Transit Supportive Planning as a resource for Los Angeles County jurisdictions to develop and adopt transit supportive regulations and achieve the broader greenhouse gas (GHG) emission reduction and transportation, water, and energy efficiency goals of Assembly Bill 32 (AB32) and Senate Bill 375 (SB375).
	Countywide Safe Routes to School Initiative - Metro continues to collaborate with stakeholders to develop a Countywide Safe Routes to School Initiative to provide technical support to help communities interested in starting Safe Routes to School programs or sustain and enhance existing efforts. This involves assessing needs and identifying opportunities, collecting data, convening an advisory committee, and hosting summits to engage local jurisdictions and other stakeholders to guide Metro's initiative.
Other	Bicycle Roundtable - The Bicycle Roundtable is a quarterly public outreach meeting held by Metro that provides a forum to discuss and get input on current Metro bicycle projects and programs.

CITY, COUNTY AND COMMUNITY PROGRAMS

This section outlines key innovative programs, selected based on prior effectiveness in advancing planning, implementation, and capacity building at the local and regional level. These programs can supplement the physical improvements described in this Plan. Many programs are appropriate for countywide implementation, requiring more resources and regional coordination to realize the full benefits of the program. Some programs are appropriate on a smaller scale, at the city level or community level. The table below indicates the scale at which they are most appropriate.

Table 3.11: City & Community Programs

Programs	Implementers
Develop a Pedestrian and Bicycle Master Plan	*City planning, public works, or transportation department*
Train staff on Complete Streets guidelines, bicycle facilities design standards, and pedestrian-oriented safety interventions	*City, Caltrans, Metro, SCAG*
Train staff on how to respond to bicycle and pedestrian collisions to reduce collision severity	*City emergency responders*
Organize Open Streets events which temporarily close streets to vehicles and open them to people on foot, bike, skateboards, scooters, etc.	*Community groups or city agencies*



Developing the Downey Bicycle Master Plan



Metro's Complete Streets Workshop



Bike Safety Training Course



Ciclavia in Pasadena

Table 3.11 (continued)

	Programs	Implementers
 *Bicycle Officers can help train communities*	Organize trainings on bicycle, pedestrian, and roadway safety	*City police department and County sheriff's department; other road safety experts*
 *Walk to School Day*	Organize Walking School Buses or Bicycle Trains to encourage kids to walk and bike to school	*School communities, city*
 *Pedestrian Facilities from Eastside Access Project*	Develop a GIS-based asset inventory of sidewalks, curb-cuts, mid-block crossings, pedestrian and bicycle signals, bike lanes, bike racks, and other pedestrian and bicycle infrastructure	*City public works, planning, or transportation department*
 *Multi-modal Parking*	Conduct an annual multi-modal collision data analysis	*City public works, planning, or transportation department*
 *Pedestrians and cyclists meet at the Orange Line*	Conduct an annual collection of pedestrian and bicycle volumes at key locations including transit stops and stations	*City public works, planning, or transportation department*

NEXT STEPS FOR IMPLEMENTATION OF THE ACTIVE TRANSPORTATION STRATEGIC PLAN

Table 3.12: Steps for Implementation

Implementation Action	Metro Participants (lead department designated in bold and underlined)	Other External Participants	Initiation Timeframe
1. Technical Assistance, Policy and Planning Guidance, and Data			
1.1 Provide grant-writing technical assistance for Active Transportation Program (ATP), Affordable Housing and Sustainable Communities (AHSC) Program, Highway Safety Improvement Program (HSIP) and Transportation Investments Generating Economic Recovery (TIGER) to advance projects and programs identified in the ATSP and any future updates.	**Planning**	Local Jurisdications	ongoing
1.2 Provide grant-writing technical assistance for other funding sources, including "non-traditional funds" or new funds that may arise in the future (e.g., health-related grants, "parks and recreation"-related grants that may fund active transportation projects that support Metro's policy goals).	**Planning**	Local Jurisdications	0-1 year
1.3 Maintain and update Metro active transportation and other applicable websites, newsletters, social media profiles, and online resources to provide relevant information to stakeholders regarding resources, funding, key information, and best-practices.	**Planning, Communications**		ongoing
1.4 Explore upcoming grant opportunities (e.g., Caltrans Planning Grant, Active Transportation Program, Cap and Trade, TIGER) and identify potential opportunities for supporting local jurisdictions to achieve implementation.	**Planning**	Local Jurisdictions	ongoing
1.5 Organize training workshops, symposiums, and forums to disperse information on best-practices related to active transportation, first last mile, and complete streets.	**Planning**, Highways, Construction, Operations	Southern California Association of Governments (SCAG), Caltrans, Local Jurisdictions, Public Health, Nonprofits, Advocates, Other Interested Stakeholders	ongoing

Table 3.12 (continued)

Implementation Action	Metro Participants (lead department designated in bold and underlined)	Other External Participants	Initiation Timeframe
1.6 Participate in project technical advisory committees and working groups convened by local jurisdictions.	Applicable Departments	Local Jurisdictions	ongoing
1.7 Connect agencies to other local organizations and expert sources, where applicable, to support implementation of active transportation projects and programs.	Planning	Local Jurisdictions	ongoing
1.8 Organize summit, at least annually, to connect organizations and businesses that offer resources and services related to active transportation with those who are looking to implement such projects and programs in Los Angeles County.	Planning, DEOD, other applicable departments	Local Jurisdictions, Businesses, Nonprofits, Other Interested Stakeholders	0-1 year
1.9 Assist local agencies to seek opportunities and partnerships to implement demonstration projects to showcase best practices and case studies and to highlight innovative active transportation demonstration projects.	**Planning**, other applicable departments	Local Jurisdictions	ongoing
1.10 Publicize outcomes of active transportation infrastructure, educational, and demonstration projects.	**Planning**, Communications, Community and Government Relations, and other applicable departments	Local Jurisdictions	0-2 years
1.11 Conduct before and after performance evaluations on projects led by Metro or projects funded through Metro's grant programs to evaluate metrics against baseline and benchmarks identified in ATSP report. Collection and reporting of data may be by Metro or partner agencies but must be uploaded to the Active Transportation Database.	**Planning**, other applicable departments	Local agencies, interested stakeholders	0-2 years
1.12 Implement automatic bicycle and pedestrian counter program.	**Planning**, Operations	SCAG, Local agencies, interested stakeholders	0-1 year

Table 3.12 (continued)

Implementation Action	Metro Participants (lead department designated in bold and underlined)	Other External Participants	Initiation Timeframe
1.13 Continue development of Metro Countywide Safe Routes to School (SRTS) Initiative through collaboration with Metro departments, elected officials and staff, SRTS advisory group, and key stakeholders to inform policy and program development.	**Planning**, other applicable departments	Local jurisdictions, other stakeholders	ongoing
1.14 Further refine Active Transportation Strategic Plan online webtool and update relevant data when applicable to better position partners for local, state, and federal grant funding opportunities that arise in the future.	**Planning**, ITS		0-1 year
2. Education & Encouragement Programs and Activities			
2.1 Implement temporary (i.e., pop-up, tactical urbanism) active transportation and first last mile projects to build community support and foster multi-modal policies and long-term infrastrucutre improvements.	**Planning**, Communications, Operations	SCAG, Caltrans, Local Jurisdictions, Public Health, Nonprofits, Advocates, Other Interested Stakeholders	0-2 years
2.2 Continue to promote safe travel to schools in Los Angeles County through the development of Metro Safe Routes to School (SRTS) Resource Manual (toolkit); Walk-Safe, Bike-Safe (train the trainer) Safety Education Campaign; continued development and maintenance of the Metro SRTS website; and other related activities.	Planning, other applicable departments	Local Jurisdictions, Other Stakeholders	ongoing
2.3 Continue collaboration with key stakeholders and other Metro departments in the development of campaigns, printed materials, video and other visuals supporting safe walking, bicycling, and utilization of public transit for travel to and from schools within Los Angeles County.	Planning, other applicable departments	Local jurisdictions, other participants	ongoing
2.4 Continue to enhance education and training for bicyclists, pedestrians, bus operators, and other roadway users to improve awareness and safer interactions between these users of the roadway.	**Operations, Planning, Community Relations**	Metro Technical Advisory Committee (TAC) & Subcommittees, Transit Operators	ongoing

Table 3.12 (continued)

Implementation Action	Metro Participants (lead department designated in bold and underlined)	Other External Participants	Initiation Timeframe
2.5 Continue annual active transportation campaigns, such as advertising/messaging, bike and walk to work/ school, radio advertisements, social media, and other related activities.	**Planning, Communications**, other applicable departments		ongoing
2.6 Work with health care providers, community groups, businesses, and other organizations to promote bicycle and pedestrian education programs and highlight benefits. Continue to seek partnerships and innovation opportunities.	Planning, Communications, other applicable departments	Health Care Providers, Community Groups, Businesses, other interested stakeholders	ongoing
2.7 Continue bicycle traffic safety classes, community bicycle rides, and explore other education and safety programs to promote bicycling and mode shift. Evaluate the effectiveness of these projects and programs and report outcomes. Refine as necessary to maximize effectiveness.	**Planning, Communications**, Community Relations, other applicable departments	Law Enforcement, Local Jurisdictions, School Districts, Nonprofits, Advocates, Other Interested Stakeholders	ongoing
2.8 Promote walking and bicycling among Metro employees through wellness programs, incentive programs, safety programs, rideshare, community rides, marketing materials, and campaigns.	Planning, Corporate Wellness, Communication, other applicable departments		ongoing
2.9 Explore the creation of Metro employee bicycle pool commuting and bicycle fleet programs.	Planning, General Services, Communication, other applicable departments		0-2 years
2.10 Support local agency efforts on bicycle and pedestrian education and safety.	**Planning**	Local Jurisdictions, Nonprofits, Advocates	ongoing

Table 3.12 (continued)

Implementation Action	Metro Participants (lead department designated in bold and underlined)	Other External Participants	Initiation Timeframe
2.11 Seek partnerships with local educational institutions to create active transportation education and research center in Los Angeles region to build capacity and knowledge about active transportation planning, implementation, and research and build long-term institutional knowledge among practitioners, decisionmakers, local jurisdictions, and other key stakeholders.	**Planning**	Educational Institutions, Federal Highway Administration, Federal Transit Administration, Caltrans	0-2 years
3. Funding			
3.1 Prioritize recommendations in Active Transportation Strategic Plan in Metro Capital Grant Programs.	**Planning, Congestion Reduction**	Metro TAC & Subcommittees, Councils of Governments (COGs), SCAG, Caltrans, Local Jurisdictions, Public Health, Nonprofits, Advocates, other interested stakeholders	0-1 year
3.2 Update Proposition A, C, and Measure R Local Return Guidelines to align with the Metro Board-adopted 2009 Long Range Transportation Plan, Metro First Last Mile Strategic Plan, Metro Complete Streets Policy, and the Active Transportation Strategic Plan, consistent with any constraints in the ordinance language.	Planning, OMB	Metro TAC & Subcommittees, COGs, SCAG, Caltrans, Local Jurisdictions, Public Health, Nonprofits, Advocates, other interested stakeholders	0-1 year
3.3 Update Proposition C 10% and Proposition C 25% Guidelines to align with the Metro Board-adopted 2009 Long Range Transportation Plan and future Board-adopted updates, Metro First Last Mile Strategic Plan, Metro Complete Streets Policy, and the Active Transportation Strategic Plan.	Planning, OMB	Metro TAC & Subcommittees, COGs, SCAG, Caltrans, Local Jurisdictions, Public Health, Nonprofits, Advocates, other interested stakeholders	0-1 year

Table 3.12 (continued)

Implementation Action	Metro Participants (lead department designated in bold and underlined)	Other External Participants	Initiation Timeframe
3.4 Increase proportion of Call for Projects funding reserved for the Bicycle, Pedestrian, and Transportation Demand Management Modes according to the needs identified in the ATSP in proportion to needs for other modes.	Planning, OMB	Metro TAC & Subcommittees, COGs, SCAG, Caltrans, Local Jurisdictions, Public Health, Nonprofits, Advocates, other interested stakeholders	0-1 year
3.5 Incorporate Active Transportation Strategic Plan into 2009 Long Range Transportation Plan update.	**Planning**	Metro TAC & Subcommittees, COGs, SCAG, Caltrans, Local Jurisdictions, Public Health, Nonprofits, Advocates, other interested stakeholders	0-1 year
3.6 Update funding criteria in Metro capital grant programs (i.e., Call for Projects, ExpressLanes Net Toll Revenue Re-Investment Grant Program, and other Metro capital grant programs) to encourage projects that implement recommendations in the Active Transportation Strategic Plan and projects that achieve goals of Metro Board-adopted First Last Mile Strategic Plan and Complete Streets Policy.	**Planning, Congestion Reduction**	Metro TAC & Subcommittees, COGs, SCAG, Caltrans, Local Jurisdictions, Public Health, Nonprofits, Advocates, other interested stakeholders	0-1 year
3.7 Promote active transportation strategies and funding in applicable state and federal legislations.	Government Relations, Planning		ongoing
3.8 Seek new sources of funding opportunities and innovative finance strategies.	Planning, Office of Management & Budget		ongoing
3.9 When funding is available, program local funds for active transportation projects that have grant awards of $2 million or less. Prioritize federal funding when available and applicable to grant awards of $2 million or more to reduce the burden of grant administration and processing on smaller projects.	**Planning**		ongoing

Table 3.12 (continued)

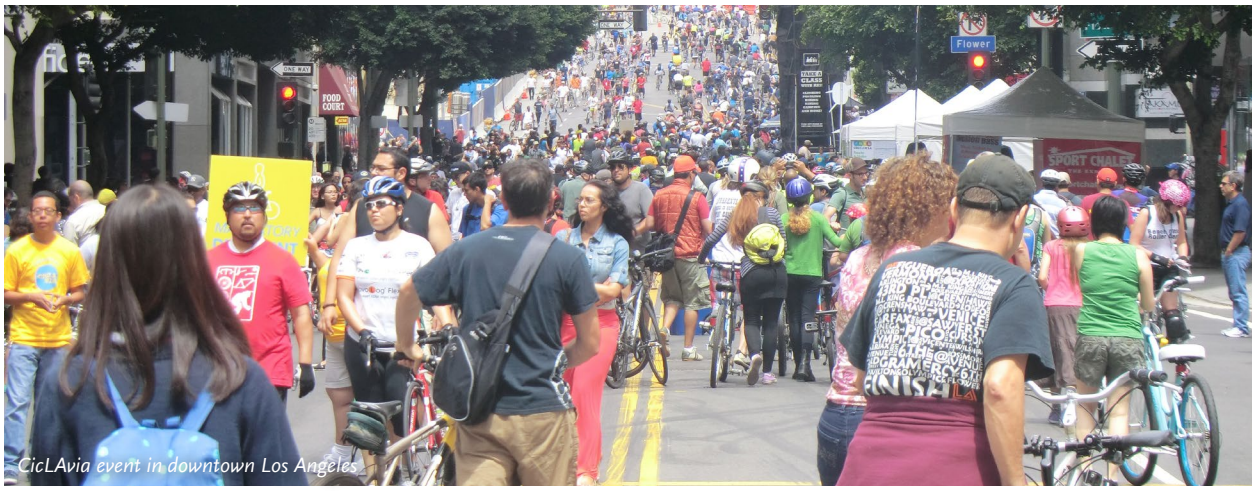
Implementation Action	Metro Participants (lead department designated in bold and underlined)	Other External Participants	Initiation Timeframe
4. Planning and Project Delivery			
4.1 Issue "Call for Partners" to identify potential partners to help bring key active transportation corridor projects identified in the ATSP closer to the "shovel ready" stage and take advantage of potential funding opportunities that may arise in the future to acheive project implementation, including, but not limited to, the San Gabriel Valley Greenway Network and those currently in progress as shown in Chapter 3, under Metro Programs.	**Planning**, Highways, Construction, Operations	Local Jurisdictions, interested stakeholders	0-1 year
4.2 Update rail design criteria to further incorporate active transportation elements and create active transportation design criteria section.	**Planning, Construction**, Operations		0-1 year
4.3 Expand bicycle parking at Metro stations and stops, including creating bicycle hubs, increasing bicycle parking, implementing and expanding bike share, and providing other bicycle facilities.	**Planning**, Construction, Operations, other applicable departments	Local Jurisdictions, interested stakeholders	ongoing
4.4 During transit project corridor planning phase, define active transportation connectivity elements as an intrinsic part of the project's scope during project planning and in environmental documents and project definition for construction. Key sections within environmental documents where active transportation connectivity elements can be better specified include: Purpose and Need Statement, Project Definition, Basis of Design, and Mitigation Measures. Ensure project team members have staff skilled and experienced to address active transportation and first last mile planning and design by providing training to Metro staff members involved in project and/or as part of criteria during consultant team selection. Conduct active transportation access studies as part of corridor planning to ensure first last mile and bicycle and pedestrian access improvements are addressed early in the project planning. These studies may be planned as part of larger transit corridor project or in parallel.	**Planning**, Construction, Operations, other applicable departments	Local Jurisdictions, interested stakeholders	0-1 year

Table 3.12 (continued)

Implementation Action	Metro Participants (lead department designated in bold and underlined)	Other External Participants	Initiation Timeframe
4.5 During project design phase (following environmental clearance) and during construction for new projects, ensure that active transportation improvements and first and last mile solutions are integrated into project scope, design, and implementation. Provide relevant directive drawing(s) and appropriate budget set aside in Life of Project for construction of these facilities. Ensure project team members have staff skilled and experienced to adress first last mile and bicycle and pedestrian access design and implementation by providing training to Metro staff members involved in project and/or as part of criteria during consultant team selection.	**Planning, Construction**, Operations, other applicable departments	Local Jurisdictions, interested stakeholders	0-1 year
4.6 During construction for new projects, identify opportunities for maintaining access to bicycle and pedestrian facilities or provide appropriate detours.	**Planning, Construction**	Local Jurisdictions	ongoing
4.7 Better design street treatments around freeway on and off ramps in highway corridor projects to facilitate safer and convenient access for pedestrians and bicyclists who must cross these corridors. Ensure project team members have staff skilled and experienced to address multimodal active transportation and complete streets planning and design by providing training to Metro staff members involved in project and/or as part of criteria during consultant team selection.	**Highways**, Planning	Caltrans, Local Jurisdictions	ongoing
4-8 Include first last mile and active transportation components as a standard in conjunction with design of new stations and updates to existing stations for projects that do not have a Life of Project (LOP) budget established.	**Planning, Construction**, Operations, other applicable departments	Local Jurisdictions, interested stakeholders	0-1 year
5. Joint Development			
5.1 Include appropriate text in boilerplate or a modified-to-suit language in every joint development project solicitation/Requests for Proposal/Design Guidelines to ensure appropriate inclusion of active transportation facilities and access for people who walk and bicycle.	**Planning**	Local Jurisdictions, interested stakeholders	ongoing
5.2 Work with local jurisdictions to incentivize developer mitigations to address first and last mile solutions and active transportation facilities and access.	**Planning**	Local Jurisdictions, interested stakeholders	ongoing

Table 3.12 (continued)

Implementation Action	Metro Participants (lead department designated in bold and underlined)	Other External Participants	Initiation Timeframe
6. Transit Operations			
6.1 Explore opportunities to add additional bicycle accommodations on buses and trains.	**Planning, Operations**		ongoing
7. Bicycle Services			
7.1 Expand bicycle parking at Metro stations and stops, including creating bicycle hubs, increasing bicycle parking, implementing bike share, and providing other bicycle facilities.	**Planning**, Operations, Construction, Maintenance, Communications, other applicable department		ongoing
8. Policy Update			
8.1 Review and consider updates to the Active Transportation Strategic Plan at least every five years.	**Planning**, other applicable departments	Metro TAC & Subcommittees, COGs, SCAG, Caltrans, Local Jurisdictions, Public Health, Nonprofits, Advocates, other interested stakeholders	
8.2 Review and recommend possible changes to Metro, state, and federal policies to achieve the goals of the ATSP.	Planning, other applicable departments		ongoing
8.3 Update the 2000 Metro Right of Way Preservation Guidelines to be consistent with recent Metro Board-adopted policies.	Planning, Operations, other applicable departments		0-2 years



CicLAvia event in downtown Los Angeles



Metro Rapid bus serving Santa Monica



Pedestrians prepare to cross the street near a Metro bus station

4 COUNTYWIDE ACTIVE TRANSPORTATION NETWORK

OVERVIEW

This chapter presents the recommended Countywide Active Transportation Network, comprised of two key components: 1) first last mile active transportation improvements to 661 major transit station areas and 2) the Regional Active Transportation Network.

The ATSP identified 661 major transit station locations throughout the county for first last mile improvements, which are intended to enhance regional access by connecting people to the extensive and growing transit network and to maximize the benefits from transit investments. In many places across the county, it connects with key corridors in the Regional Active Transportation Network that function both as origins and destinations as well as transit corridors.

The proposed Regional Active Transportation Network is intended to serve people biking and walking much like our freeway network serves drivers or our rail network serves transit riders. It is intended to provide the most comfortable, safe, high-quality bicycling and walking experience, with minimal disruption from other users and with extensive reach across the county. It is designed to connect key regional origins and destinations across the county, filling in the gaps in the current network, taking advantage of available waterways, utility corridors, and on-street right-of-way that can be developed into high-quality, low-stress walking and biking facilities.

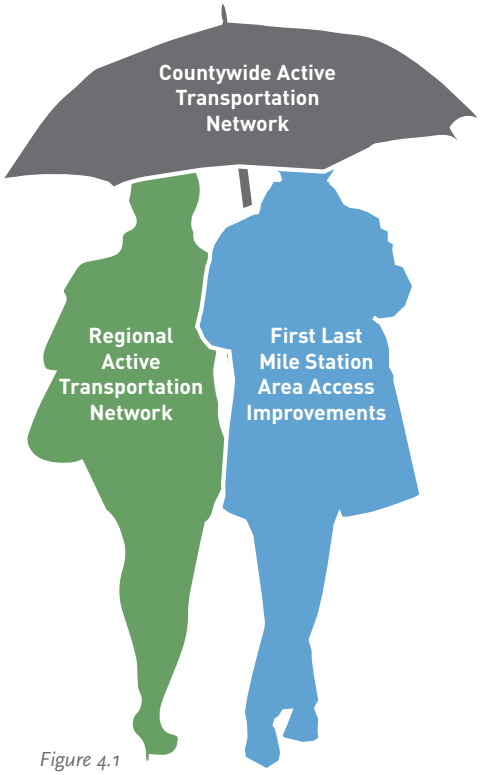


Figure 4.1

Sample Facilities in the Countywide Active Transportation Network



Sidewalk
(Dedicated On-Street)



Pedestrian-Only Promenade
(Dedicated On-Street)



Paseo
(Shared On-Street or Off-Street)



Class I Shared-Use Path
(Off-Street)



Class II Bicycle Lane
(Dedicated On-Street)



Class II Buffered Bicycle Lane
(Dedicated On-Street)



Class III Bicycle Route/Boulevard
(Shared On-Street)



Class IV Protected Bicycle Lane
(Dedicated On-Street)

STAKEHOLDER OUTREACH

The process for identifying the Countywide Active Transportation Network began with an extensive existing conditions analysis. During the development of the ATSP, the project team engaged and solicited feedback from various Metro departments, as well as agency partners, including the Metro Technical Advisory Committee and its Subcommittees, sub-regional Councils of Governments, the California Department of Transportation (Caltrans), Southern California Association of Governments (SCAG), local governments, and other stakeholders. Metro also formed a project Technical Advisory Committee, which consisted of internal Metro departments and external stakeholders, to guide the development of the ATSP. During August 2015, Metro held seven stakeholder workshops across the county to solicit input. These workshops were attended by over 250 attendees and included representatives of local, regional, and state government agencies; elected offices; sub-regional councils of governments; nonprofit organizations; community groups; advocates; private firms; transit operators; transit riders; public health professionals; and other stakeholders. Metro launched an online survey to gather additional input from stakeholders during Summer 2015. During December 2015, the agency held a second round of six stakeholder workshops across the county to provide an update on the ATSP and solicit additional input. Over 120 participants attended in total to provide feedback. Refer to Appendix C for more details.

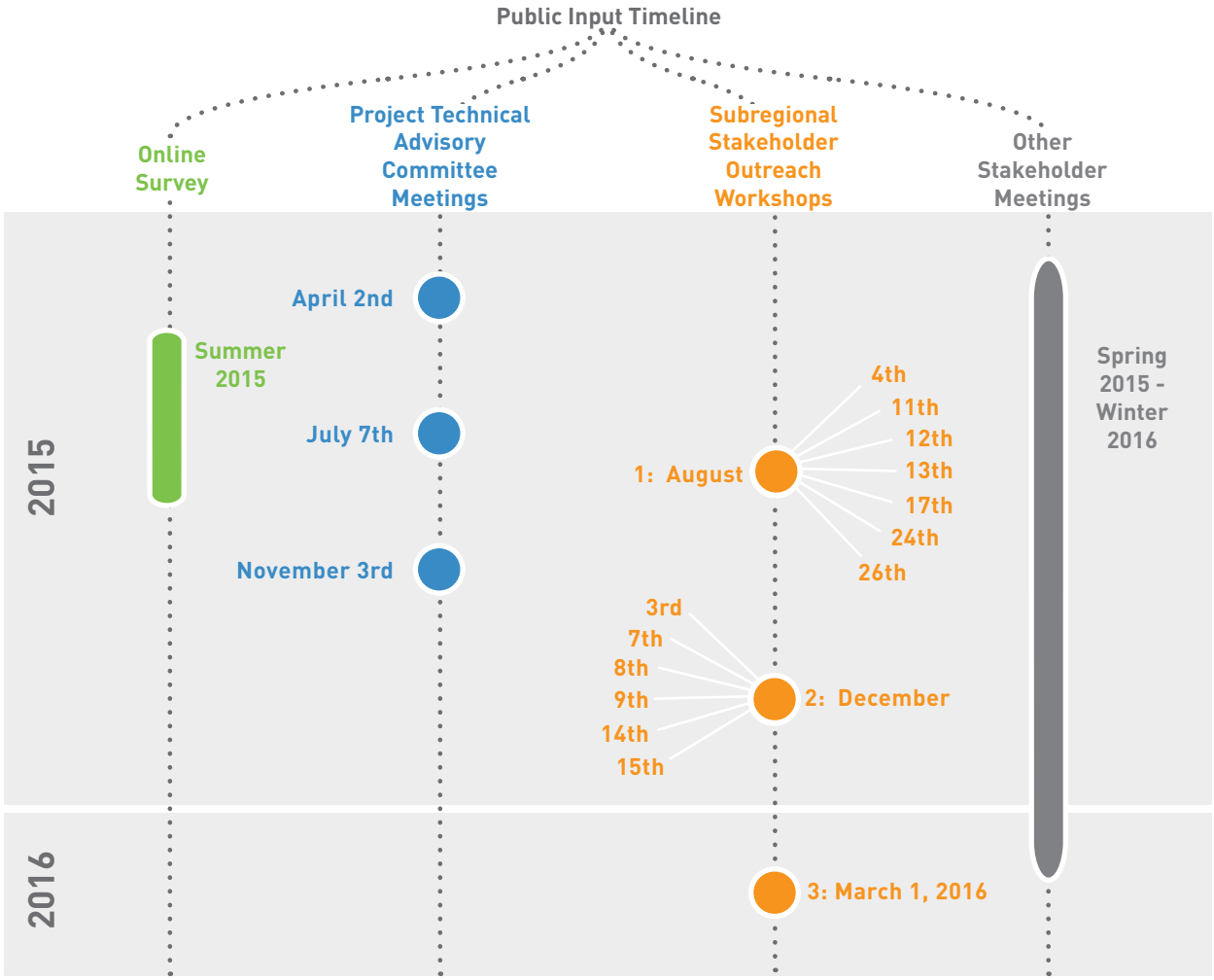


Figure 4.2

STAKEHOLDER INPUT

Throughout the project, we heard key feedback from stakeholders at every level, summarized here.



Figure 4.3

FIRST LAST MILE ACCESS TO MAJOR TRANSIT STATIONS & STOPS

The Active Transportation Strategic Plan (ATSP) uses strategies presented in the Metro First Last Mile Strategic Plan and Planning Guidelines to identify opportunities for improving first last mile access to 661 major station locations, which is intended to improve the journey to and from a transit station or stop for people who walk and bicycle to transit.

Unlike the Regional Active Transportation Network, which recommends countywide corridors for active transportation facilities, the first last mile access strategies refer to walking and bicycling improvements around the 661 station areas (defined in the Existing Conditions section, Chapter 2), which are local in nature but connect to the wider transportation network via transit, thus generating regional benefits.

This section presents a step-by-step guide to assist local jurisdictions and stakeholders in identifying opportunities for first last mile access improvements around a transit area, based on the process established in the First Last Mile Strategic Plan.

The ATSP Volume II: Case Studies companion document uses this process to recommend first last mile improvements around 20 different study areas throughout Los Angeles County. These case studies reflect the diversity of transit areas, geographies, demographics, land uses, building and population densities, and subregions of Los Angeles County. Refer to the ATSP Volume II: Case Studies document to determine which conditions are most similar to your project study area and use these case studies as a helpful guide.

The ATSP has not identified specific first last mile access routes to each station area location, since this should be done at the local level and with applicable stakeholder input. The ATSP is developed to ensure that there is flexibility in local planning, design, and implementation that suits the context of the community. Key first last mile recommendations are summarized in this section and presented in more detail in the ATSP Volume II: Case Studies companion document.

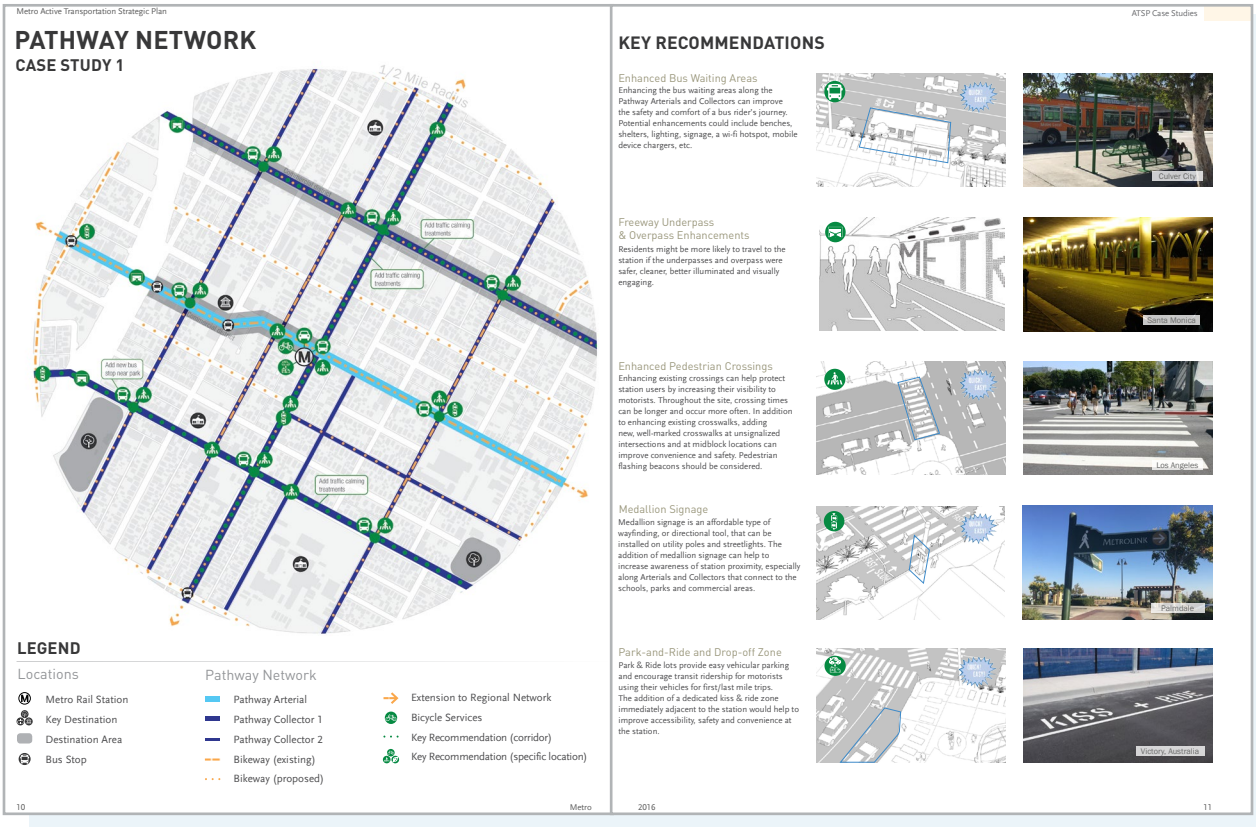
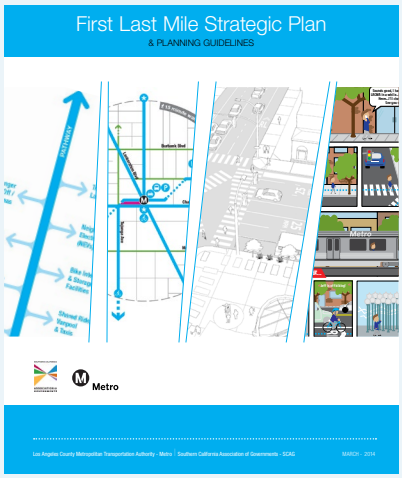


Figure 4.4: Pages from the ATSP Volume II: Case Studies

First Last Mile Strategic Plan & Planning Guidelines



The First Last Mile Strategic Plan & Planning Guidelines (2014) provides municipal organizations, community groups, and private institutions with a planning tool that strategically focuses infrastructure investments around a transit station or stop, with the ultimate goal of improving transit ridership. The Plan serves as guidance to create and implement a Pathway Network, which is a strategy that addresses first last mile challenges. Infrastructure investments are concentrated along the Arterials, Collectors, and Cut-Throughs of a particular Pathway Network. Arterials are the main streets that extend from transit locations and support maximized throughput and efficiency for active transportation users. Collectors include routes that both feed into Arterials and support general station area permeability. Cut-Throughs are supporting paths, often used as shortcuts that feed into Arterials and Collectors. These classifications do not supersede roadway designations assigned by the local jurisdiction.

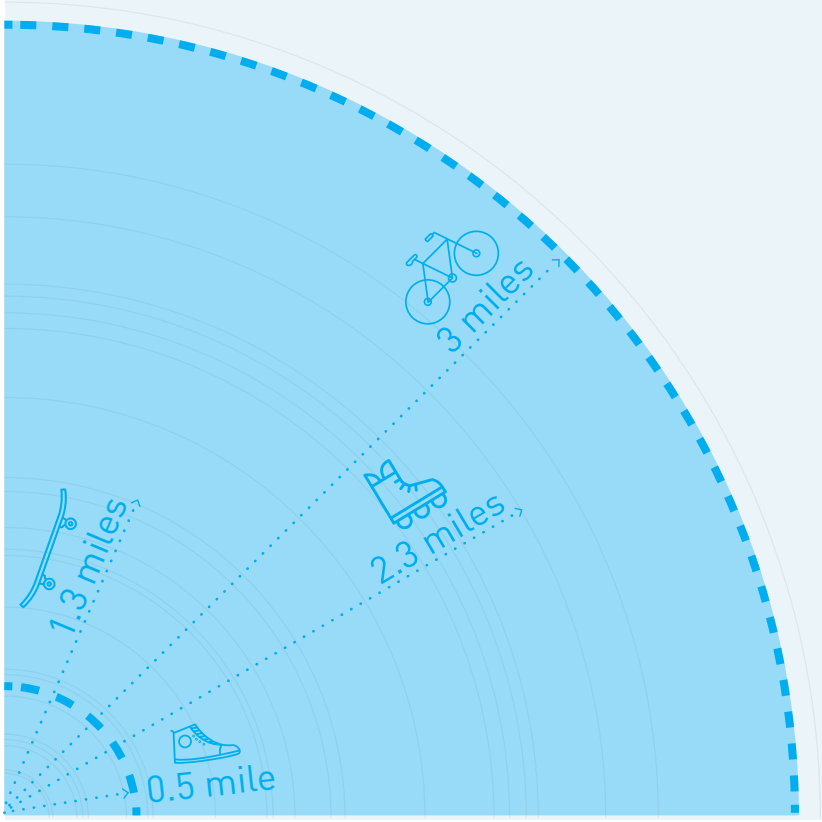


Figure 4.5: First last mile access shed

Access Shed

The First Last Mile Strategic Plan requires identification of an access shed, which is the average distance a person is willing to travel to a transit station or stop. The size and shape of an access shed depends on the type of active transportation that the project seeks to accommodate as well as typical access barriers such as topography, block size, and freeways.

How to Use the First Last Mile Strategic Plan

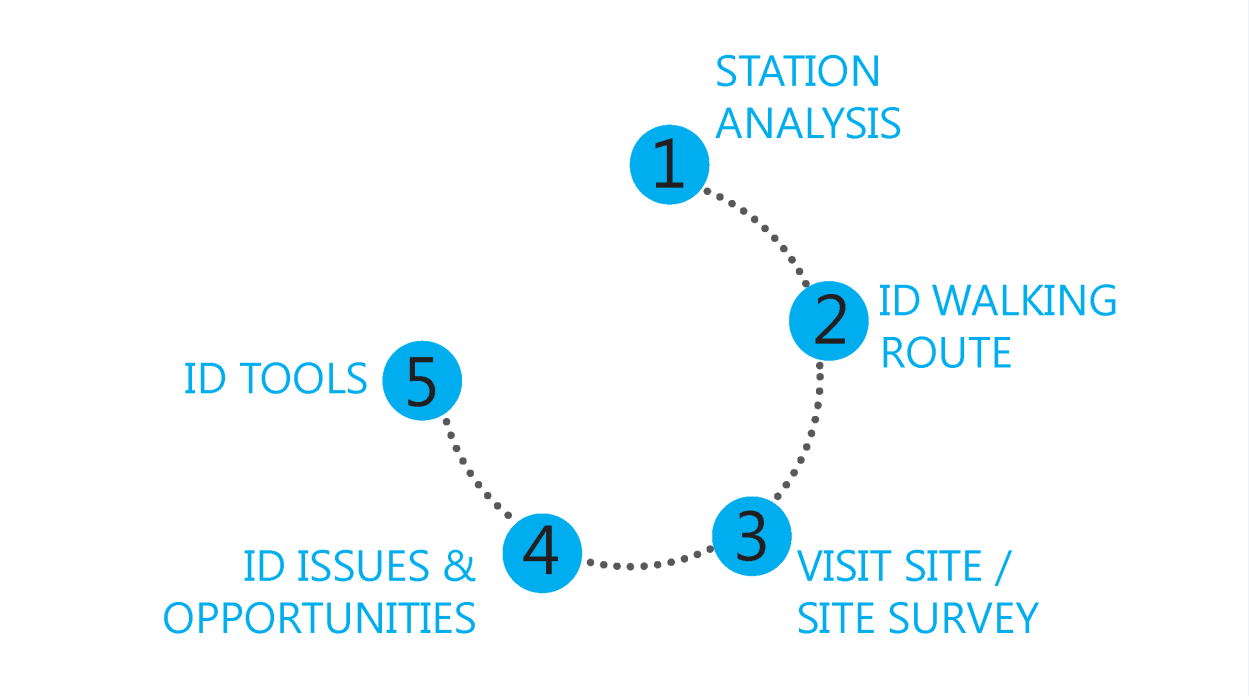
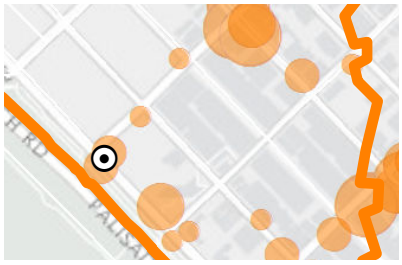


Figure 4.6: Simplified First Last Mile Process



Metro riders boarding a bus at a high ridership stop



1. Conduct Preliminary Station Analysis

First last mile planning requires a comprehensive understanding of the study area, which is the space within the access shed of a transit stop or station. The access shed is defined by several measures, including distance, topography, block size, and freeways; these conditions serve as barriers or opportunities to first last mile connectivity.

1. Browse the existing conditions analysis online portal available at: http://gis.fehrandpeers.com/metroatsp.

2. Identify a Metro transit station or stop for the first last mile analysis

3. Study the existing conditions analysis summary



2. Determine Walking Route

Site visits offer first-hand knowledge of existing conditions within a study area. One way to conduct an effective site visit is by creating a walking route from a transit stop or station that passes by important destinations such as schools, commercial districts, and residential areas. Also consider routes that have high levels of activity, existing and planned bicycle routes, and areas where collisions have been reported.

1. Determine a walking route in the study area, based on elements from the existing conditions analysis summary

2. Make sure to visit local destinations such as points of interest, bicycle facilities, and areas where collisions have occurred

Recommendation: Talk to people who are familiar with the area to get a better sense of where and how people are travelling; consider organizing a walking audit



3. Visit Study Area & Complete Checklist

Now that the walking route has been planned, visit the study area to document the existing conditions. The First Last Mile Strategic Plan includes a station area checklist that qualitatively focuses on the safety, accessibility, and aesthetics of a station area. Fill out the checklist after your site visit has been completed; it helps if multiple people complete the checklist to get more balanced results.

1. Visit the study area and conduct site visit; repeat visits at different times of the day

2. Fill out a station area checklist found in the Metro First Last Mile Strategic Plan

3. Take photographs and notes of both barriers and local assets to first last mile connectivity



4. Identify Issues & Opportunities

Every study area is unique, but there are typical first last mile issues including gaps in the bicycle network, street conditions barriers (e.g. lack of sidewalks), land use barriers (e.g. long blocks), connectivity gaps(e.g. freeways), and lack of amenities (e.g. bus stop benches). Typical access strengths include transit stations, key destinations (e.g. schools), destination corridors (e.g. retail areas), existing bikeways, corridor assets (e.g. shade), and specific assets (e.g. enhanced crosswalks).

1. Identify the key issues and assets relating to first last mile connectivity based on the existing conditions analysis, site visits, and station area checklist results

2. Refer to the First Last Mile Strategic Plan to identify typical issues and assets in Los Angeles County

3. Make the message clear and concise to stakeholders and funders by prioritizing key issues and assets



5. Choose First Last Mile Improvement Tools

The First Last Mile Strategic Plan has a list of improvement tools that help to address barriers to connectivity. Start by creating a Pathway Network and focusing improvements along those routes. Tools may include sidewalk addition or widening, landscaping and shade, enhanced pedestrian crossings, bikeway improvements, enhanced bus waiting areas, underpass and overpass enhancements, medallion signage, and kiss-and-ride locations.

1. Create a Pathway Network (refer to First Last Mile Strategic Plan)

2. Choose improvements from the First Last Mile Strategic Plan that relate to priority issues

3. Recommendations: Choose improvements that are more affordable and quick to install; implement temporary pilot projects or long-term infrastructure projects

Key First Last Mile Recommendations

ATSP Volume II Symbol	Term	Further Description
	Bike Share Station	Provides numerous strategic locations where users can rent bicycles for short-term use; bike share stations located at transit stations and stops make bicycling a convenient option for first last mile trips; other stations are typically placed at strategic locations close to destinations; corporate sponsorships and other public-private coordination can help make bike share a relatively inexpensive intervention for municipalities
	Sidewalk Widening or Addition	Improves safety, comfort and convenience for people of all ages and abilities; wider sidewalks create more room for streetscape elements that enhance comfort and convenience, such as street furniture, bus waiting areas, landscaping, and trees
	Enhanced Pedestrian Crossings	Protects transit users by increasing their visibility to motorists; crossing times can be longer and occur more often; in addition to enhancing existing crosswalks, adding new, well-marked crosswalks at unsignalized intersections and at midblock locations can improve convenience and safety; pedestrian flashing beacons may be considered
	Enhanced Bicycle Facility	Improves safety and increase comfort for people bicycling; these include bicycle lanes physically separated from vehicular traffic, such as buffered lanes, cycle tracks, painted bicycle lanes, conflict zone markings at/approaching intersections, bicycle boxes, and bicycle-prioritized signalization
	Curb Extensions at Intersections	Improves safety by shortening crossing distances, increasing visibility of people walking, and slowing vehicles that are turning; it can also provide room for amenities such as seating areas, bioswales, stormwater management, and other planted areas
	Traffic Calming	Decreases speeds along streets with heavy, fast-moving traffic in order to increase safety and comfort for all users of the street; traffic calming treatments include physical measures such as curb extensions to narrow the roadway, narrowed travel lanes to promote slower driving speeds, and diverters to limit vehicle cut-through traffic on neighborhood streets
	Enhanced Bus Waiting Areas	Improves the safety and comfort of a bus rider's journey; potential enhancements could include benches, shelters, lighting, signage, wi-fi hotspot, mobile device chargers, etc.
	Freeway Underpass and Overpass Enhancements	Traveling to the transit station stop by foot or bike would be more convenient and comfortable if the underpasses were safer, cleaner, better illuminated, and visually engaging.

ATSP Volume II Symbol	Term	Further Description
	New Connection Across Barrier	Designing a new connection across the railroad crossings can improve connectivity to the station; this can manifest as an at-grade signalized crosswalk for people walking and bicycling; a well-designed connection should consider the safety of all people
	Medallion Signage	Medallion signage is an affordable type of wayfinding, or directional tool, that can be installed on utility poles and streetlights; the addition of medallion signage can help to increase awareness of station proximity, especially along Arterials and Collectors that connect to the schools, parks and commercial areas
	Street Furniture	Provides amenities to make active transportation users comfortable while traveling and provide resting places; waste receptacles, pedestrian-scale lighting, water fountains, and bicycle parking are other elements that enhance the sidewalk environment
	Landscaping and Shade	Improves aesthetics, provide pleasant and safe pathways, and offer an attractive buffer between the sidewalk and the roadway; trees and shade structures provide refuge from the sun for people walking, resting, or waiting
	Lighting	Increases safety and aid in night navigation for people walking or bicycling along Pathway routes; install lighting rhythmically and consistently in coordination with tree canopies as not to block the light; consider installing lights that are efficient and/or motion activated/self powered in areas where constant light is not needed
	Car Share	Provides numerous strategic locations where users can rent vehicles for a short term use; vehicle pick-up/ drop-off spaces should be located conveniently nearby the transit station or stop at a highly-visible and location
	Bicycle Services	Includes secure bicycle parking, bicycle hubs, bicycle repair stations, and/or bike share
	Park-and-Ride	Park and Ride lots provide easy vehicular parking and encourage transit ridership for motorists using their vehicles for first last mile trips; the addition of a dedicated drop-off zone immediately adjacent to the station would help to improve accessibility, safety and convenience at the station
	Key Recommendation Along Corridor	Key recommendations that extend throughout the entire length of the corridor

THE REGIONAL ACTIVE TRANSPORTATION NETWORK

The Regional Active Transportation Network (Regional Network) is a countywide system of routes intended to serve active travelers - people walking, riding bicycles and using other non-motorized modes. The purpose of the Regional Network is to deliver an interconnected network of convenient active transportation routes that enable Los Angeles County residents to safely access the places they want to go by the mode of their choosing.

Cities around Los Angeles County are making tremendous progress in constructing active transportation facilities (such as sidewalks and protected bicycle lanes). However, the County has lacked a regional vision for inter-jurisdictional travel, resulting in piecemeal local systems, large network gaps and a wide range of facility comfort. The Regional Network is a low-stress network. This means that facility users will not be expected to share lane space with high-speed or high-volume motor vehicle traffic. The Regional Network is comprised of facility types with high safety performance and the ability to attract and retain users. Metro is committed to realizing this vision, and will support local jurisdictions in implementing the

Regional Active Transportation Network Guiding Principles

Connect cities and communities	The Regional Active Transportation Network emphasizes connectivity between communities, as opposed to connectivity within local jurisdictions. However, regional routes will still play a role in local travel.
Serve desire lines	The Regional Active Transportation Network enables bicycle travel on the routes that people want to use. People generally want routes that are direct and safe.
Serve Main Street	The Regional Active Transportation Network embraces routes that link directly to the cores of cities, serving historic Main Streets and Central Business Districts.
Harness continuous rights-of-way	The Regional Active Transportation Network relies upon continuous rights-of-way (both natural and human-made) to provide unhindered movement for long stretches.
Link to transit	The Regional Active Transportation Network seeks opportunities to connect with major transit hubs, particularly if these hubs are located in population centers.
Address existing safety problems	The Regional Active Transportation Network improves travel conditions along routes with a history of bicycle crashes.
Design for all ages and abilities	The facilities comprising the Regional Active Transportation Network meet a minimum standard of service, suitable for use by children and seniors.

Regional Active Transportation Network progressively over time through funding and technical support.

The Regional Active Transportation Network is intended to serve both people walking and people riding bicycles. However, the network planning process primarily takes cues from best practices in regional bikeway network development, for the following reasons:

- Pedestrian trips are inherently less regional in scale than bicycle trips due to differences in travel speed;
- The Active Transportation Strategic Plan includes detailed transit station area plans that emphasize pedestrian connectivity;
- The Regional Active Transportation Network will directly serve pedestrian travel on all of its recommended Class I (shared-use path) facilities;
- The Regional Active Transportation Network will indirectly improve pedestrian conditions around many of its other facilities (for instance, protected bicycle lanes reduce sidewalk riding, calm traffic and shorten crossing distances, all of which improve pedestrian safety and comfort); and
- The inclusion of sidewalks can be assumed on most on-street facilities with low-stress bikeways, such as protected bicycle lanes (Class IV) or bicycle boulevards (Class III).

Design Flexibility

Metro encourages local jurisdictions to pursue facilities that best fit their communities. The Regional Active Transportation Network has been designed with local implementation in mind, and flexibility in design is a key aspect of this approach.

The generalized facility type identified for each Regional Network project is subject to review, modification and implementation by the relevant local jurisdiction(s). Engineering judgment, feasibility studies or community feedback may identify an alternative facility type for a Regional Network project. Provided that the modified facility meets the eligibility criteria contained in Table 4.1, the facility may be considered part of the Regional Network for the purposes of Metro grant opportunities and regional designation.

The alignments identified are also subject to review and modification by the relevant local jurisdiction(s). The Regional Network is intended to provide local jurisdictions with a high degree of latitude to construct facilities using preferred alignments. If a locally-identified alignment diverges from the identified Regional Active Transportation Network project, it can maintain Regional Active Transportation Network status by serving the same desire line as the original Regional Active Transportation Network facility (i.e. serving the same general corridor or destinations). For instance, a jurisdiction may elect to construct a facility along a parallel urban street or off-street corridor serving the same destinations as the original Regional Network alignment. As described above, these alternative facilities may harness the full range of available facility types and design enhancements, provided that the facility meets the eligibility criteria contained in Table 4.1.

Regional Active Transportation Network Eligible Facility Types

Table 4.1

Regional Active Transportation Network Design Guidance/Standards	Off-Street	Dedicated On-Street	Shared On-Street
Highway Design Manual (HDM) Class[1]	Class I	Class II & Class IV	Class III
HDM Class Eligible Under the Following Conditions[2]	Always	A conventional Class II bicycle lane is only eligible on a low-stress roadway.[3] Class II bikeways with buffers and Class IV protected bicycle lanes (with various barrier types) are always eligible.	A Class III facility is only eligible on a low-stress roadway.[4]
Available Design Enhancements	Bicycle Freeway [5] Floating Bicycle Path [6] Sub-Grade Bicycle Intersection [7]	Various separation methods Two-way or contraflow operation Protected intersection	Various traffic calming methods to maintain low traffic speeds and volumes Bicycle boulevards, bike-friendly streets, neighborhood greenways Advisory Bicycle Lanes

1. California Department of Transportation, 2015. Highway Design Manual.
2. Eligible facility types are those that are consistent with Regional Active Transportation Network design standards. Existing or planned facilities meeting these standards are not necessarily included in the Regional Active Transportation Network.
3. For Class II bicycle lanes, a low-stress roadway is defined as having a bicycle lane adjacent to the curb, rather than parked vehicles, and no more than two general purpose travel lanes.
4. For Class III bicycle boulevards, a low-stress roadway is defined as having average daily vehicle volumes of no more than 2,000 and 85th percentile speeds at or below 20 mph.
5. A Bicycle Freeway is a long-distance bikeway that is separated from auto traffic and other street activity, allowing for high cycling speeds. The goal is to give cyclists the same long-distance access that drivers have on a auto-only freeway.
6. A Floating Bicycle Path is a cantilevered structure that transitions into floating dock pathways to serve as part of a continuous shared use path or bicycle freeway system across or along a body of water. They are built to accommodate fluctuations in water level and are most applicable when sufficient right-of-way is not available to construct the path on land.
7. A Sub-Grade Bicycle Intersection is a subterranean shared use path or bicycle freeway system that allows people bicycling to avoid interacting with motor vehicles at a large intersection or freeway interchange. These connections help save time and distance and reduce conflicts by allowing non-motorized traffic to proceed through the middle of the intersection without having to circumnavigate the facility.

Proposed Regional Active Transportation Network

The Proposed Regional Network is presented as a map series (Maps 1 through 11) and a project list (see ATSP Volume III, Appendix H). The Proposed Regional Active Transportation Network comprises nearly 2,000 miles of low-stress active transportation facilities throughout Los Angeles County and consists of three generalized facility types, as defined in Table 4.1: Dedicated On-Street, Off-Street, and Shared On-Street. Overall, the Regional Network includes 1,390 miles of Dedicated On-Street facilities (70 percent), 510 miles of Off-Street Facilities (26 percent) and 55 miles of Shared On-Street Facilities (3 percent). The Proposed Regional Network also includes about 15 miles of alternative alignments for facilities that are currently under study by Metro. These alignments are included in the overall mileage for the Proposed Regional Network.

Maps 1-11 can be accessed online at https://www.metro.net/projects/active-transportation-strategic-plan/. To explore additional existing and planned bikeway facilities in detail, visit http://gis.fehrandpeers.com/metroatsp.

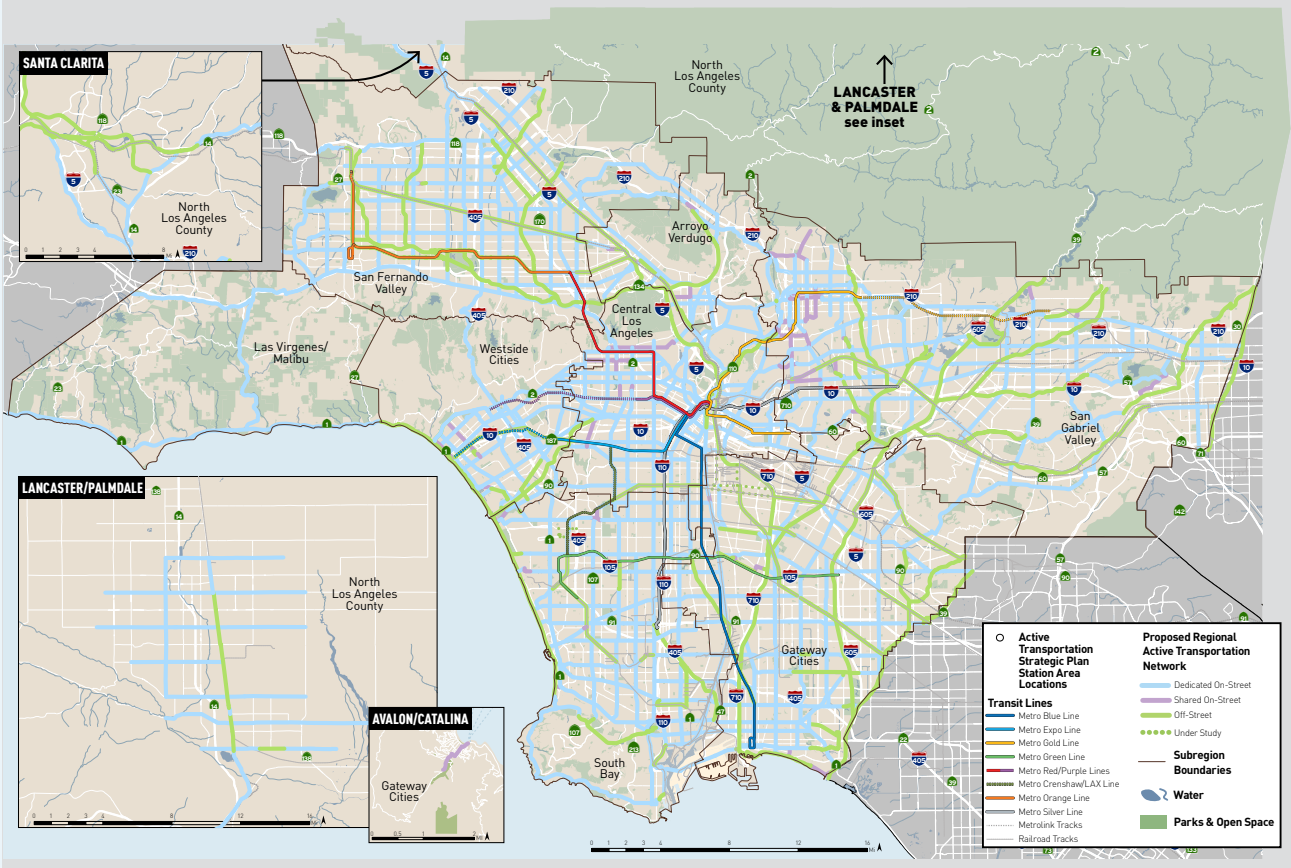
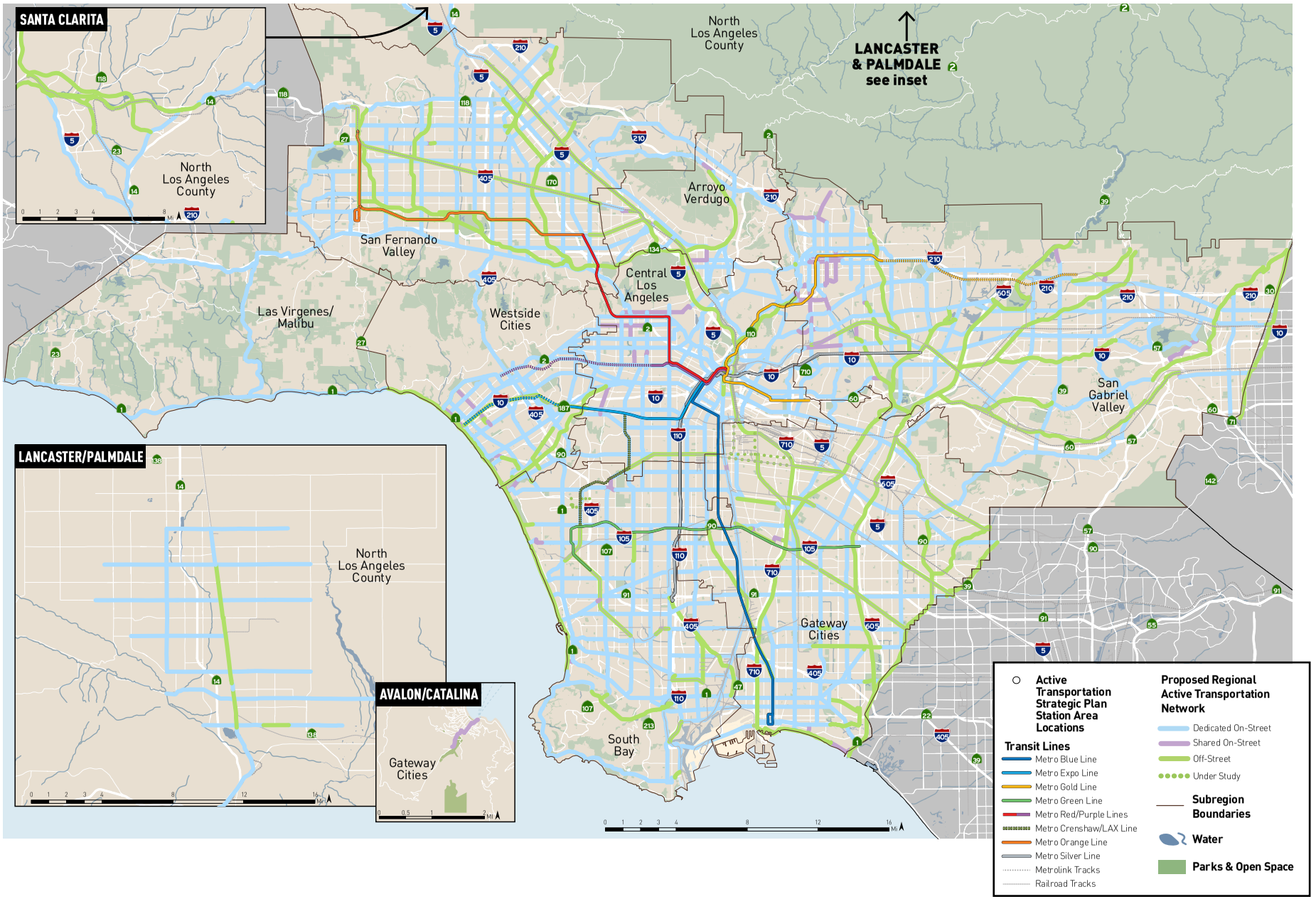
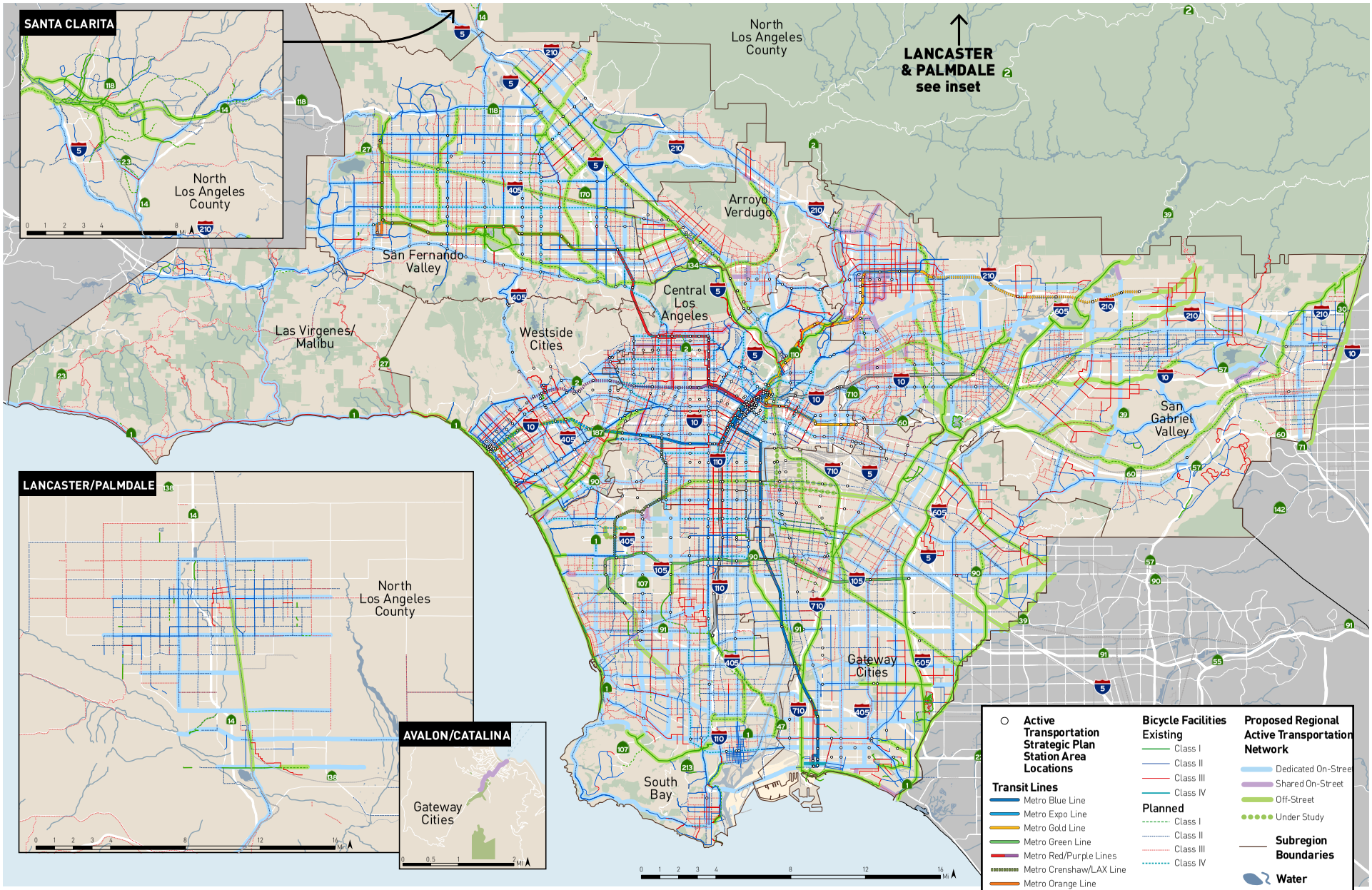


Figure 4.6: Proposed Regional Active Transportation Network (Maps 1-11 show enlargements of this image.)

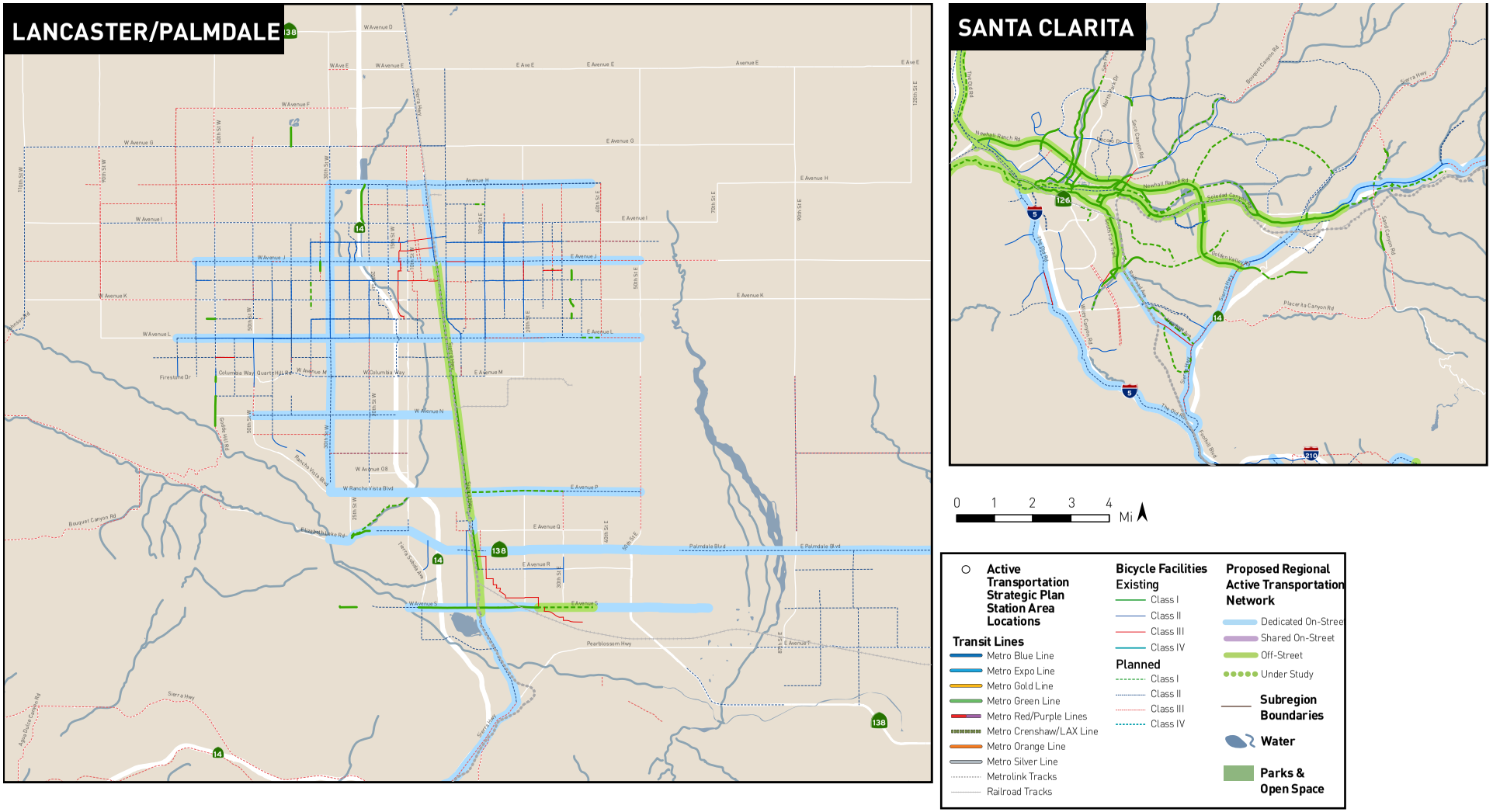
Map 1: Regional Active Transportation Network Overview



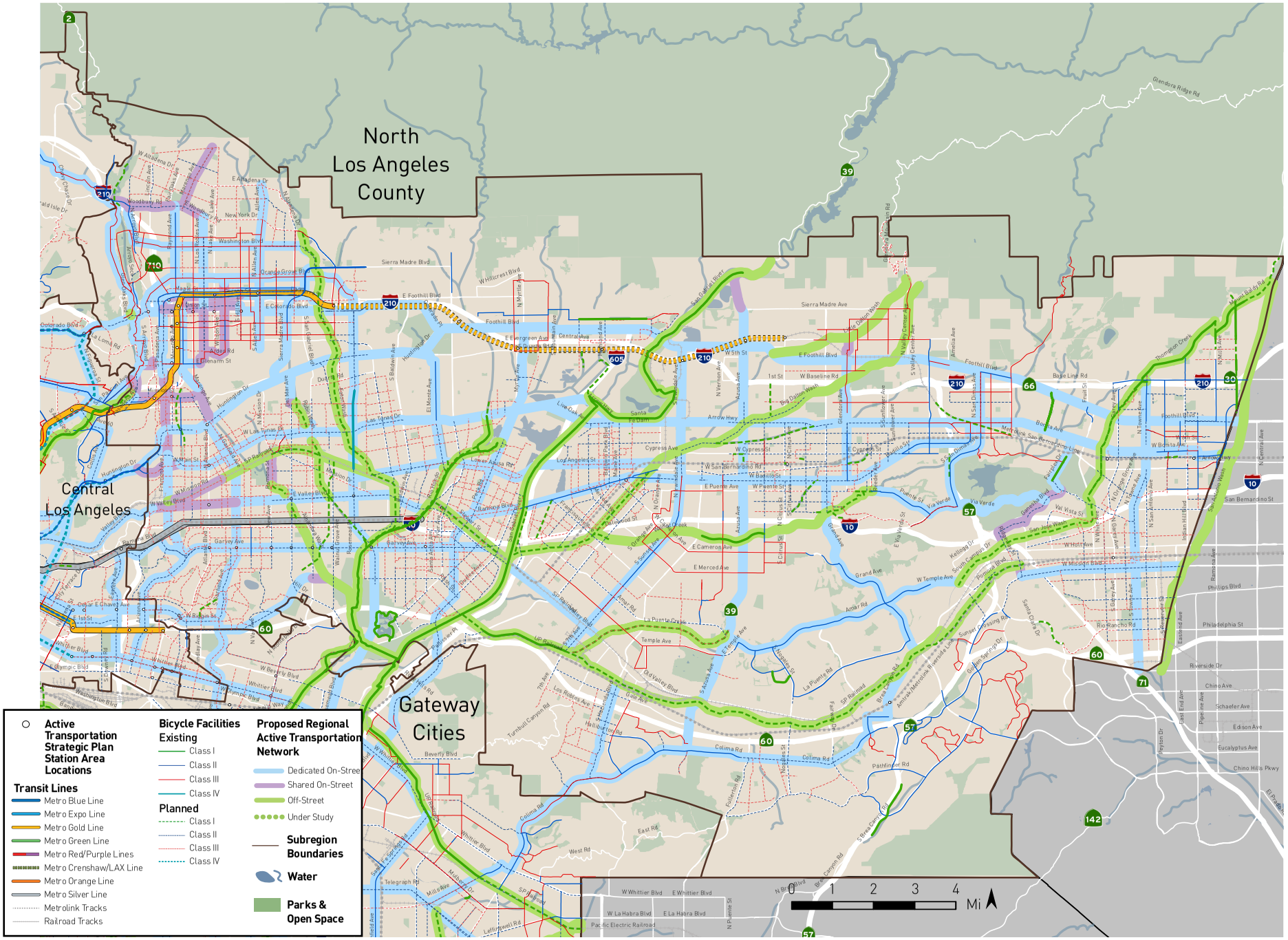
Map 2: Regional Active Transportation Network with Existing and Planned Bicycle Facilities



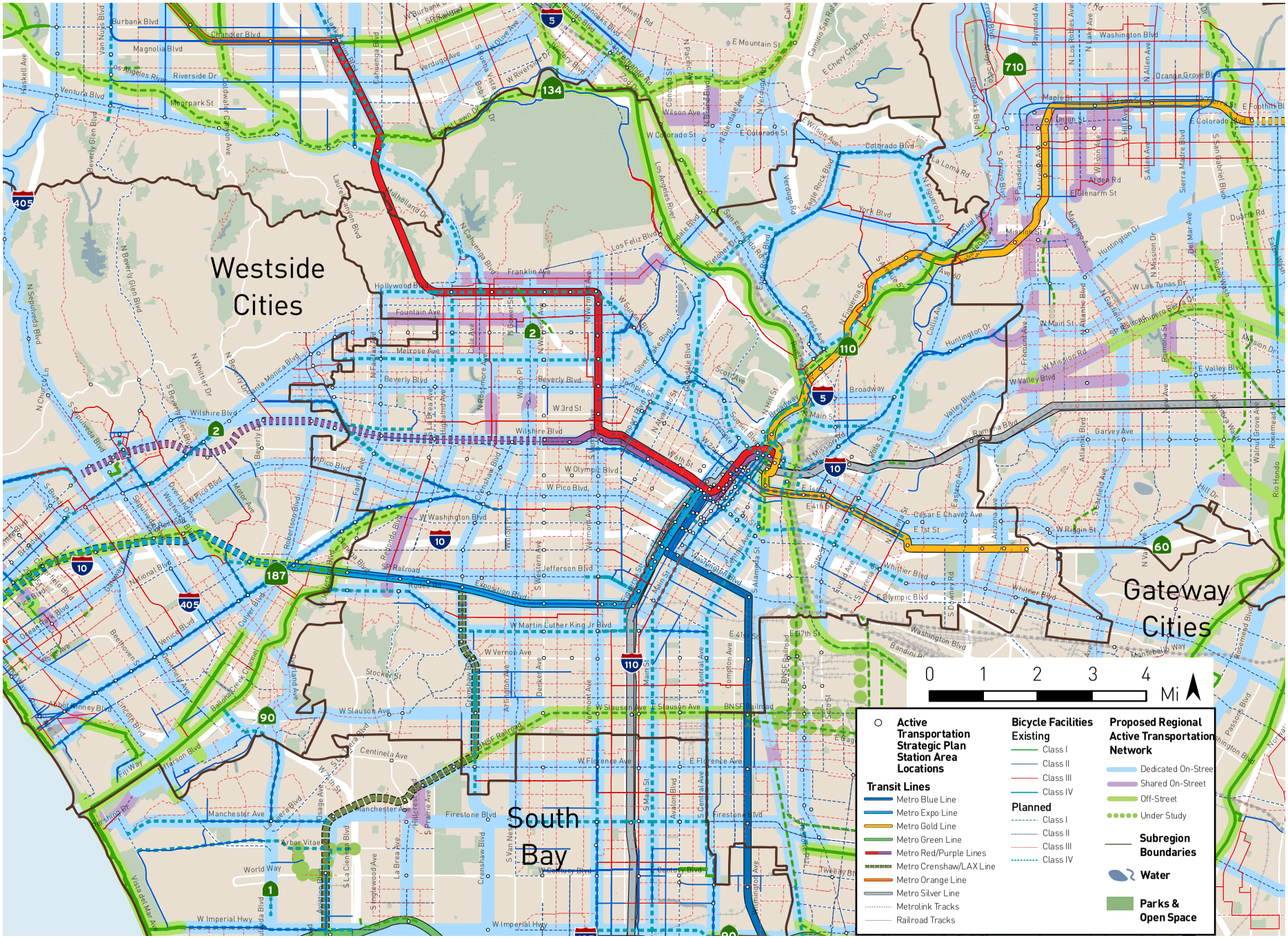
Map 3: North Los Angeles County Proposed Regional Active Transportation Network



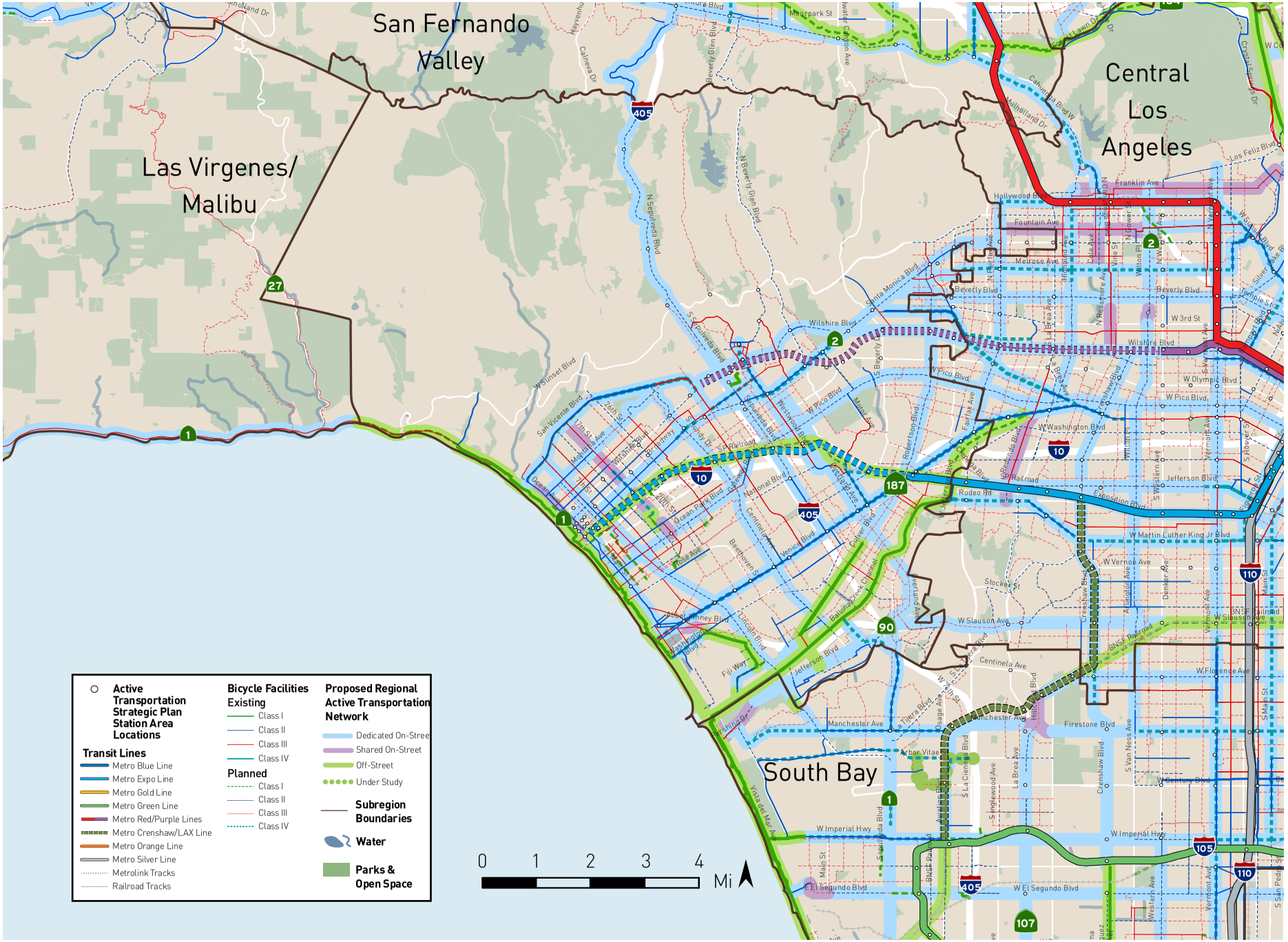
Map 4: San Gabriel Valley Proposed Regional Active Transportation Network



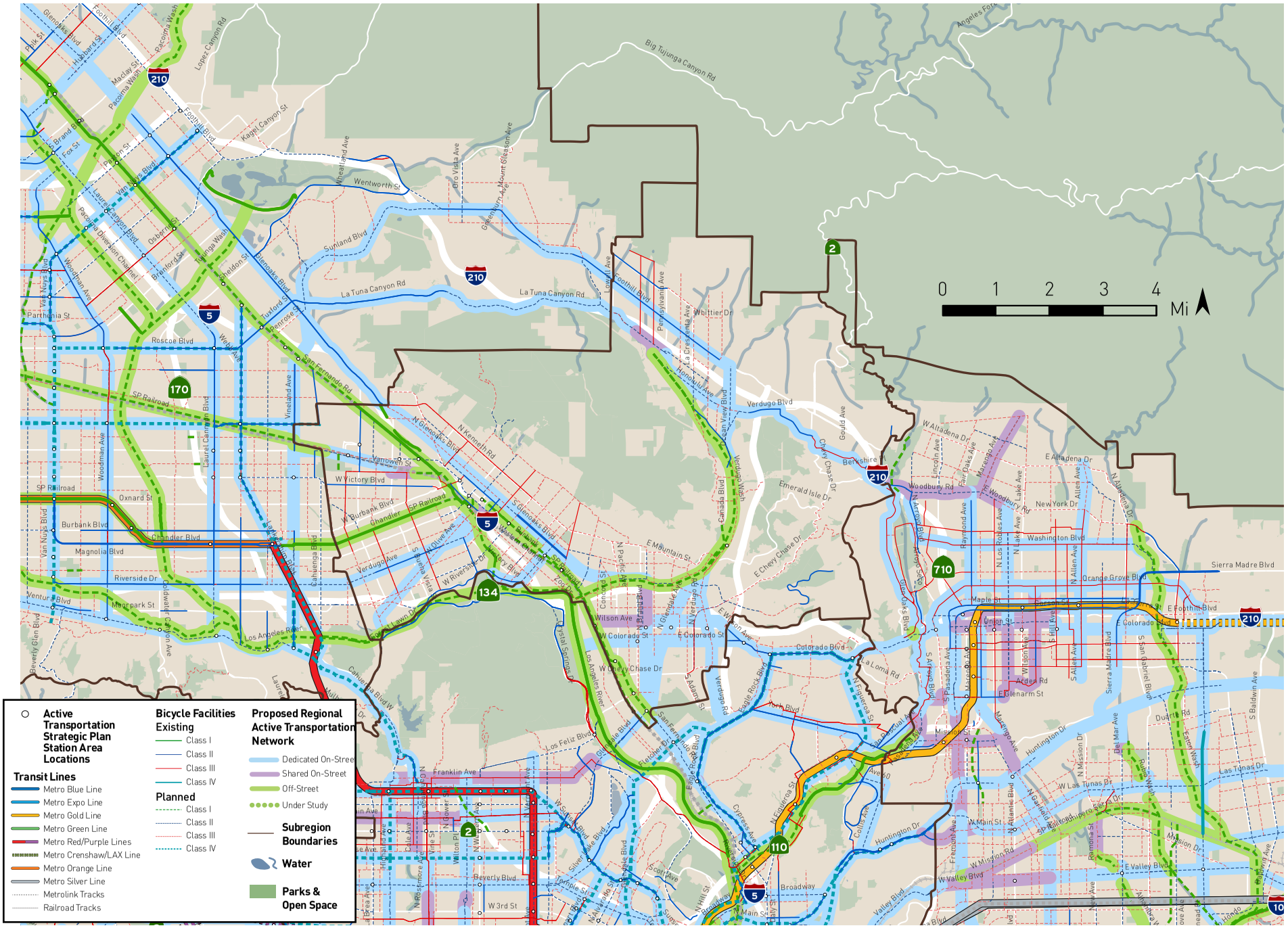
Map 5: Central Los Angeles Proposed Regional Active Transportation Network



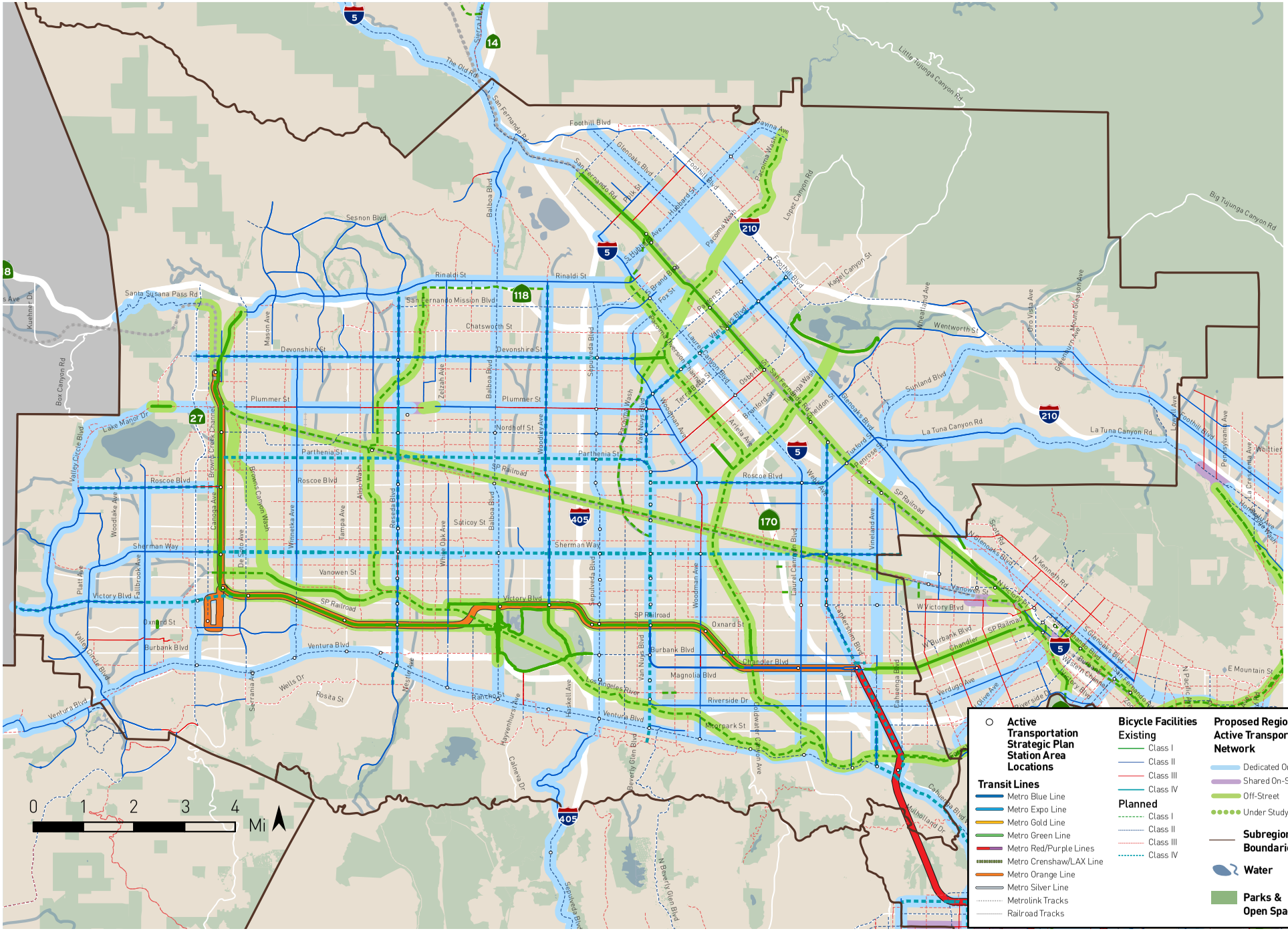
Map 6: Westside Cities Proposed Regional Active Transportation Network



Map 7: Arroyo Verdugo Proposed Regional Active Transportation Network



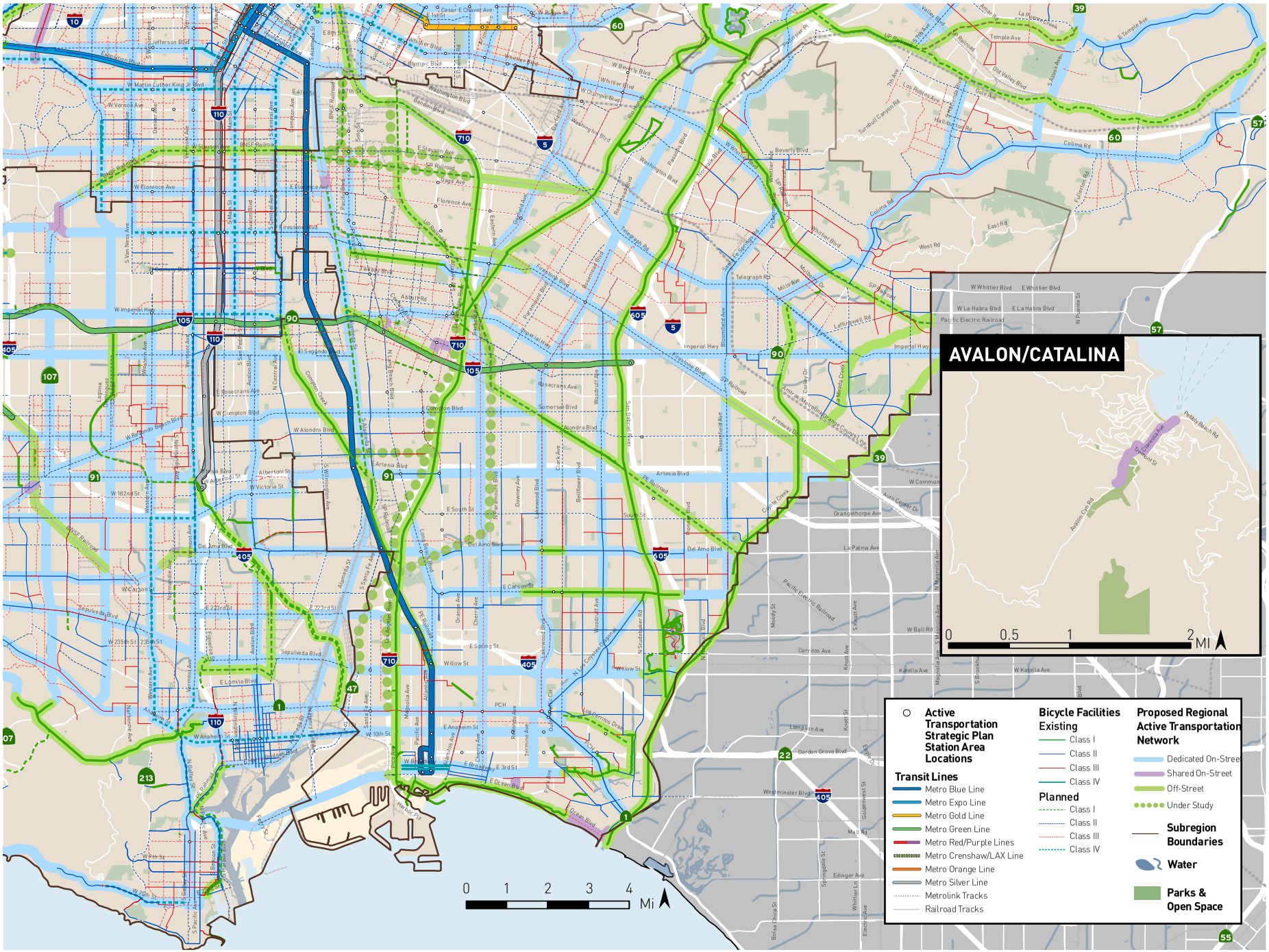
Map 8: San Fernando Valley Proposed Regional Active Transportation Network



Map 9: Las Virgenes-Malibu Proposed Regional Active Transportation Network



Map 10: Gateway Cities Proposed Regional Active Transportation Network



Map 11: South Bay Proposed Regional Active Transportation Network



Table 4.2

Table 4.2 presents a summarized project list for the facilities included in the proposed Regional Active Transportation Network. This network includes nearly 2,000 miles of low-stress active transportation facilities throughout Los Angeles County and consists of three generalized facility types, as defined in Table 4.1: Dedicated On-Street, Off-Street, and Shared On-Street.

Table 4.2 shows the total mileage by type for each subregion in the county, as well as a low, medium, and high cost estimate for the Regional Network based on the mileage. More detail about the specific facilities included in the Regional Network can be found in Appendix H - Regional Active Transportation Network Methodology and Analysis.

Subregion	Milage				Total Cost Estimate		
	Dedi-cated	Off-Street	Shared	Metro Study	Low	Medium	High
Arroyo Verdugo	36	20	4	-	$3,813,436	$61,275,537	$320,652,189
Central Los Angeles	232	24	9	1	$9,937,396	$160,066,589	$837,315,707
Gateway Cities	196	129	5	12	$14,108,395	$226,834,079	$1,186,906,134
Las Virgenes/ Malibu	44	-	-	-	$1,354,114	$21,840,541	$114,226,029
North Los Angeles County	134	47	-	-	$8,547,752	$137,461,688	$719,241,743
San Fernando Valley	230	99	0	-	$18,718,312	$300,843,632	$1,574,245,230
San Gabriel Valley	245	118	27	-	$22,839,528	$367,099,021	$1,920,929,795
South Bay	168	39	3	-	$8,931,079	$143,718,448	$751,906,645
Westside Cities	90	35	8	-	$5,531,081	$88,991,715	$465,598,235
Ports & Airports	15	0	-	2	$501,843	$8,091,489	$42,320,642
Total	**1,390**	**510**	**55**	**15**	**$94,282,934**	**$1,516,222,738**	**$7,933,342,350**

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Users of all ages enjoy bike-related activities in the LA area



Pedestrian and cyclists wait to board a Metro bus



Green bike lanes provide visible cycling access in Santa Monica

Metro Bicycle Education Safety Team (BEST) Program

Recommendation

- **Authorize the Chief Executive Officer to award single-source contract to Estolano LeSar Perez Advisors for a three-year period of performance professional services Contract No. PS 67785000 in a not-to-exceed amount of $2,308,001.01 for the Bicycle Education Safety Team (BEST) contract**

Metro Policies Supported

- Metro/SCAG Joint Work Plan – July 2012
- Metro Countywide Sustainability Planning Policy & Implementation Plan – December 2012
- Complete Streets – October 2014
- Active Transportation Strategic Plan – April 2016

Metro

BEST Program Goals

- Introduce the public to bicycling as a transportation mode
- Provide skills classes and community rides at various skill levels
- Leverage and coordinate with other Metro programs such as Countywide Bike Share and Open Streets
- Support Metro policies, including Metro's Sustainability Planning and Implementation ad Complete Streets Policies, and the Active Transportation Strategic Plan

BEST – Skills Classes and Community Rides

- Skills classes and community rides will be held across the county and will offer residents of all skill levels the opportunity to learn important bicycle safety skills, the rules of the road, and gain confidence and practice in using a bicycle as a mode of transportation.





Metro

Next Steps

- Upon Board approval, award Contract No. PS 67785000 to Estolano LeSar Perez Advisors

- Community Ride development targeting Bike Month in May

Metro

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

Metro

Board Report

File #: 2017-0023, **File Type:** Project **Agenda Number:** 13.

CONSTRUCTION COMMITTEE
EXECUTIVE MANAGEMENT COMMITTEE
MARCH 16, 2017

SUBJECT: HOPE/2ND STREET PEDESTRIAN BRIDGE EASEMENT AGREEMENT

ACTION: AUTHORIZE CEO TO EXECUTE EASEMENT AGREEMENTS FOR PEDESTRIAN BRIDGE AT REGIONAL CONNECTOR STATION AT HOPE AND 2ND STREETS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute two Easement Agreements allowing construction of a portion of the **Hope/2nd Street Pedestrian Bridge to be built on, and Metro patron access across, private property owned by the Broad Museum**.

ISSUE

In July 2014, with Motion 77 (Attachment A), the Board of Directors directed staff to exercise a construction contract option to build a second station level and pedestrian bridge ("the Bridge") at the Regional Connector Station at Hope and 2nd Streets ("the Station") and secure a legally binding agreement between Metro and all relevant parties for access and maintenance of the Bridge onto private property.

Staff has negotiated with the Broad Museum, the Successor Agency to the Los Angeles Community Redevelopment Agency, The Related Company, and the Grand Avenue Joint Powers Authority, two Easement Agreements ("Agreements") that will ensure that the Bridge can be constructed and connected into private property currently owned by the Broad to ensure Metro patrons access through private property onto Grand Avenue. The terms of those Agreements are explained herein.

DISCUSSION

The Station design has been modified to include a second level and a pedestrian bridge across Hope Street, as pictured in the Conceptual Design, Attachment B. The Site Plan, Attachment C, shows the Bridge and surrounds. Upper Grand Avenue is approximately 20 feet higher than Hope Street. The Station and Bridge were therefore designed so that patrons could exit the Station at Hope Street or at the second level, using the six high speed elevators that will connect patrons into the mezzanine level of the Station, several levels below grade. Patrons will be able to exit either at street level onto Hope Street, or one level higher onto the Bridge. The Bridge will then take them across Hope Street and onto the roof deck of the Broad garage.

powered by Legistar™

The Easement Agreements will secure rights for Metro to build the Bridge with a connection to the Garage deck on the Broad property. The Bridge will be structurally independent from the Garage and will be joined with a seismic joint. The Easement Agreements will provide for Metro to build and maintain the seismic joint, a security gate, and Metro signage on the Broad Garage deck. The Agreements will secure the rights for Metro patrons to travel through the "Easement Area," depicted in Attachment D, securing an envelope with a height of 20 feet to be clear of any permanent obstructions as long as a structure stands or is rebuilt in the footprint of the garage. The Agreements will secure the right for Metro patrons to travel through the Broad Plaza ("Plaza") out onto Grand Avenue. Metro will be able to have signage on the Garage deck and the Plaza to guide patrons from Grand Avenue to the Bridge and Station. All signage will be in accordance with the Conceptual Signage Plan, Attachment E.

The Broad has agreed to enter into a maintenance agreement that would obligate the Broad to maintain the landscaping on the Bridge. Metro Facilities Maintenance would be responsible for all other maintenance of the Bridge.

The principal terms of the Agreements are as follows:

Pedestrian Easement Agreement

- The specific areas where Metro will retain rights are pictured in the Easement Plat Diagram, Attachment D.
- Requires Broad to build improvements on the Garage deck that are compatible with the Bridge by the end of 2018, in time for the Bridge to be constructed.
- Allows Metro the right to construct the Bridge including the support column and seismic joint.
- Allows Metro to build and maintain a security gate to secure the Bridge during non-operating hours.
- Secures access for Metro patrons over the garage deck to the Broad Plaza as long as any structure is there (i.e. if the Garage is torn down and something else is built in its place, Metro will retain an easement).
- Allows for Metro to have signage in the Easement Area.
- While the Garage itself is owned by the Broad, the air rights above it are owned by the Grand Avenue Joint Powers Authority. If they should choose to develop the space above the garage, they would be able to build over Metro's Easement Area, leaving an envelope with a clear height of 20 feet for Metro patrons to continue to travel.
- Allows the Broad to close access to the Bridge for no more than 7 times per year, under certain conditions.

Plaza Reciprocal Easement Agreement

- Secures Metro patrons the right to travel through the Broad Plaza and onto Grand Avenue.
- There is an underlying Reciprocal Easement Agreement (REA) in place for the Plaza which allows the privately-owned Plaza to be used by the public and outlines the maintenance responsibilities of the private parties that surround it.
- Forbids the Plaza REA from being amended to disallow Metro patrons across it.

- Outlines Metro's contribution to the maintenance of the Plaza of $50,000 per year (since the Plaza will receive more wear and tear as a result of Metro patrons walking through it daily).
- Secures the right for Metro to design and manufacture signage, which the Broad would install on the Plaza, in accordance with the Conceptual Signage Plan.

Neither Easement requires compensation to Broad for the value of the easement itself.

DETERMINATION OF SAFETY IMPACT

This Board action will have no impact on Safety.

FINANCIAL IMPACT

There will be an annual payment of $50,000 (plus escalations) associated with the maintenance of the Plaza starting in Fiscal Year 2022, when the Regional Connector is expected to open. Funds will then be budgeted annually in the non-departmental Cost Center 0651, the operating project for the new Regional Connector. Source of funds will be various operating funding. The budget will impact the bus and rail operating budget.

Impact to Budget

There will be no impact to the Fiscal Year 2017 Budget.

ALTERNATIVES CONSIDERED

The Board could choose not to authorize the CEO to execute the Agreements. This alternative is not recommended because it is not consistent with previous Board direction and it would not allow the Bridge to be constructed.

NEXT STEPS

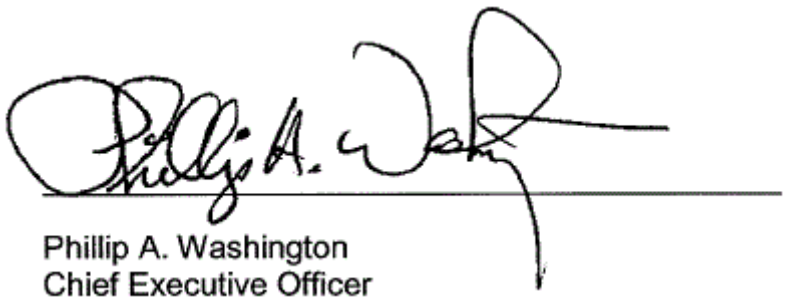
Upon approval of this board action, CEO will finalize negotiations and execute both Agreements and both will be recorded against the impacted properties. The Regional Connector Project team will include the provisions of the Agreements in any applicable contracts. The Bridge and Station will proceed with design and construction to be completed in time for the Station opening.

ATTACHMENTS

Attachment A - July 2014 Board Motion 77
Attachment B - Conceptual Design
Attachment C - Site Plan
Attachment D - Easement Plat Diagram
Attachment E - Conceptual Signage Plan

Prepared by: Marie Sullivan, Principal Transportation Planner, (213) 922-5667
Cal Hollis, SEO, Countywide Planning & Development, (213) 922-7319

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



Phillip A. Washington
Chief Executive Officer

MOTION BY:

MAYOR ERIC GARCETTI, SUPERVISOR DON KNABE, SUPERVISOR GLORIA MOLINA & DIRECTOR JACQUELINE DUPONT-WALKER

July 17, 2014

Regional Connector

2nd & Hope Station

The Regional Connector Project consists of a 1.9-mile double track light rail transit subway in downtown Los Angeles with three new stations.

Once completed, the project will provide regional transit benefits connecting the existing Blue Line, Gold Line, and Exposition Line through the downtown Los Angeles area.

In April 2014, the MTA Board approved the selection of a Design-Build contractor for the Regional Connector Transit Corridor Project.

Not only will the project eliminate forced transfers through downtown, but will also connect regional transit riders to cultural, educational, civic and entertainment centers in downtown such as the Music Center, Grand Park, the Walt Disney Concert Hall, the Museum of Contemporary Art, etc.

As currently planned, the 2nd and Hope station is nearly one block away from these downtown landmarks.

The design and proposed configuration of the station create significant access challenges from the station to the core business area due to the vertical grade difference.

The station layout can also create pedestrian safety issues along Hope Street and the surrounding area.

To help mitigate the access challenges, the 2nd and Hope Station should include a direct link to Grand Avenue via a pedestrian bridge structure from the current station location to the plaza vicinity at The Broad museum.

The Regional Connector Transit Design Build contractor included and estimated the bridge as a construction option (not a betterment) during the bidding process.

WE, THEREFORE, MOVE that the MTA Board direct the CEO to:

A. Allocate up to $4.0 million – and not increase the Life of Project Budget – to negotiate and reach an agreement with the Design-Build contractor to build the 2nd and Hope pedestrian bridge structure to the Broad museum.

B. Secure a legally binding agreement between the MTA and all relevant parties for the access and maintenance of the bridge onto private property.

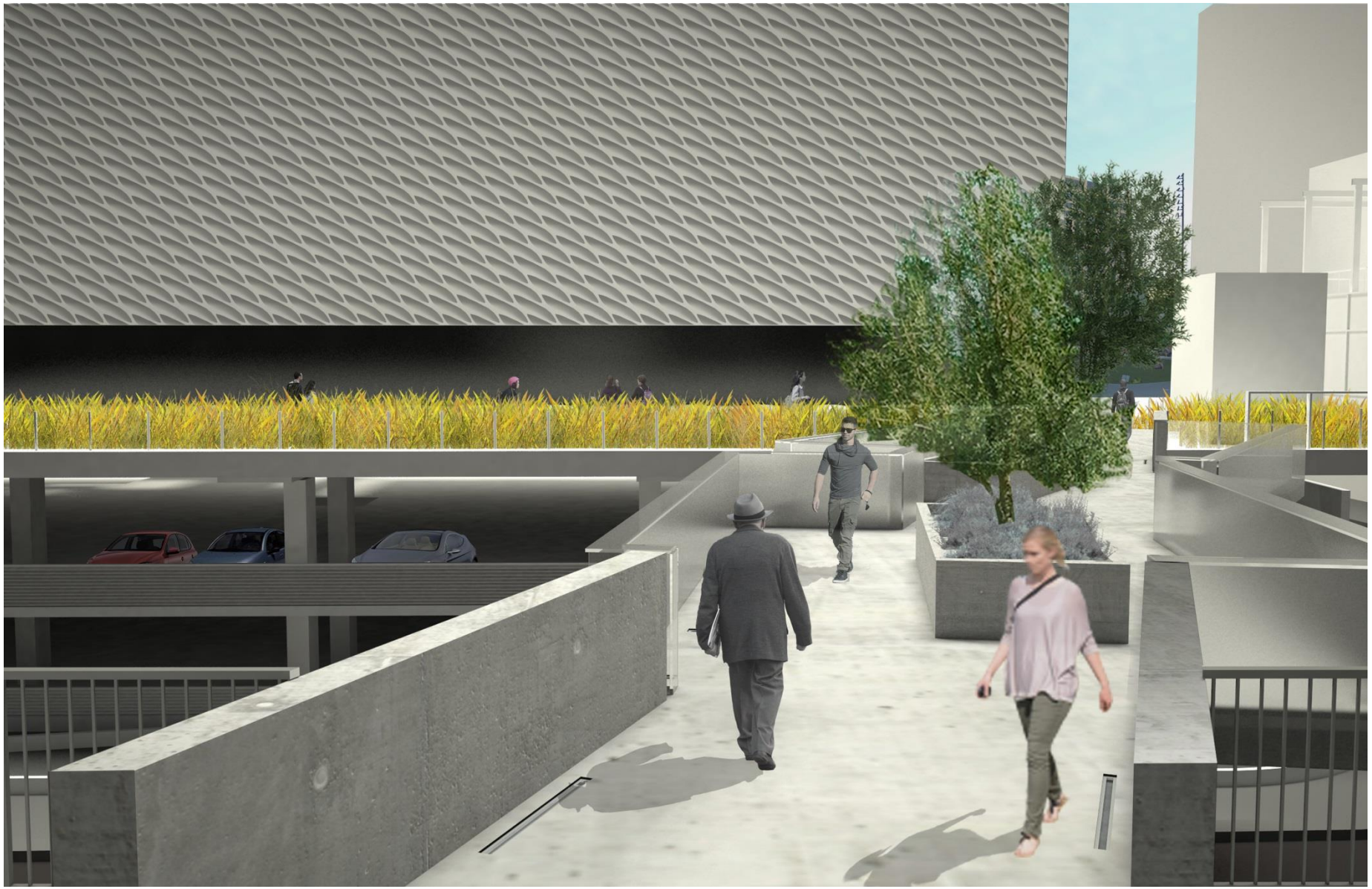
C. Report back to the October 2014 MTA Board meeting the implementation plan and schedule to build the pedestrian bridge structure.

###

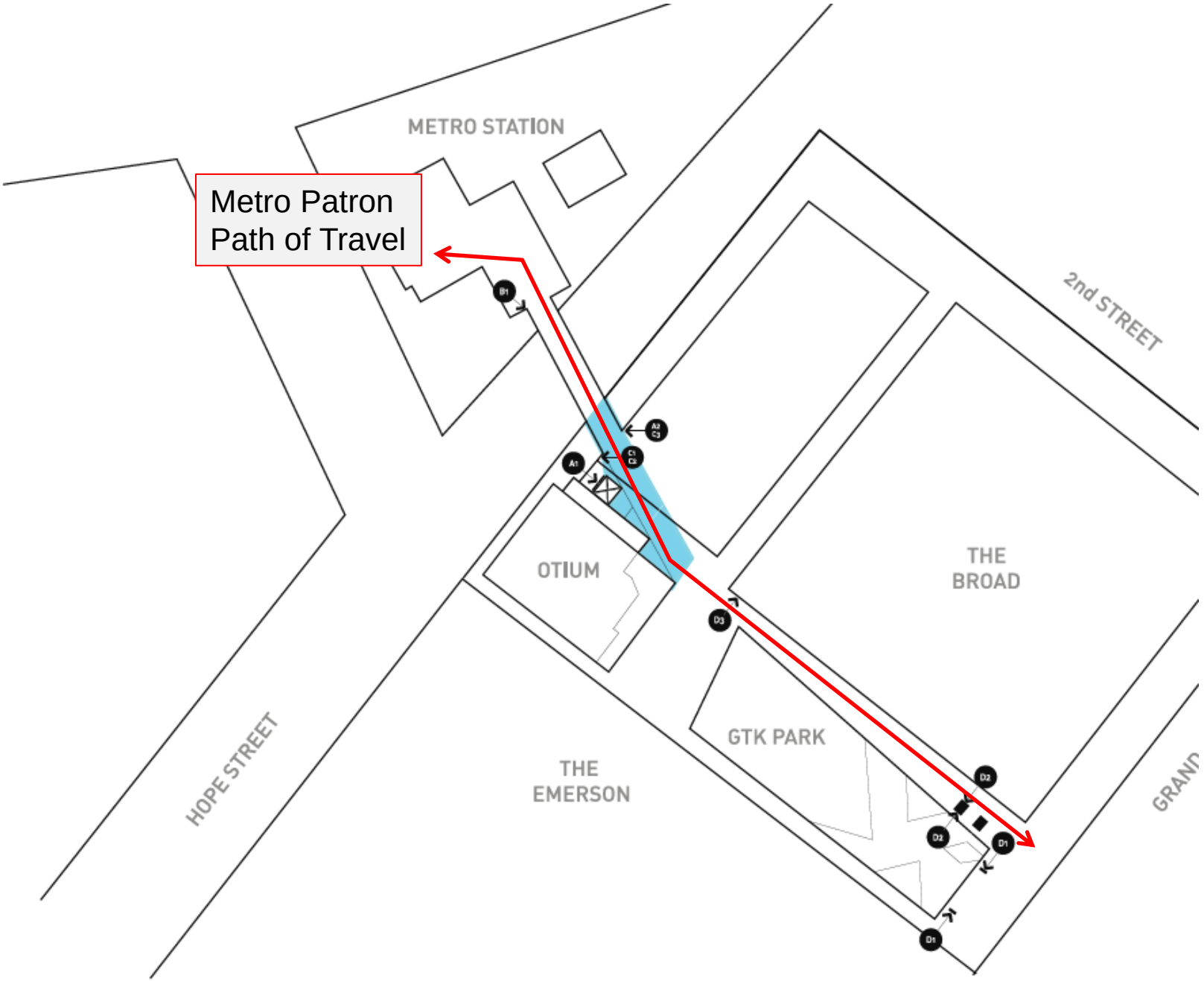
ATTACHMENT B



ATTACHMENT B



ATTACHMENT C



ATTACHMENT D

LEGEND

- BRIDGE EASEMENT (AERIAL EASEMENT)
- PEDESTRIAN EASEMENT AREA (AERIAL EASEMENT)
- COLUMN EASEMENT (PERMANENT EASEMENT)

PARCEL NO.	GRANTOR	NET AREA (SQ. FT.)		RECORDING DATA		ESTATE	NATURE OF IMPACTS
		TOTAL	ACQ.	INST. NO.	DATE		
RC-420-1	THE BROAD COLLECTION	58,258	36			PE	PERMANENT EASEMENT
RC-420-2	THE BROAD COLLECTION	58,258	155			AE	AERIAL EASEMENT
RC-420-3	CRA LA	19,575	155			AE	AERIAL EASEMENT
RC-420-4	CRA LA	19,575	1282			AE	AERIAL EASEMENT

2ND/HOPE STREET STATION

EXIST STREET ℄

L TRACK ℄

R TRACK ℄

S HOPE ST

EXIST STREET ℄

GENERAL THADDEUS KOSCIUSZKO WAY

PROPOSED PEDESTRIAN BRIDGE

ROOF LEVEL LIMITS

EXIST ROW (PROPERTY LINE)

EXIST ROW

EXIST ELEVATOR SHAFT

15'-4⅞"

10'-6⅛"

13'-0⅛"

12'-11⅛"

11'-8"

69'-2"

46'-6½"

15'-0"

12'-0"

12'-8⅞"

RESTAURANT

RC-420A
5151-004-911
COMMUNITY REDEVELOPMENT AGENCY OF LA CITY

RC-420-1
COLUMN EASEMENT (PE)
AT LOT 1 & 2, 36 SQ FT
LOWER LIMITS NONE
UPPER LIMITS EL=382.25±

RC-420-2
BRIDGE EASEMENT (AE)
AT LOT 2, 155 SQ FT
LOWER LIMITS EL=382.25±
UPPER LIMITS EL=385.25 AT PLAZA LEVEL

RC-420-3
BRIDGE EASEMENT (AE)
AT LOT 3, 155 SQ FT
LOWER LIMITS EL=385.25 AT PLAZA LEVEL
UPPER LIMITS EL=393.25±

RC-420-4
PEDESTRIAN EASEMENT AREA (AE)
AT LOT 3, 1282 SQ FT
LOWER LIMITS EL=385.25 AT PLAZA LEVEL
UPPER LIMITS EL=405.25

RC-420
5151-004-019 thru
5151-004-022
THE BROAD COLLECTION

SSE

10' 0 10' 20'

THE PREPARATION OF THIS DRAWING HAS BEEN FINANCED BY THE TAXES OF THE CITIZENS OF LOS ANGELES COUNTY AND OF THE STATE OF CALIFORNIA.

REV	DATE	BY	APP	REG NO	EXPIRES	SEAL HOLDER	DESCRIPTION

DESIGNED BY
DRAWN BY
CHECKED BY
IN CHARGE
DATE 1/11/2017

Metro
The Connector Partnership

LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY

515 S. FLOWER STREET
8TH FLOOR
LOS ANGELES, CA 90071
T 213-593-8100

REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT DEFINITION DRAWINGS

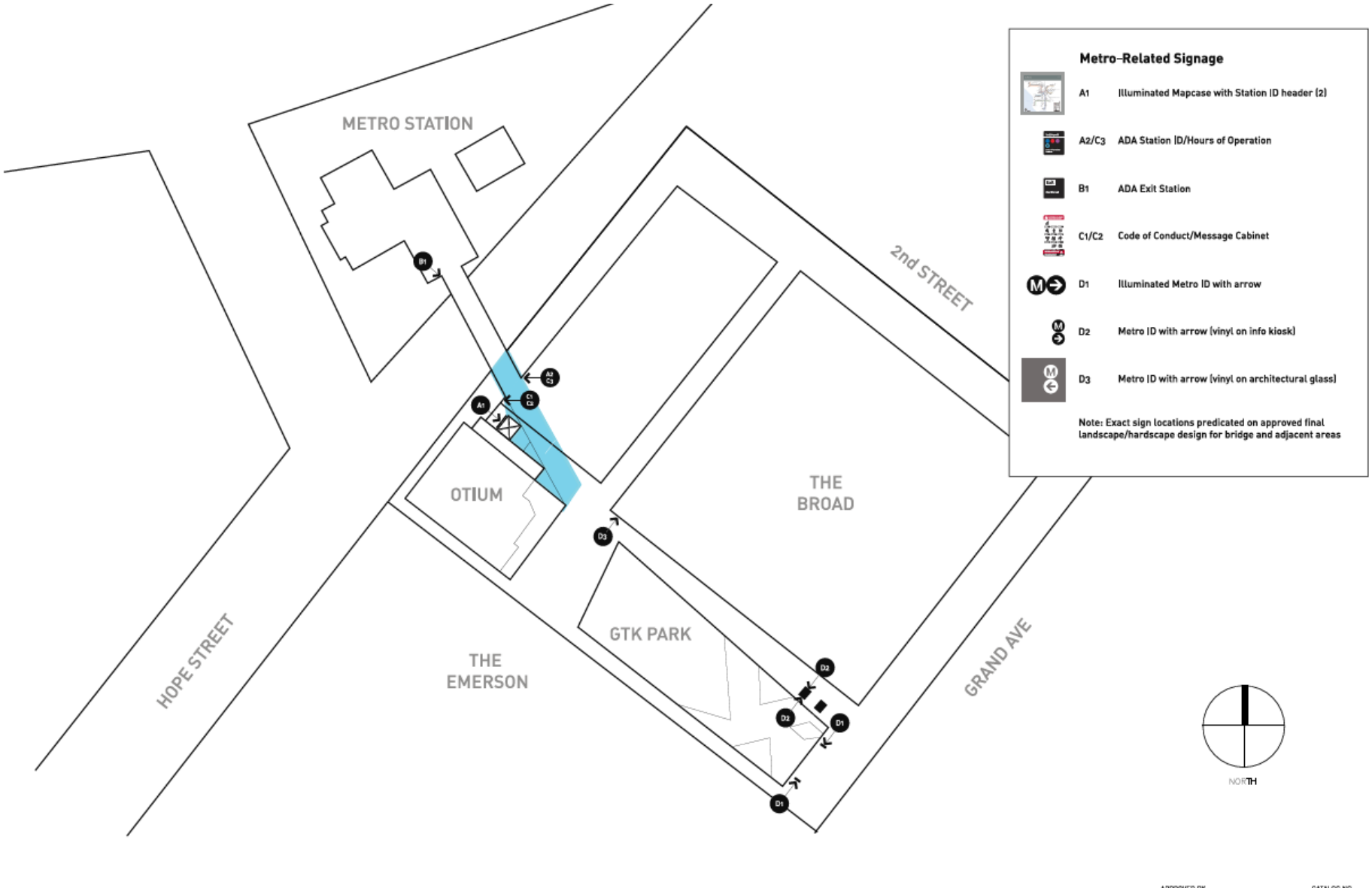
RIGHT OF WAY NEED PEDESTRIAN BRIDGE

CONTRACT NO C0980
DRAWING NO EXB-R103A
REV
SCALE 1" = 10'
SHEET NO

Model Name: Default

Plot Driver: DB_HALF_Color_PDF.pltcfg ...\EXB_R103A_111-2017.dgn 1/11/2017 4:27:39 PM USER:almoshalm Pentable: DB_MTA_H_COLOR.tbl

ATTACHMENT E



Hope / 2nd Street Bridge Pedestrian Easement Agreements

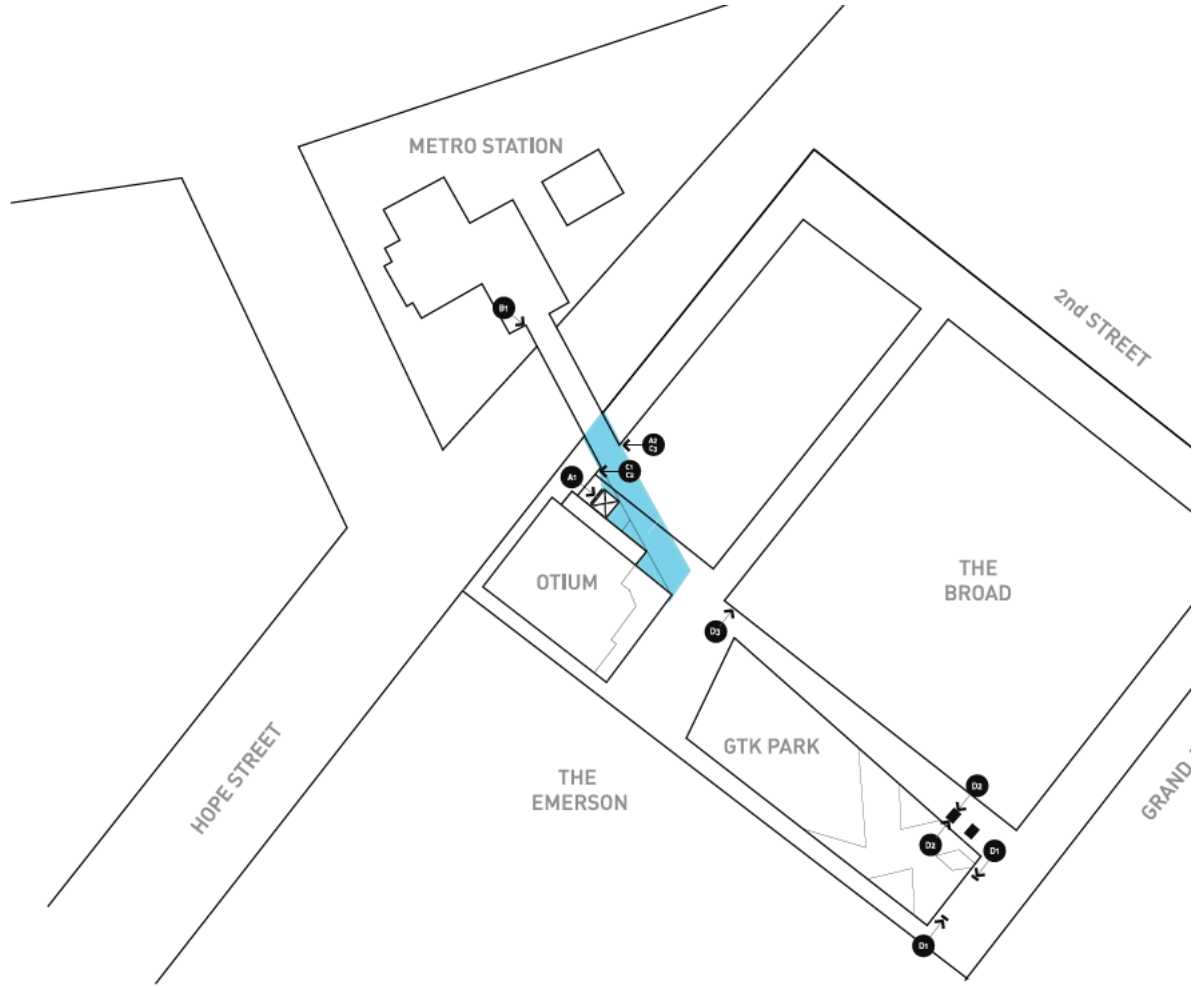
Metro Board of Directors

Executive Management Committee

March 2017

Metro

Site Plan


METRO STATION
2nd STREET
HOPE STREET
OTIUM
THE BROAD
GTK PARK
THE EMERSON
GRAND
B1
A2
C3
C1
C2
A1
D3
D2
D2
D1
D1

Major Agreement Terms

Easement

- Easement to construct the bridge including support column and seismic joint
- Access for Metro Patrons over limited portion of garage roof to the Plaza
- Development could be built over the easement (20 ft vertical envelope) or the easement could be incorporated into future development
- Easement for installation and maintenance of minimal signage and security gate

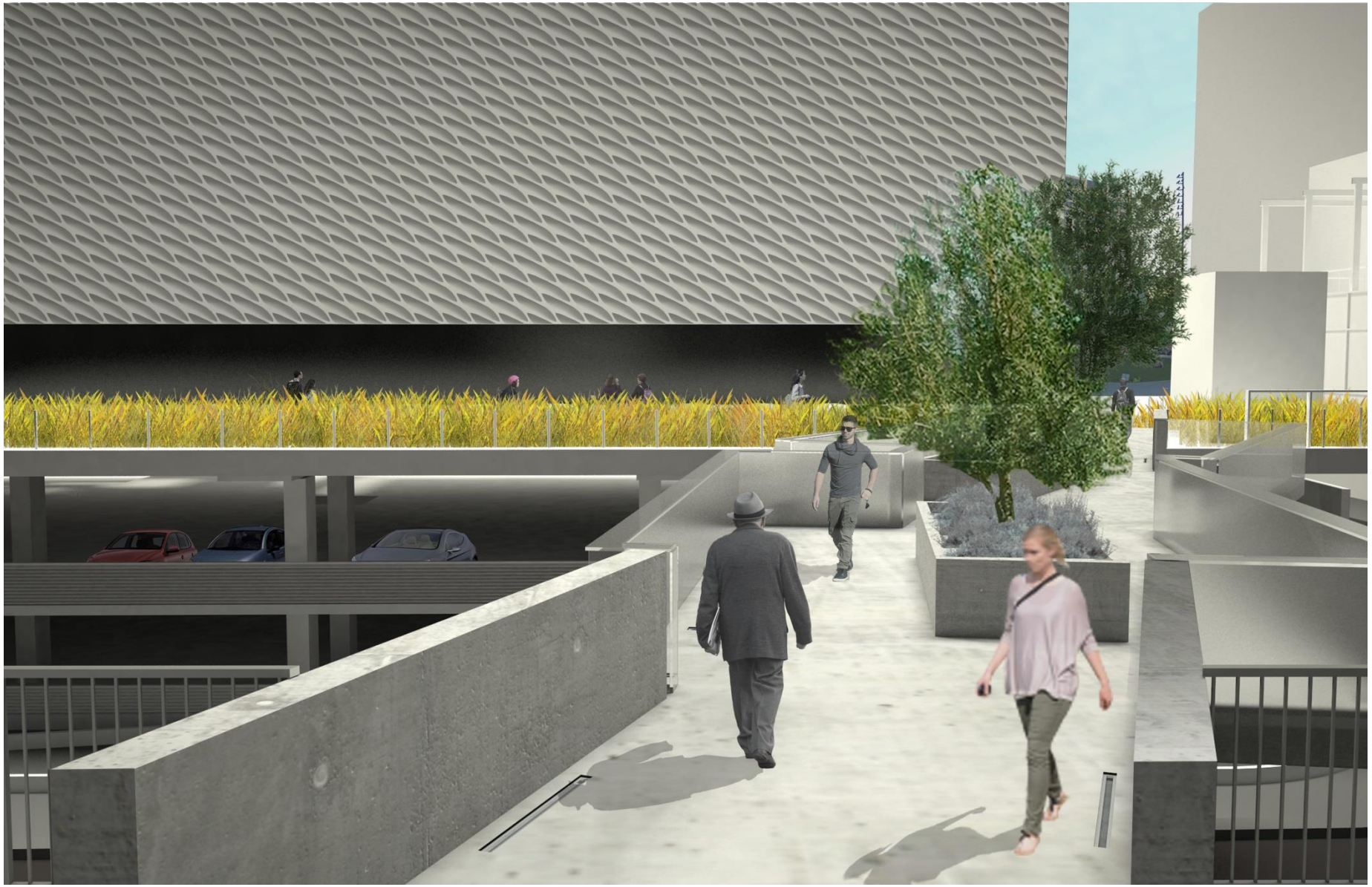
Plaza

- Plaza REA cannot be amended to disallow Metro patrons access
- Minor Metro signage easement
- Metro contribution to maintenance - $50,000 annual with escalation

Conceptual Bridge Design

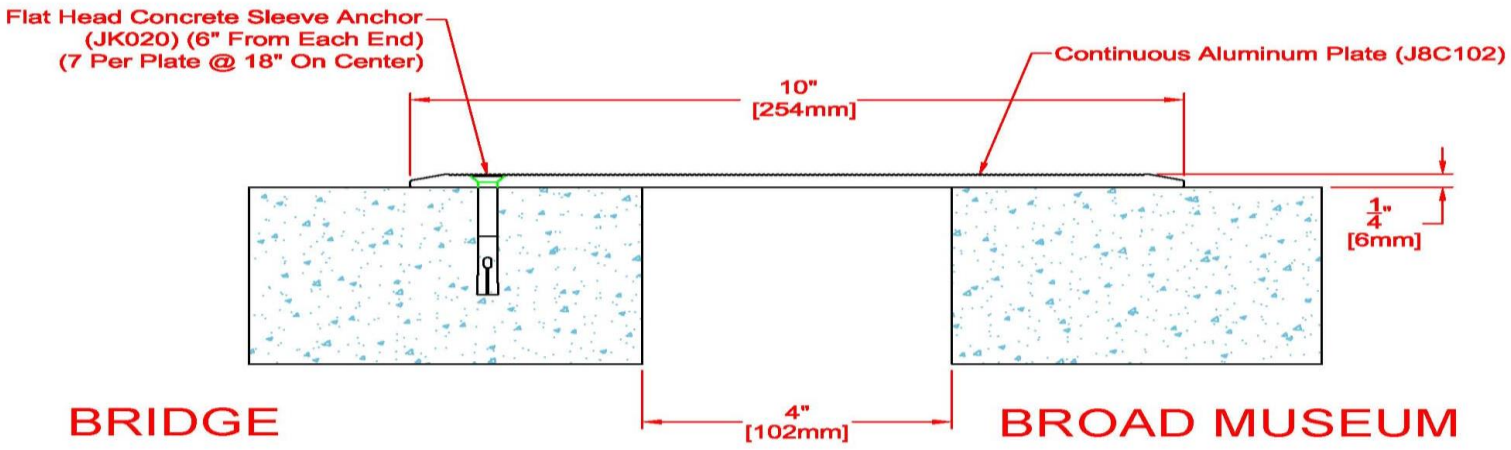


Conceptual Bridge Design

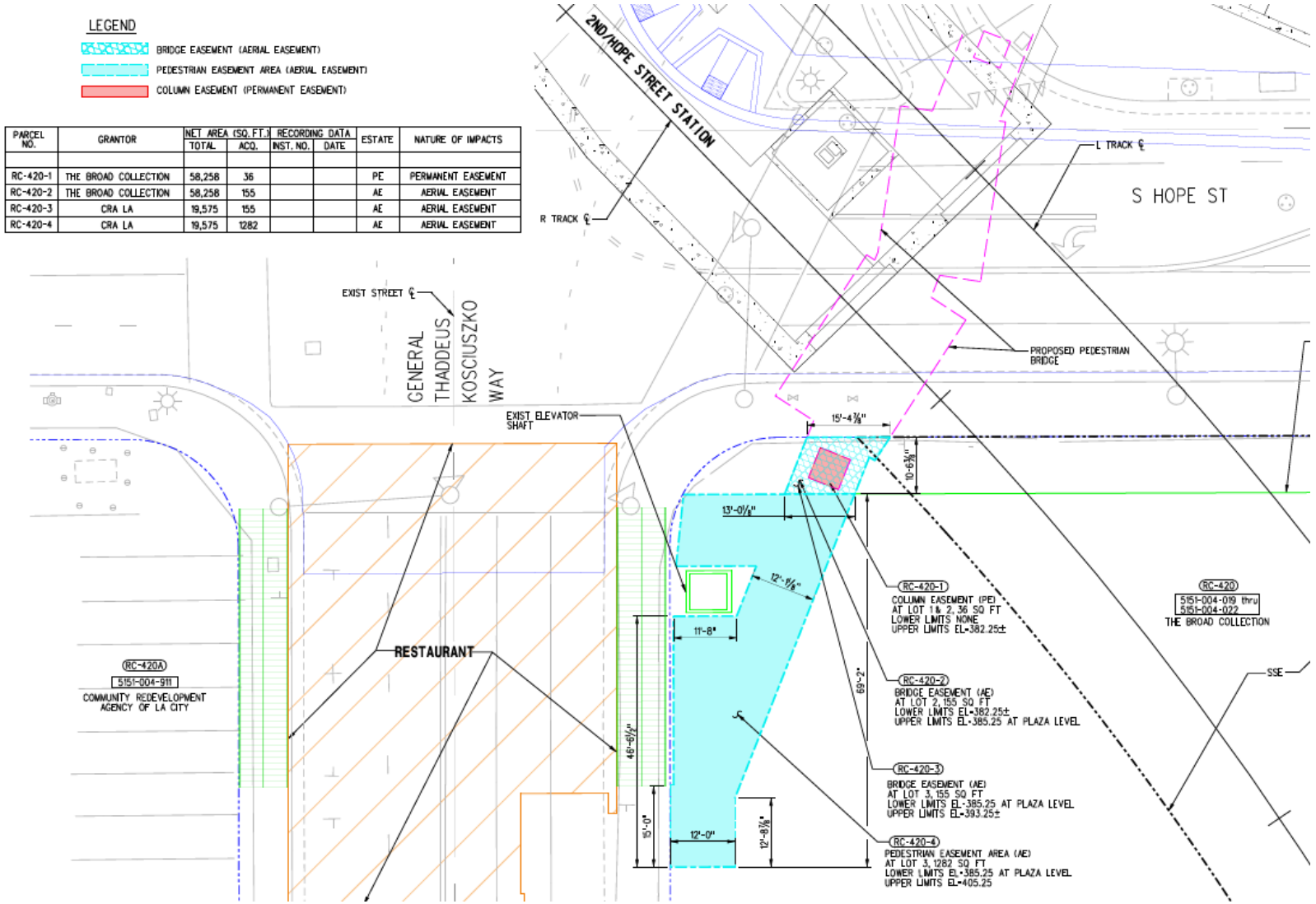


Bridge Connection to Garage

- Supported independently from garage with its own support column
- Seismic joint connects the garage and bridge
- Sliding security gate: 60” high, manually operated, designed to match Board guardrail



Easement Area



PARCEL NO.	GRANTOR	NET AREA (SQ.FT.) TOTAL	NET AREA (SQ.FT.) ACQ.	RECORDING DATA INST. NO.	RECORDING DATA DATE	ESTATE	NATURE OF IMPACTS
RC-420-1	THE BROAD COLLECTION	58,258	36			PE	PERMANENT EASEMENT
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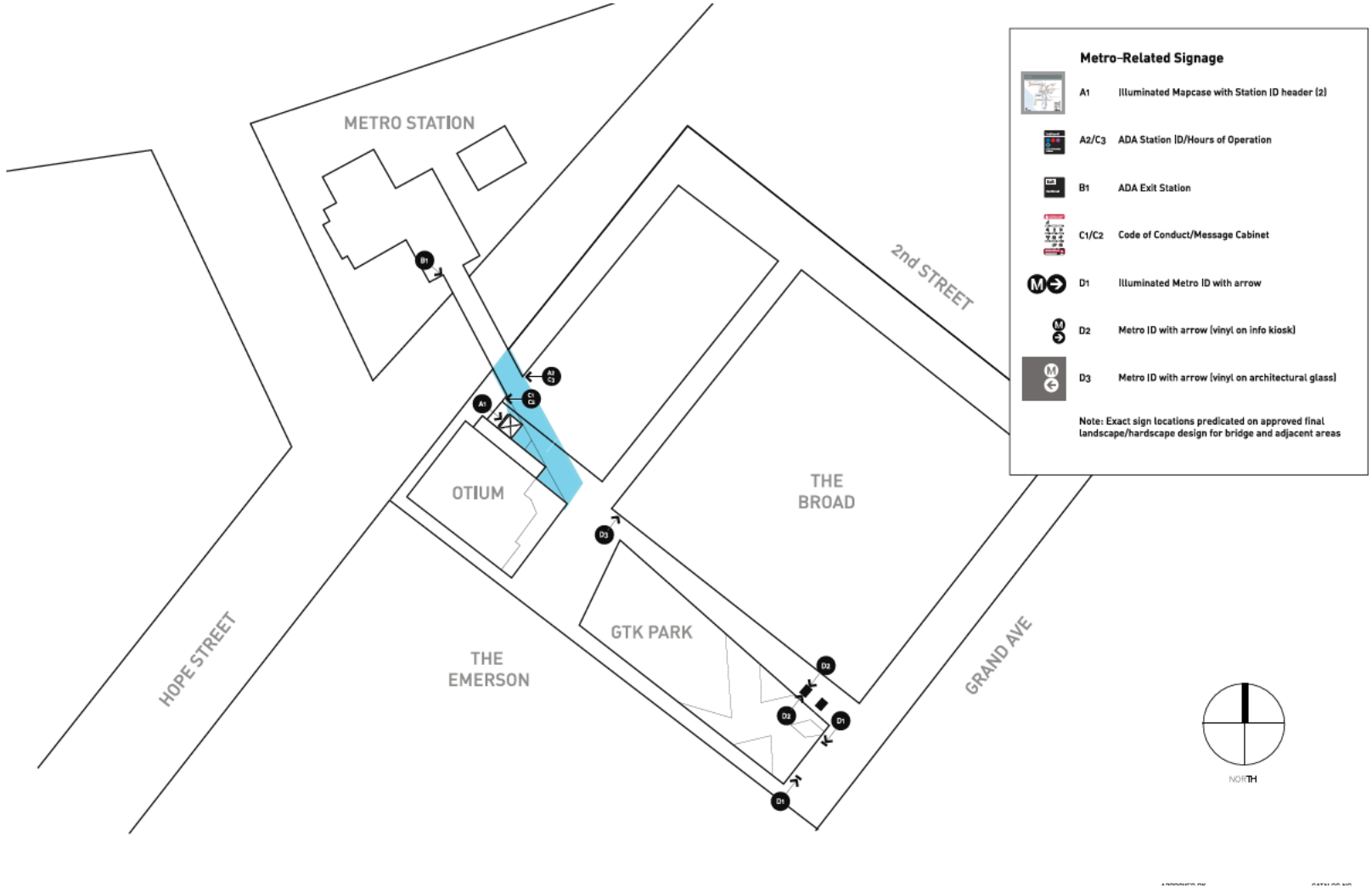
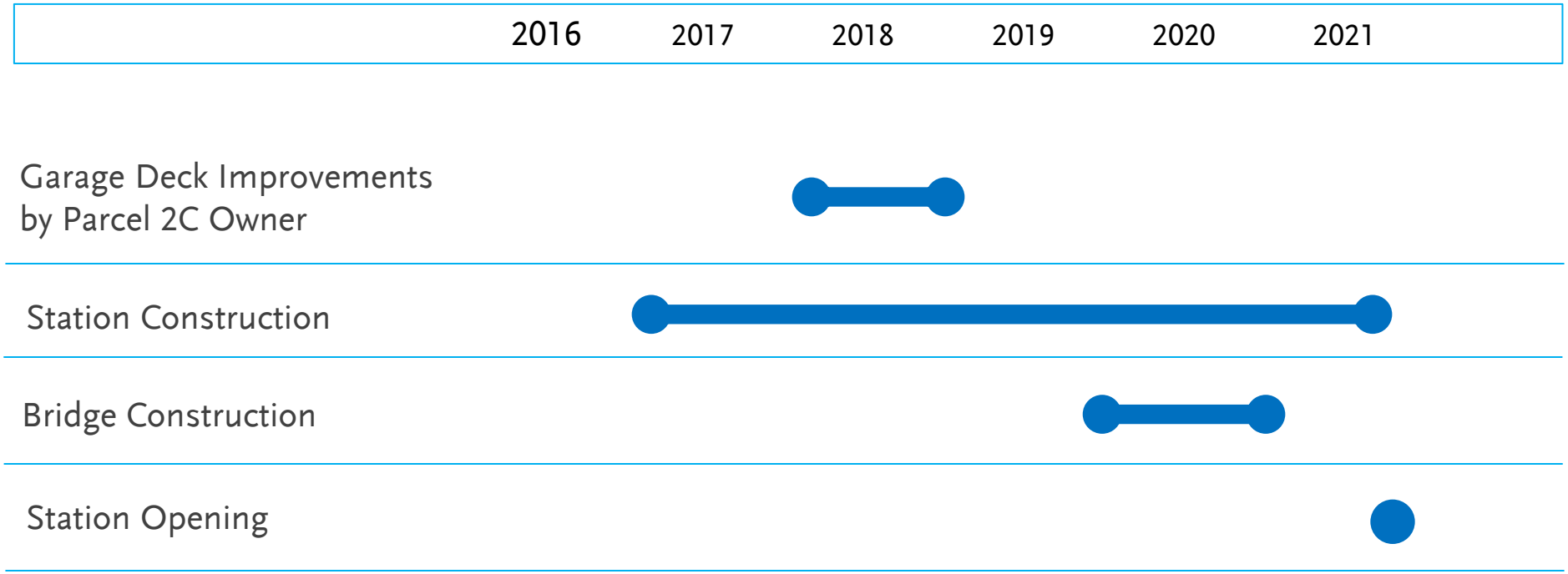
RC-420-3	CRA LA	19,575	155			AE	AERIAL EASEMENT
RC-420-4	CRA LA	19,575	1282			AE	AERIAL EASEMENT

Conceptual Signage Plan



Estimated Construction Schedule



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

Metro

Board Report

File #: 2017-0075, **File Type:** Policy **Agenda Number:** 17.

EXECUTIVE MANAGEMENT COMMITTEE
MARCH 16, 2017

SUBJECT: CITIZENS' ADVISORY COUNCIL/BYLAWS REVISIONS

ACTION: APPROVE BYLAWS REVISIONS

RECOMMENDATION

APPROVE **bylaws revisions for Metro's Citizens' Advisory Council (CAC)**.

ISSUE

Metro's Citizens' Advisory Council (CAC) has not revised their bylaws since June 2008. The CAC is currently proposing changes intended to improve efficiency and more accurately reflect how the group operates. The CAC is asking for the revisions and has approved the revisions at the December 2, 2016 meeting. Article VII of the By-Laws states that amendments to it "are subject to MTA Board approval".

DISCUSSION

As part of the law establishing Metro (AB 152), the agency is required to establish a Citizens' Advisory Council whose "membership shall reflect a broad spectrum of interest and all geographic areas of the County." The CAC's role is to consult, obtain and collect public input on matters of interest and concern to the community and to communicate their recommendations on these issues to the Metro Board of Directors. The Board may also assign issues to the CAC for its review, comment and recommendation.

Each Metro Director can appoint up to four (4) members to the CAC and can add or remove members at any time as they choose. Existing CAC members who have been appointed by an outgoing Director and wish to continue serving are requested to seek reappointment from the new Director or another Director within 90 days of the start of the new Director's term on the Metro Board.

Community Relations serves as support staff to the Citizens' Advisory Council.

The CAC last updated their bylaws in June 2008. The changes currently proposed are intended to improve efficiency and more accurately reflect how the CAC operates. Some of the changes include:

- Language to reflect that that CAC Members may serve for as long as their appointing

Directors want them to. This will avoid the need for Metro directors to take any action to reappoint CAC Members unless they wish to make a change in one of their CAC appointees. The CAC will nevertheless continue to inform directors about the status of their CAC appointees.

- Provisions to allow the CAC chair to notify the nominating Metro Director if one of their appointees has more than three unexcused absences in a row or within a 12-month period.
- Provisions allowing the CAC Executive Committee to adopt attendance guidelines including defining “unexcused absences.”
- Language clarifying how matters may be placed on the CAC Agenda.
- Language clarifying what constitutes a quorum for meetings of the CAC Executive Committee.

DETERMINATION OF SAFETY IMPACT

There is no safety impact from this action.

FINANCIAL IMPACT

There is no impact to the operating or capital budgets as this is only a bylaw revision. Bylaws revisions are executed by committee members so there is no need for additional costs.

The actions requested in this report have no direct impact upon Metro’s expenditures or revenues. Approval is consistent with the implementation of service included in the adopted FY2017 Budget.

ALTERNATIVES CONSIDERED

The Board could choose to not adopt or amend these proposed revisions.

NEXT STEPS

Upon approval, CAC Members will continue to monitor and ensure the revisions made to the bylaws are followed and provide input to Metro Board as appropriate, pursuant to State Statute.

ATTACHMENTS

Attachment A - Revised Bylaws

Prepared by: Danielle Valentino, Community Relations Manager, Community and Municipal Affairs, (213) 922-1249
Jody Litvak, Director, Community and Municipal Affairs, (213) 922-1240

Reviewed by: Yvette Rapose, Interim Deputy Executive Officer, Community Relations, (213) 922-2297

Pauletta Tonilas, Chief Communications Officer, (213) 922-3777



Phillip A. Washington
Chief Executive Officer

Los Angeles County Metropolitan Transportation Authority

CITIZENS' ADVISORY COUNCIL BY-LAWS

(as amended June 26, 2008)

ARTICLE I: PURPOSE

Subject to the supervision of the Los Angeles County Metropolitan Transportation Authority Board of Directors, hereafter (MTA), the Citizens' Advisory Council, hereafter (CAC), shall consult, and will obtain and collect public input on those matters of interest and concern to the Community, and will communicate the CAC's recommendation with respect to such issues to the MTA. Issues may also be assigned to the CAC by the MTA for its review, comment and recommendation.

Subject to the direction and concurrence of the MTA, the CAC may also engage in such related activities as are appropriate to the discharge of its responsibilities, and bring matters of public concern to the attention of the MTA. In meeting its responsibilities, the CAC may conduct meetings and appoint committees and subcommittees.

ARTICLE II: MEMBERSHIP

A. **APPOINTMENT**: Each current **principal voting board member** ~~-~~of the MTA Board shall nominate four (4) public members to the CAC to **serve at the pleasure** of the appointing principal Board member ~~for a three year term.~~. There is no limit as to the ~~number of terms~~duration that a CAC member may serve. Members of the CAC shall be selected so as to reflect a broad spectrum of interests and all geographic areas of the County. A maximum of one (1) representative per MTA Sector Governance Council may be appointed as a Citizens' Advisory Council member.

In the event that an appointing Board member leaves the MTA Board, then the CAC member who is an appointee of the Board member shall have ninety (90) days in which to seek an appointment from another member of the Board.

Only CAC members who have signed appointment letters on file with the office providing staff support to the CAC shall be members of the CAC in good standing with full privileges of voting and holding office.

B. **ATTENDANCE**: If a member has more than three unexcused absences in a row or within a ~~six month period~~ calendar year period, the ~~Executive Committee will determine if the~~ CAC Chairperson shall notify the nominating board member of each

unexcused absence from the next two general meetings. –The Executive Committee may adopt attendance guidelines (the definition of "unexcused absences") on annual basis. Thereafter, the CAC Chairperson shall notify the nominating board member that, in accordance with these By-Laws, a vacancy exists due to unexcused non-participation. The CAC Chairperson shall request a new nomination be made. A principal Board member may re-nominate the inactive member or . the Executive Committee may recommend upon request of the CAC member or their appointer that the CAC member be designated as an Ex-Officio non-voting member.

ARTICLE III: OFFICERS

A. **OFFICERS**: The officers of the CAC shall consist of the Chairperson, Vice-Chairperson, Secretary, and Chairperson Emeritus, each of whom shall be elected from among members of the CAC. The CAC, annually, at its June meeting and at such other time as there may be a vacancy, shall elect officers. The term of office shall be one year. Each shall serve for the balance of the current term. There is no limit to the number of consecutive terms that can be served.

1. **Duties of the Chairperson**: The Chairperson shall, preside at all meetings of the CAC and shall exercise and perform such other powers and duties as may be assigned by the CAC or prescribed herein.

2. **Duties of the Vice-Chairperson**: The Vice-Chairperson shall perform the duties of the Chairperson in his or her absence, and when so acting shall have all the powers of and be subject to all the restrictions of the Chairperson.

3. **Duties of Secretary**: The Secretary shall cause the transmittal of ~~transmit~~ action recommendations in a timely fashion to the Chief Executive Officer for distribution to the MTA Board. The Secretary shall keep or cause to be kept a book of minutes of all meetings of the CAC and shall ~~send~~ cause a copy of such minutes of each meeting to be distributed to the MTA Board Secretary (for distribution to the MTA Board and other interested individuals), Chief Executive Officer, Executive Officers, and General Counsel as soon as possible after the minutes have been approved by the CAC. The Secretary shall give or cause to be given notice of all meetings (including the agenda) as may be required by law or by motion of the CAC, and shall have such other powers and perform such other duties as may be assigned by the CAC or prescribed herein. The Secretary shall maintain an up-to-date roster of members (and those individuals receiving agendas and minutes) and have it available at all meetings of the CAC. In the absence of both the Chairperson and the Vice-Chairperson the Secretary shall serve as the Chairperson Pro-Tempore and have all the powers and be subject to all the restrictions upon the Chairperson.

4. **Duties of the Chairperson Emeritus**: The Chairperson Emeritus shall perform the duties of the Chairperson in the absence of the Chairperson, Vice-Chairperson or Secretary and shall have the powers of and be subject to all of

the restrictions of the Chairperson.

ARTICLE IV: WORK PROGRAM

In June of each year, the CAC shall adopt an Annual CAC work program, which outlines the activities and priorities of the CAC for the coming year.

ARTICLE V: SUBCOMMITTEES

A. **SUBCOMMITTEES:** Subject to the direction and concurrence of the MTA, the CAC may create subcommittees and appoint liaisons to accomplish its Work Program and its responsibilities. The subcommittees and liaisons may parallel the MTA committees and perform other functions as required. The subcommittees will monitor developments and issues within their respective subject areas. They will also assist the CAC Executive Committee provide for timely development of CAC recommendations. The following subcommittees of the CAC are hereby created:

1. **Executive Committee:** This committee shall include the Chairperson, Vice-Chairperson, Secretary, Chair Emeritus, and chairpersons of the Standing Committees. This committee shall see to the ongoing operation of the CAC.

2. **Standing Committees**: The CAC may create standing committees to accomplish its work program and to help in its responsibility to advise the Board of the MTA. The committees will parallel committees of the MTA. The chairpersons of these committees will be elected by the members of the standing committees and they or their alternates will also serve as the CAC liaison to the parallel MTA Committee. The committee will be responsible for an assigned portion of the work program, which relates to the responsibility of their parallel MTA Committee.

3. **Ad Hoc Committees**: Ad Hoc Committees may be formed to study and make recommendations on a specific issue or take specific action on behalf of the CAC. The Chairperson of the CAC or of a Standing Committee may appoint an Ad Hoc Committee whose chairperson will be elected by the members of that committee. An Ad Hoc Committee can also be formed by any four members of the CAC with the approval of a majority vote of the CAC members present. The Chairperson of the CAC will be informed of the members and the purpose of any such committee. The findings and recommendations of the Ad Hoc Committees must first be submitted to the Executive Committee of the CAC and then to the CAC at a regularly scheduled meeting. Further action, as appropriate, requires a majority vote of the CAC members present at a regular scheduled meeting of the CAC. The Ad Hoc Committees shall exist for a period of 90 days and may be extended for an additional 90 days by the majority vote of

the CAC.

ARTICLE VI: MEETINGS

A. **AGENDA:** Matters to be placed on the agenda for any ~~regular~~ general meeting may be ~~filed with~~ submitted or recommended to the Secretary by any member of the CAC to the Executive Committee. If the Executive Committee at its meeting recommends placement on general meeting agenda, it shall be agendized. The Secretary shall cause the agenda to be prepared and posted in accordance with the Brown Act.~~and copies thereof to be mailed or delivered to each member of the CAC, the CEO, the Executive Officers, General Counsel, and the Board Secretary of the MTA at least three working days prior to the regular meeting date.~~

B. **REGULAR MEETINGS**: The CAC will hold regularly scheduled monthly meetings the fourth Wednesday of each month and from time to time thereafter, unless such day is a holiday, in which case the meeting shall be held on the following Wednesday or the day before the MTA Board meeting, or to any date suggested by the majority of the CAC membership.

C. **EXECUTIVE COMMITTEE MEETINGS**: Regular meetings of the Executive Committee shall be held the first Friday each month and from time to time thereafter, unless such day is a holiday, in which case the meeting shall be held on the following Friday, or to any date suggested by the majority of the CAC membership.

D. **STANDING COMMITTEE MEETINGS:** The Standing Committee meetings will be held at the time and place designated by the members of the Standing Committees.

E. **AD HOC COMMITTEE MEETINGS:** The AD Hoc Committee meetings will be held at the time and place designated by the members of the Ad Hoc Committee.

F. **SPECIAL MEETINGS:** A special meeting may be called at any time by the MTA, Chairperson, or in his or her absence, by the Vice-Chairperson, or by a majority of the members. When a majority of the members call a meeting they shall deliver either personally or by mail written notice signed by a majority of the members to the Secretary and MTA staff liaison or by the MTA. Such notice shall be postmarked at least 72 hours before the time of such meeting as specified in the notice. The call and notice shall specify the time and place of the special meeting and the business to be transacted. No other business shall be transacted at such meeting.

G. **RALPH M. BROWN ACT:** All meetings of the Committee shall be called, noticed and conducted in the manner prescribed by the Section 54952.3 of the Government Code (the Ralph M. Brown Act).

H. **QUORUM:** For the General CAC meetings, a~~A~~ majority of existing, appointed members of the CAC, including at least one elected officer of the CAC, shall constitute a quorum for the transaction of business, and all official acts of the CAC shall require

the affirmative vote of a majority of the members present. For the Executive Committee meetings, a majority of the Executive Committee members shall constitute a quorum for the transaction of business.

I. **ADDRESSING COMMITTEE ON AGENDA ITEMS**: No person or member shall address the Committee at any meeting until first recognized by the Chairperson. The decision of the Chair not to recognize a person may be changed by vote of a majority of the members of the CAC present at the meeting. The Chairperson may, in the interest of facilitating the business of the CAC, limit the amount of time which a person or member may use in addressing the CAC.

ARTICLE VII: AMENDMENTS

Amendments to By-Laws: The CAC By-laws may be amended from time to time by the CAC by a vote of a two-thirds majority of the membership as listed on the membership roster at the time of such a vote. Any proposed By-laws amendment must be properly noticed on the agenda of a regularly scheduled CAC meeting and scheduled for a membership vote at the next regularly scheduled CAC meeting. Any amendments to the By-laws are subject to MTA Board approval.

ARTICLE VIII: POWERS

The Council is created and given perpetual succession by terms of the Los Angeles County Metropolitan Transportation Authority Act. The CAC shall, however, have no powers or existence separate or apart from that of the MTA.

No member of the CAC shall make representation to the MTA or any other body or body representative or person as representing the CAC unless specifically authorized by a majority vote of the CAC or the CAC Executive Committee.

END OF BYLAWS

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

Metro

Board Report

File #: 2017-0114, **File Type:** Federal Legislation / State Legislation (Position) **Agenda Number:** 19.

REVISED
EXECUTIVE MANAGEMENT COMMITTEE
MARCH 16, 2017

SUBJECT: STATE LEGISLATION

ACTION: ADOPT STAFF RECOMMENDED POSITIONS

RECOMMENDATION

ADOPT staff recommended positions:

A. ~~**AB 287 (Holden) -** State Highway Route 710: Advisory Committee **OPPOSE UNLESS AMENDED**~~

B. **AB 378 (C. Garcia) -** California Global Warming Solutions Act of 2006: Regulations **SUPPORT**

C. **AB 408 (Chen)** - Eminent Domain: Final Offer of Compensation **OPPOSE**

ATTACHMENTS

~~Attachment A - AB 287 (Holden) Legislative Analysis~~
Attachment B - AB 378 (C. Garcia) Legislative Analysis
Attachment C - AB 408 (Chen) Legislative Analysis

Prepared by: Michael Turner, DEO, Government Relations, (213) 922-2122
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Reviewed by: Pauletta Tonilas, Chief Communications Officer, (213) 922-3777

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Phillip A. Washington
Chief Executive Officer

ATTACHMENT B

BILL: **ASSEMBLY BILL 378**

AUTHOR: **ASSEMBLYMEMBER CRISTINA GARCIA (D-BELL GARDENS) CO-AUTHORS ASSEMBLYMEMBERS C. HOLDEN (D-PASADENA), E. GARCIA (D-COACHELLA)**

SUBJECT: **CALIFORNIA GLOBAL WARMING SOLUTIONS ACT OF 2006: REGULATIONS**

STATUS: **REFERRED TO COMMITTEE ON NATURAL RESOURCES**

ACTION: **SUPPORT**

RECOMMENDATION

Staff recommends that the Board of Directors adopt a SUPPORT position on Assembly Bill 378 (Garcia). This bill would amend the California Global Warming Solutions Act of 2006, which authorizes the State Air Resources Board (CARB) to monitor and regulate the sources of greenhouse gasses.

The bill would amend the California Global Warming Solutions Act of 2006 to include new mechanisms for achieving the statewide greenhouse gas emission reduction targets of 40 percent below the 1990 level by 2030.

Specifically the bill would:

- Require CARB to consider and account for the social costs of emissions and greenhouse gases when adopting new rules and regulations;
- Authorize CARB to adopt or subsequently revise new regulations that establish a market-based compliance mechanism, applicable from January 1, 2021 through December 31, 2030; and
- Require CARB to adopt the most effective and equitable mix of emissions reduction measures, ensure that emissions reduction measures collectively and individually support achieving air quality and other environmental public health goals.

DISCUSSION

Staff recommends that the Board adopt a support position on the measure, AB 378 (Garcia). As introduced, the bill would require CARB to consider environmental justice and social costs associated with greenhouse gas emissions. This bill is widely supported by a broad coalition of legislators, social justice and environmental groups. The bill aims to compliment last year's Senate Bill 32 (Pavley) and Assembly Bill 197 (E. Garcia), which set aggressive targets for greenhouse gas emission reductions and defined CARB's authority.

AB 387 (Garcia), in its current form, gives CARB the authority to revise current regulations to meet the 2030 targets set under SB 32, while considering social equity and a utilizing a market-based system. The author's intent for the legislation is to consider social justice and quality of life in regulating greenhouse gas emission reduction goals. This bill would require CARB to incorporate market-based mechanisms for reducing greenhouse gases during each step of regulation and Global Warming Solutions Act program implementation. The bill aims to give CARB the flexibility to introduce and amend regulations to meet reduction targets, without relying solely on the success of cap-and-trade.

Staff recommends that the Board adopt a SUPPORT position on the measure AB 378 (Garcia).

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 either an oppose or neutral position on the bill. An oppose or neutral position would be inconsistent with Metro's Board approved 2017 State Legislative Program Goal #6 which is to coordinate with local and state partners to incorporate the region's needs in emerging climate change and sustainability programs.

NEXT STEPS

Should the Board decide to adopt a SUPPORT position on this measure; staff will communicate the Board's position to the author and work to ensure inclusion of the Board's 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 C

BILL: **ASSEMBLY BILL 408**

AUTHOR: **ASSEMBLYMEMBER PHILLIP CHEN (R-DIAMOND BAR)**

SUBJECT: **EMINENT DOMAIN: FINAL OFFER OF COMPENSATION**

STATUS: **REFERRED TO COMMITTEE ON JUDICIARY**
HEARING SCHEDULED: MARCH 14, 2017

ACTION: **OPPOSE**

RECOMMENDATION

Staff recommends that the Board of Directors adopt an OPPOSE position on Assembly Bill 408 (Chen). This bill would amend existing law related to final offers of compensation for eminent domain proceedings.

The bill would amend the Code of Civil Procedure relating to eminent domain to provide additional remedies for final compensation in proceedings.

Specifically the bill would:

- Provide that if a court finds, on motion of the defendant, that the offer of the plaintiff was lower than 90 percent of the compensation awarded in the proceeding, then the court would be required to include the defendant's litigation costs in the costs allowed;
- Authorize the court to include the defendant's litigation costs in the costs allowed if the court finds that the offer of the plaintiff was at least 90 percent and less than 100 percent of the compensation awarded in the proceeding.

DISCUSSION

Staff recommends that the Board adopt an oppose position on the measure, AB 408 (Chen). As introduced, the bill would require courts to award litigation costs in eminent domain court proceedings under certain circumstances. This bill would substantively change the rules on when a property owner is entitled to attorney fees in an eminent domain matter.

If the measure is passed, in its current form, it would be highly detrimental to public entities such as Metro, significantly increasing the risk of the agency being required to pay a property owner's attorney fees in eminent domain court proceedings. The bill, as drafted could also incentivize property owners to pursue a trial in lieu of settlement to recoup additional fees and compensation.

David Graeler of Nossaman, LLP, in an e-alert issued on February 21, 2017 wrote that, “Fundamentally, it (AB 408) would cause right-of-way costs to go up dramatically and projects may take longer to build.” The measure would place an undue burden on Metro in eminent domain matters by increasing the cost of litigation and compensation should the final offer not be deemed sufficient.

Staff recommends that the Board adopt an OPPOSE position on the measure AB 408 (Chen).

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 either a support or neutral position on the bill. A support or neutral position would be inconsistent with Metro’s Board approved 2017 State Legislative Program goals. A support position on this legislation would be contrary to our agency’s goal of cost-effectively building highway and transit projects funded under Measure R and Measure M.

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 ensure inclusion of the Board’s 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.

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

Metro

Board Report

File #: 2017-0149, **File Type:** Contract **Agenda Number:** 20.

EXECUTIVE MANAGEMENT COMMITTEE
MARCH 16, 2017

SUBJECT: CONSULTING SERVICES FOR THE P2000 LIGHT RAIL VEHICLE (LRV) OVERHAUL PROGRAM, TECHNICAL AND PROGRAM MANAGEMENT SUPPORT SERVICES

ACTION: AWARD PROFESSIONAL SERVICES CONTRACT

RECOMMENDATION

AWARD a cost plus fixed fee contract for Technical and Program Management Support Services under Contract No. OP20113000 for the **P2000 Light Rail Vehicle Overhaul Program Consultant Support Services, to CH2M Hill, Inc.**, in the not-to-exceed amount of $5,829,626 for a period of 55 months from issuance of a Notice-to-Proceed (NTP) for the overhaul of 52 Siemens P2000 LRVs, subject to resolution of protest(s), if any.

ISSUE

Metro will require Technical and Program Management Support Services to provide oversight of the Rail Vehicle Overhaul Contractor in order to facilitate the timely overhaul and delivery of the P2000 LRVs and associated deliverables.

DISCUSSION

Metro operates 52 Siemens P2000 LRVs on the Green, Blue and Expo Lines. The P2000 LRVs were delivered between 2000 and 2003. The age of this fleet and accumulated mileage (average of 1.15 million miles) indicate it is timely to perform an overhaul of key subsystems.

The Consultant shall provide Metro with expert professional engineering, technical oversight, and program management support services as directed and required by Metro staff to ensure the Rail Vehicle Overhaul Contractor's performance is consistent with the delivery requirements of the Contract. Subject to Metro direction, the Consultant shall apply appropriate engineering, technical and program management resources to ensure the timely overhaul and delivery of the overhauled Vehicles and associated deliverables.

The scope of services shall include, but not be limited to, reviewing and preparation of correspondence in response to technical submissions; provide oversight of the project status; identify any variances from schedule and deliverable requirements and recommend corrective action; assess

and report on project performance; support of project reviews; document control; oversight of the Rail Vehicle Overhaul Contractor's supply chain process; review and provide input on change order requests; test and inspection activity oversight; and other technical and program management support services as directed by Metro.

The approach to use a single consultant to provide both Technical and Program Management support is typical of the vast majority of Metro's rail vehicle capital projects. Separate consultants are used when, due to the scale and complexity of the project, it is a challenge for individual firms to adequately staff for the anticipated duration, thus limiting competition. As the scale and complexity of the overhaul is very limited, Metro's typical use of one consultant is employed.

The Diversity and Economic Opportunity Department (DEOD) has completed its initial evaluation of the Proposer's commitment to meet the twenty percent (20%) Race Conscious Disadvantage Business Enterprise (RC DBE) goal established for this project. CH2M Hill, Inc. exceeded the goal by making a 24.8% DBE commitment and is deemed responsive to the DBE requirements.

DETERMINATION OF SAFETY IMPACT

The approval of this Contract award will have a direct and positive impact to system safety, service quality, system reliability, maintainability and overall customer satisfaction. The P2000 Light Rail Vehicle Overhaul Program will permit Metro to maintain the state of good repair (SGR) on the LRV fleet.

FINANCIAL IMPACT

The total contract amount for this effort is $5,829,626. $2,304,000 is included in the FY18 budget in cost center 3043, Rail Vehicle Acquisition, Account 50316, Professional and Technical Services under project number CP206044, P2000 Light Rail Vehicle Overhaul Program.

Since this is a multi-year contract, the cost center manager and project manager will be responsible for budgeting the cost in future fiscal years, including the exercise of any options.

Impact to Budget

The source of funds for this action is Federal Section 5337 State of Good Repair funds provided under the Transportation Improvement Program (TIP). Other eligible source of funds include Proposition A 35% and Measure R 2% which is eligible for rail capital activities. At this time, staff is developing guidelines for the Measure M (MM) Ordinance which may allow for the utilization of MM 2% State of Good Repair, MM 5% Rail Operations and MM 20%, Transit Operations as Rail State of Good Repair efforts are eligible uses for the MM source of funds. These guidelines are planned for adoption approximately midyear 2017. Concurrently, staff is actively pursuing additional State and Federal sources such as FAST Act and other eligible Federal sources to further supplement this project. Staff is also pursuing additional State and Local funding sources such as Cap and Trade and similar sources as they become available to meet the project funding needs.

ALTERNATIVES CONSIDERED

Staff considered the following alternatives: using in-house Metro resources to perform this work. This approach is not recommended as Metro does not have sufficient resources and subject matter experts (SMEs) available to perform this work.

The Board of Directors may choose not to authorize the Contract award for this project; however, this alternative is not recommended by Metro staff because the Overhaul Program is critical to maintaining a SGR on the 52 Siemens P2000 LRVs and to enable the Maintenance department to effectively plan and schedule its work.

NEXT STEPS

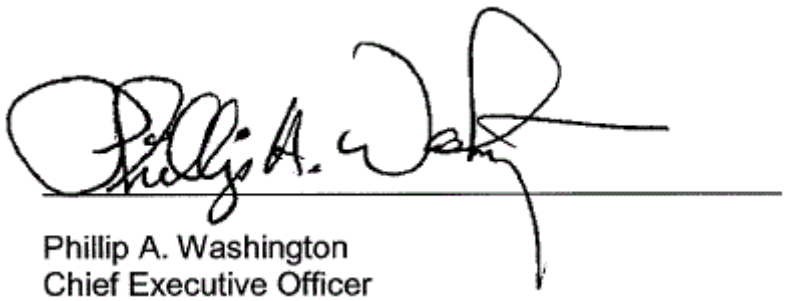
Upon Board approval, a contract will be awarded and a Notice-to-Proceed will be issued to CH2M Hill, Inc. Metro and CH2M Hill, Inc. will mobilize required resources and SMEs to ensure timely completion of deliverables by the Rail Vehicle Contractor.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary
Attachment C - Funding/Expenditure Plan

Prepared by: Annie Yang, Sr. Director, Project Control, Rail Vehicle Acquisition, (213) 922-3254
Jesus Montes, Sr. Executive Officer, Vehicle Acquisitions, (213) 922-3838

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 922-4424
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

PROCUREMENT SUMMARY
CONSULTING SERVICES FOR THE P2000 LIGHT RAIL VEHICLE (LRV) OVERHAUL PROGRAM, TECHNICAL AND PROGRAM MANAGEMENT SUPPORT SERVICES / OP20113000

1.	**Contract Number**: OP20113000	
2.	**Recommended Vendor**: CH2M Hill	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: October 2, 2015	
	B. Advertised/Publicized: September 25, 2015	
	C. Pre-proposal/Pre-Bid Conference: October 15, 2015	
	D. Proposals/Bids Due: November 30, 2015	
	E. Pre-Qualification Completed: October 21, 2016	
	F. Conflict of Interest Form Submitted to Ethics: October 14, 2016	
	G. Protest Period End Date: March 20, 2017	
5.	**Solicitations Picked up/Downloaded**: 19	**Bids/Proposals Received**: 2
6.	**Contract Administrator**: Susan Dove	**Telephone Number**: (213) 922-7451
7.	**Project Manager**: Annie Yang	**Telephone Number**: (213) 922-3254

A. Procurement Background

This Board Action is to approve the award of Contract No. OP20113000 for technical consulting services for the P2000 Light Rail Vehicle Overhaul Program to assist and augment Metro staff to ensure the successful overhaul of the P2000 Light Rail Vehicles. The recommended consultant shall provide engineering and administrative resources to support Metro's Project Manager in the technical and program management of the project. Board approval of contract awards are subject to resolution of all properly submitted protests.

The RFP was issued in accordance with Metro's Acquisition Policy. This was a best value procurement, and the contract type is Cost-Plus Fixed Fee.

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

- Amendment No. 1, issued on October 12, 2015, modified pricing forms.
- Amendment No. 2, issued on October 21, 2015, extended the proposal due date to November 12, 2015.
- Amendment No. 3, issued on November 4, 2015, extended the proposal due date to November 19, 2015.
- Amendment No. 4, issued on November 13, 2015, extended the proposal due date to November 30, 2015.
- Amendment No. 5, issued on March 31, 2016, to clarify the evaluation criteria.

- Request for Clarification/Interviews was issued in lieu of Amendment No. 6, on August 12, 2016, after receipt of proposals.
- Amendment No. 7, issued on September 26, 2016, was issued after receipt of proposals to invite firms to submit Best and Final Offers (BAFO's) as a result of revisions in the labor mix allocation.
- Amendment No. 8, issued on September 30, 2016, was issued after receipt of proposals to modify pricing forms.
- Amendment No. 9, issued on January 20, 2017, was issued to clarify the statement of work and commercial terms.

A total of two proposals were received on November 30, 2015. The initial proposal evaluation resulted in a series of clarifications to obtain further details from both proposers. Discussions and negotiations with the consultants were postponed until March 2016 when P2000 overhaul contractor proposals were due. The procurement process for the technical consulting contract was delayed in order to coincide with the award of the P2000 overhaul contract. Clarification interviews and presentations were conducted in August 2016. As a result of the clarification interviews, Metro staff concluded that the labor hour allocation needed to be revised higher to more accurately reflect Metro's operational needs on the P2000 Overhaul Contract. Therefore, requests for Best and Final offers (BAFO's) included an adjusted labor mix allocation. BAFO's were received on October 7, 2016. To ensure that the P2000 overhaul contract and the consulting contract were awarded simultaneously, the recommendation for award of the consulting contract was delayed until a full re-assessment of the P2000 Overhaul Project was completed.

As a result of additional changes in programmatic requirements in the P2000 Overhaul project, a request for revised Best and Final Offer was issued on January 20, 2017. Revised BAFO proposals for the P2000 Light Rail Vehicle Overhaul Consultant Support Services were received on January 27, 2017.

B. Evaluation of Proposals

The Proposal Evaluation Team consisting of staff from Metro's Rail Vehicle Acquisition Department, Rail Vehicle Engineering, and Rail Fleet Services convened and conducted a comprehensive technical evaluation of the proposals received. The proposals were evaluated based on the following evaluation criteria and weights:

The firm's degree of skills and experience	30% percent
Staff quality and technical expertise	20% percent
Understanding of work and appropriateness of approach for implementation	20% Percent
Price	30% percent

The evaluation criteria are appropriate and consistent with evaluation criteria developed for similar Best Value procurements. Several factors were considered when developing these weights, giving the greatest importance to the firm's skills, staff experience, and price.

All proposals were determined to be within the competitive range. The firms within the competitive range are listed below in alphabetical order:

1. CH2M Hill
2. Virginkar Associates/Parsons Brinckerhoff – Joint Venture

On August, 12, 2016, clarification/interviews were conducted. The firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the evaluation team's questions. 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 issues. Each team was asked questions relative to each firm's proposed alternatives and previous experience.

Negotiations were conducted with both firms. On September 25, 2016, Best and Final Offers (BAFOs) were requested. On October 7, 2016, two BAFO proposals were received. Final revised pricing was received on January 27, 2017.

The PET evaluated the BAFO's and determined that CH2M Hill's was the most advantageous to LACMTA based upon the proposal evaluation criteria. CH2M Hill's proposal exceeded the RFP's requirements based on the firm's and staff's experiences on similar projects. CH2M Hill demonstrated its expertise in rail vehicle engineering consulting services by providing a comprehensive implementation plan showing specific consultant staff responsible for managing each major milestone during the program support services. CH2M Hill's strengths are listed below:

- Proposed a Senior Schedule Analyst who strengthened the team's skill, quality, technical expertise, and experience based on the scheduler's education and experience background.

- Proposed a Systems Integrator Engineer with extensive background and systems integration experience which enhanced the team in the critical area of system integration.

Qualifications Summary of Firms Within the Competitive Range:

CH2M Hill

CH2M Hill provided technical consulting services to LACMTA for development of the A650 technical specification and commercial requirements. CH2M Hill currently provides program support services for the P3010 Light Rail Vehicle Project. Since it has extensive experience with Metro projects, the firm will be able to begin work immediately as an integrated team to support the design development and to oversee the timely overhaul of the P2000 rail cars.

Other similar projects include the Midlife overhaul of CAF Heavy Rail Vehicle for the Port Authority of Allegheny County, (PAAC) Pittsburgh, PA. CH2MHill was also awarded the Service, Maintenance and Reliability Support contract for Massachusetts Bay Transportation Authority (MBTA).

VIRGINKAR/PARSONS BRINCKERHOFF – JOINT VENTURE

Both firms within the Joint Venture overall had experience working on overhaul projects. These project include the Massachusetts Bay Transit Authority (MBTA) on the 25 GP40 MC Diesel

Electric Locomotive Project and the Siemens Light Rail Vehicle Overhaul Project for the Port Authority of Allegheny County (PAAC). Although the team has experienced staff, it proposed less experienced systems integration engineers. The systems integration engineer position is critical to success of the project. Virginkar/Parsons Brinckerhoff Joint Venture is technically capable of performing the work.

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	**Firm 1 CH2M Hill**				
3	Skills and Experience the Firm	79.17	30.00%	23.75	
4	Staff Quality and Technical Experience	86.50	20.00%	17.30	
5	Understanding of the Work	87.50	20.00%	17.50	
6	**Price**		30.00%	30.00	
7	**Total**		100.00%	88.55	**1**
8	**Firm 2 Virginkar/PB (Joint Venture)**				
9	Skills and Experience of the Firm	69.17	30.00%	20.75	
10	Staff Quality and Technical Experience	68.33	20.00%	13.67	
11	Understanding of the Work	70.83	20.00%	14.17	
12	Price		30.00%	27.84	
13	**Total**		100.00%	76.43	**2**

C. Cost/Price Analysis

The recommended Not-To-Exceed Price has been determined to be fair and reasonable based on, an independent cost estimate, MAS audit findings, cost analysis of direct rates and provisional overhead rates, technical evaluation, fact finding, and negotiations. The negotiated NTE prices increased from the original proposed amounts for both Proposers after discussions led to a higher level of direct hours required.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated or NTE amount
1.	CH2M Hill	$5,770,144	$5,702,539	$5,829,626
2.	Virginkar/Parsons	$6,148,646	$5,702,539	$6,282,272

D. Background on Recommended Contractor

The recommended firm, CH2M Hill, has been in business for over 70 years and is a global engineering company that provides consulting, design, construction, and Rail Vehicle Program Support Services.

CH2M Hill proposed Senior Systems Integrator Engineers who combined have over 70 years of experience in systems integration in the Rail Vehicle industry and were involved with rail vehicle overhaul procurements from technical specification development to final acceptance. Overall, the proposed staff clearly exceeded the minimum requirements. All proposed staff including subcontractors has extensive technical and program management support experience.

DEOD SUMMARY

CONSULTING SERVICES FOR THE P2000 LIGHT RAIL VEHICLE (LRV) OVERHAUL PROGRAM, TECHNICAL AND PROGRAM MANAGEMENT SUPPORT SERVICES / OP20113000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 20% Disadvantaged Business Enterprise (DBE) goal for this solicitation. CH2M Hill, Inc. exceeded the goal by making a 24.81% DBE commitment.

Small Business Goal	20% DBE	Small Business Commitment	24.81% DBE

	DBE Subcontractors	Ethnicity	% Committed
1.	Virginkar & Associates	Subcontinent Asian American	18.36%
2.	Parthenon Corporation	Hispanic American	6.00%
3.	Langford & Carmichael	Asian Pacific American	0.45%
		Total Commitment	**24.81%**

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this Contract.

D. Project Labor Agreement/Construction Careers Policy

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

ATTACHMENT C

P2000 LIGHT RAIL VEHICLES OVERHAUL PROGRAM CONSULTANT SUPPORT SERVICES FUNDING/EXPENDITURE PLAN

	ITD thru FY16	FY17	FY18	FY19	FY20	FY21	FY22	Total	% of Total
Uses of Funds									
Midlife Overhaul 52 Siemens LRVs	$0	$7,003,993	$14,007,987	$27,503,993	$45,000,000	$40,000,000	$6,563,894	$140,079,867	87.1%
Professional Services	$838,961	$84,120	$1,387,200	$1,956,133	$1,974,333	$1,460,933	$268,000	$7,969,680	5.0%
MTA Administration	$999,379	$265,000	$420,000	$450,000	$450,000	$450,000	$390,000	$3,424,379	2.1%
Contingency	$0	$0	$0	$0	$0	$0	$9,326,074	$9,326,074	5.8%
Total Project Cost	**$1,838,340**	**$7,353,113**	**$15,815,187**	**$29,910,126**	**$47,424,333**	**$41,910,933**	**$16,547,968**	**$160,800,000**	**100%**
Sources of Funds									
Local (PA Rail 35%) / State / Federal		$7,353,114	$15,815,187	$29,910,126	$47,424,333	$41,910,933	$16,547,968	$160,800,000	100%
Total Project Funding	**$1,838,340**	**$7,353,113**	**$15,815,187**	**$29,910,126**	**$47,424,333**	**$41,910,933**	**$16,547,968**	**$160,800,000**	**100%**

** Staff will pursue additional federal funds that may become available through MAP-21 or other federal sources for this project to maximize availability of local fund sources for Operations use. Staff will also utilize other State and Local funding sources as opportunities arise such as Cap and Trade or other new sources. Measure M 2%, 5% and 20% fund source guidelines currently under development may also allow for future use of Measure M funds to support this effort.

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

File #: 2016-0881, **File Type:** Contract **Agenda Number:** 21.

EXECUTIVE MANAGEMENT COMMITTEE
MARCH 16, 2017

SUBJECT: CONTRACT OP29199, BYD BATTERY ELECTRIC ARTICULATED TRANSIT BUSES AND CHARGING EQUIPMENT FOR DEPLOYMENT ON THE METRO ORANGE LINE

ACTION: APPROVE CONTRACT OP29199 WITH BYD MOTORS FOR FIVE ARTICULATED BATTERY ELECTRIC BUSES

RECOMMENDATION

CONSIDER:

A. FINDING that compliance with PUC sections 130232 and 130233 does not constitute a method of procurement adequate for the operation of prototype equipment and herewith approves the procurement of prototype buses under PUC section 130236 without further observance of any provisions regarding contracts, bids, advertisement or notice;

B. APPROVING the **Advanced Transit Vehicle Consortium's (ATVC) Award and Execution of a non-competitive Contract No.OP29199 with BYD Motors, Inc. (BYD), for the purchase of five (5) prototype 60 foot articulated battery electric vehicles and charging equipment** at a firm fixed price of $6,594,771, including applicable taxes;

C. AUTHORIZING the Contract Modification credit in the amount of $3,000,000 under Contract No. OP33202790, with BYD, resulting from the buy-back of five (5) battery electric 40 foot vehicles delivered to Metro to be expended on the five prototype articulated battery electric vehicles in recommendation B; and

D. CLOSING project 201071 Bus Acquisition 30 Zero Emission/Super Low Emission and utilize unused funds from this project to establish a Life-of-Project (LOP) Budget of $8,109,500 for project 201074, BYD 60 foot Articulated Zero Emission Bus.

(REQUIRES TWO-THIRDS VOTE)

ISSUE

ATVC and Metro are committed to deploying zero emission vehicles and transitioning the Metro bus fleet to zero emissions as vehicle capabilities and fiscal capacity allow.

In October 2016, Metro's Board of Directors directed staff to develop an implementation plan to use all electric buses on the Metro Orange Line (MOL) Bus Rapid Transit (BRT) by 2020 (Attachment C - Motion by Directors Garcetti, Krekorian and Antonovich, October 27, 2016). Metro staff intends to present the requested implementation plan to the Board in April 2017.

To address the Board's directive, Metro plans to test various Zero Emission Bus (ZEB) technologies and charging strategies to determine which technology best suit Metro's operational environments and needs. To maximize the evaluation of emerging technologies, Metro has developed a strategy to procure prototype vehicles under four separate contract awards; two procurements on a single source basis, and two competitively awarded procurements. This approval for a non-competitive procurement to BYD will address the first of the four contract actions.

The second prototype contract will be a single source to New Flyer for five 60' articulated ZEBs and en-route charging equipment utilizing a recently awarded FTA LoNo grant. The third and fourth prototype contract awards will be competitively procured under RFP No. OP28367 Forty-Foot (40') and Sixty-Foot (60') Low Floor CNG or Zero Emission Bus Procurement. These other awards will be brought to the Board for consideration in Spring 2017.

DISCUSSION

Metro Strategic ZEB Program

Metro is working to transform what is already one of the cleanest CNG transit fleets in the nation to an entirely zero emission fleet as quickly as technologically and fiscally possible.

Metro's strategic plans include transforming the Metro Orange Line (MOL) into a 100% ZEB line by 2020 followed by the Metro Silver line shortly thereafter. The MOL BRT has been identified as the top candidate line to be converted to electric ZEB operation. The MOL operates on a 19 mile dedicated right-of-way, that utilizes platform fare collection, and operates at a higher average speed with less frequent stops. The operating profile of battery electric vehicles is well suited for this type of duty cycle. Passengers and residents along the line will benefit from the inherent quietness and zero emission aspects of these battery electric vehicles. Staff believes that placing BYD 60' articulated battery electric buses into service on the MOL will provide an ideal environment for demonstrating the capabilities of these zero emission electric vehicles.

Once the Orange and Sliver lines have begun ZEB service, staff will continue to identify lines suitable for ZEB operation and implement those conversions. Eventually as the technical capabilities of vehicles advance and become more mature, a full conversion to ZEB will occur. Metro intends to only procure ZEB vehicles in the near future.

Approval of recommendation B ratifies the ATVC contract award action taken in March 2017 and will provide the first vehicles necessary to convert the MOL to ZEB operation.

Background: Metro's ZEB Experience

Under a contract with BYD that was competitively awarded in June 2013, Metro tested five BYD 40' ZEBs. These buses were deployed at Metro Division 1 (Downtown Los Angeles) in April 2015. The operating performance of these initial 40' prototype buses did not meet Metro's daily operational requirements, and after a full year of operation, were removed from active revenue service at BYD's request.

In February 2016, BYD presented ATVC and Metro with an unsolicited proposal to repurchase the five 40' ZEBs in exchange for a $3,000,000 credit towards the non-competitive purchase of five new 60' ZEB's that utilize BYD's latest generation technology and are manufactured to BYD's improved quality standards.

Staff's recommendation requests approval of the expenditure of the Contract Modification credit amount of $3,000,000 to be used toward the purchase of five new, 60' battery electric buses that will be deployed on MOL BRT corridor.

Procurement Process

To procure the five 60' prototype ZEB's under a non-competitive procurement and to apply the proposed $3 million credit, the Board must first find that the normal competitive methods of procuring these ZEB's are inadequate and that staff is directed to procure these prototype vehicles without observance of the normal competitive means. It is important to note that Metro is currently conducting two procurements for 40' and 60' ZEB's that are following normal competitive methods. Those two competitive procurements are for five (5) 40' and five (5) 60' ZEB vehicles, with options that could total up to 100 40' ZEBs and 100 60' ZEBs.

Technical Improvements at BYD

To address the original quality and reliability issues experienced at startup in April 2014, BYD has undergone a transformation at their Lancaster, CA facility. BYD has added quality engineers and inspectors and implemented a quality assurance program that tracks each vehicle as it moves through the assembly process. BYD is also pursuing ISO 9001:2008 certification, which is expected to be complete by mid-2017. The five 60' articulated buses proposed for Metro would be built in Lancaster and would meet BYD's updated quality assurance requirements.

BYD has also gained significant experience manufacturing buses locally. They are currently manufacturing 31 60' articulated buses at this facility for commercial orders with Antelope Valley Transit Authority and Albuquerque Rapid Transit, all of which are scheduled for delivery in 2017.

To address the suitability of their buses for Metro's operating environment, recent technological advances in battery capacity (range), and improvements in engineering and manufacturing capabilities at BYD are expected to provide next generation BYD articulated buses that are suitable for operation on high capacity BRT lines like Metro's Orange Line. The first of the 60' articulated electric buses will be delivered to Metro seven months after award of the contract and the fifth bus

twelve months after award of the contract.

BYD Battery Technology | Safety

BYD's 60' articulated buses are equipped with proprietary Lithium Iron Phosphate (LiFe PO4) batteries that offer a higher degree of safety over conventional Lithium Ion batteries. The BYD LiFe battery chemistry is not susceptible to thermal events (such as with the Samsung Galaxy 7 cell phone batteries). BYD batteries are non-flammable, non-combustible, and don't overheat. BYD's batteries offer a wide thermal operating range of -20°F through 140°F. Because they contain no caustic materials, heavy metals, or toxic electrolytes, they are also considered more environmentally friendly than most other Lithium Ion battery chemistries.

BYD Prototype Experience

The bus type being proposed will be a prototype, but will have previous test and service experience. BYD demonstrated an early 60' battery electric prototype on Metro's Orange Line in December 2014. During the demonstration the bus was positively received by the operators, maintenance personnel, and passengers. In service vehicle performance was good, particularly in areas of acceleration and top speed. The bus also provided a smooth and very quiet ride. This bus has now accumulated 40,000 miles in demonstrations across North America. BYD has built two additional units in their Lancaster facility. One of these 60' buses was deployed to Altoona, PA for FTA's mandatory new bus testing. The second 60' bus was deployed to the Brazilian market. The new 60' BYD prototype bus proposed for Metro will have a new, more powerful rear axle drive motor assembly.

Metro Operating Environment

While Metro learned a great deal about ZEB technology while testing the BYD's 40' ZEBs, the technology has advanced rapidly. Now, 21 months after those vehicles went into service it makes good business sense to test the latest generation of ZEB vehicles to fully assess the technologies against our operational environment and requirements.

Cost/Price

The purchase price, per vehicle, for the original 40' BYD buses was $756,316. The average net cost per vehicle was reduced to $640,316 when Metro/ATVC received California Hybrid and Zero-Emission Truck and Bus Voucher credits. On June 2, 2016, BYD submitted an unsolicited offer to repurchase the 40' BYD vehicles and give the ATVC a credit of $600,000 per vehicle to be used for the purchase of new BYD battery electric vehicles of ATVC's choice.

DETERMINATION OF SAFETY IMPACT

There is no anticipated safety impact for operating zero emission electric buses on MOL. BYD is expected to utilize components and sub-systems that have been proven in heavy duty applications and have been mass produced, and used in buses currently in transit service.

Zero emission buses use high voltage electrical systems. While these systems are isolated from operator and passenger compartments, maintenance personnel will be provided with additional

specialized training to ensure that they are prepared to maintain these higher voltage propulsion systems.

FINANCIAL IMPACT

Upon Board approval, this action will establish an LOP budget of $8,109,500 for the procurement of 5 BYD Articulated 60' battery electric buses. Unused funding from project 201071will be transferred to cover expenses for the procurement of these buses starting in FY17 This funding is programmed in Cost Center 3320 - Vehicle Technology. Because this is a multi-year contract, the Cost Center Manager will be responsible for ensuring that future year funding is programmed.

Impact to Budget

The source of funds for this action is Measure R 35% which is eligible for clean fuel bus procurements. This funding source will maximize the use of funds for this activity. There is no anticipated impact to the FY17 budget.

ALTERNATIVES CONSIDERED

Staff considered postponing this BYD project to purchase 60' ZE buses currently being solicited under RFP No. OP37267. This alternative is not recommended as it would delay the introduction of battery electric articulated buses into MOL. Further, it would limit Metro's ability to evaluate different technologies to determine which are the best fit for Metro's diverse operating environment. Metro does expect to purchase additional ZEB 60' buses under this solicitation, but there is no guarantee that BYD would prevail in this solicitation. If another vendor is selected for RFP No. OP38267, Metro would not be able to use the $3,000,000 buy back credit offered by BYD. Given the significant value of the buy-back credit, staff recommends buying these five articulated buses from BYD.

NEXT STEPS

When the Metro Board approves that ratification request, staff will obtain the $3 million credit, execute the new contract with BYD and issue a Notice to Proceed.

In the Spring 2017, staff will return to the Board with a request for a another non-competitive award to New Flyer for five prototype 60' articulated ZEBs and en-route charging equipment partially funded with a FTA LoNo grant award. Staff will return again with recommendations for additional prototype ZEB contract awards under a competitive procurement.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - ATVC BR BYD Electric Bus Buy Back Proposal Dated, June 22, 2016
Attachment C - Motion by Directors Garcetti, Krekorian and Antonovich, Oct. 27, 2016
Attachment D - DEOD Summary

Prepared by: Steve Schupak, Sr. Manager, Project Control (213) 617-6294

Reviewed by: Jesus Montes, Sr. EO, Vehicle Acquisition (213) 922-3838
James T. Gallagher, Chief Operations Officer (213) 922-4424
Debra Avila, Chief Vendor/Contract Management Officer
(213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

BYD BATTERY ELECTRIC ARTICULATED TRANSIT BUSES AND CHARGING EQUIPMENT FOR DEPLOYMENT ON THE METRO ORANGE LINE/OP29199

1.	**Contract Number**: OP29199	
2.	**Recommended Vendor**: BYD Motors, Inc.	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☒ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: Not Applicable	
	B. Advertised/Publicized: Not Applicable	
	C. Pre-Proposal Conference: Not Applicable	
	D. Proposals Due: July 29, 2016	
	E. Pre-Qualification Completed: TBD	
	F. Conflict of Interest Form Submitted to Ethics: February 21, 2017	
	G. Protest Period End Date: Not Applicable	
5.	**Solicitations Picked up/Downloaded**: Not Applicable	**Bids/Proposals Received**: Non-competitive offer
6.	**Contract Administrator**: Wayne Okubo	**Telephone Number**: (213) 922-7466
7.	**Project Manager**: Steve Schupak	**Telephone Number**: (213) 922-2170

A. Procurement Background

This Board Action is to approve Contract No. OP29199 for the non-competitive purchase of five 60-foot prototype battery electric buses and corresponding charging equipment from BYD Motors, Inc. (BYD). The Board action also recommends approval of the expenditure for the new prototype buses a credit in the amount of $3,000,000 offered by BYD for the buy-back of five 40-foot battery electric buses delivered under Contract No. OP33202790. The unsolicited offer to buy-back the 40-foot buses was a result of BYD's ability to provide a newer generation of battery electric vehicles. The 60-foot prototype buses are not only of an improved generation, but also will be deployed at the Metro Orange Line where the operating conditions are more suitable for a battery-electric bus.

B. Evaluation of Proposals

Metro's Vehicle Technology and Acquisition department reviewed the technical proposal against the Zero Emissions Bus Technical Specification used in the current RFP solicitation for 60-foot buses. This evaluation was performed to ensure that the proposed prototype bus met basic Metro standards. Through a series of discussions and clarifications, the Vehicle Technology and Acquisition department determined that BYD's proposed bus substantially meets the Technical Specification requirements and appears to be acceptable for the Orange Line deployment. Final determination of suitability for Metro service use will be made after delivery of these prototype buses based on a pre-determined evaluation process that includes

capture of data for vehicle service range, maintainability, safety aspects and other factors.

Qualifications Summary of Firms within the Competitive Range:

BYD Motors, Inc.

BYD is the largest manufacturer of Zero Emissions Buses in the world. In North America, their current deployment is a fleet of 40 buses, with confirmed orders exceeding 120 buses along with options for an additional 120.

These prototype articulated buses will be manufactured at BYD's assembly plant located in Lancaster, CA, and will utilize Iron Phosphate (Fe) batteries, which are thermally stable, nontoxic, completely recyclable, nonflammable, and noncombustible. The first of the 60' articulated electric buses will be delivered to Metro seven months after award of the contract and the fifth bus twelve months after award of the contract.

C. Cost/Price Analysis

The recommended price for the new 60-foot battery electric buses has been determined to be fair and reasonable based upon MAS audit findings, cost analysis, technical evaluation, and negotiations.

The recommended credit has been determined to be fair and reasonable based on a technical evaluation and price analysis of the depreciation, useful life and value of the five 40-foot battery electric vehicles returned to BYD. The recommended credit of $3,000,000 exceeds the remaining value in these one year old vehicles that were no longer in operation. The remaining value to Metro, estimated at $581,000 per bus, was determined to be less than the credit offered of $600,000 each.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
1.	BYD Motors	$7,151,342	$6,417,534	$6,594,771

D. Background on Recommended Contractor

The recommended firm, BYD Motors, Inc., located in Los Angeles, CA, has been in business domestically for six years and is a leader in the zero emissions bus industry. Worldwide, BYD has been developing electric and hybrid vehicle since 2004, introducing the world's first production plug-in electric hybrid vehicle in 2008.

ADVANCED TRANSIT VEHICLE CONSORTIUM

Los Angeles County Metropolitan Transportation Authority
One Santa Fe Ave., MS 63-4-1,
Los Angeles, CA 90012

JUNE 22, 2016

TO: **BOARD OF DIRECTORS**

FROM: **JOHN DRAYTON**
EXECUTIVE VICE PRESIDENT



SUBJECT: **BYD ELECTRIC BUS BUY BACK PROPOSAL**

RECOMMENDATION

1. Authorize the ATVC President to Accept BYD's unsolicited proposal dated June 2, 2016 offering to buy back five (5) battery electric 40 foot vehicles for a credit of $3,000,000

2. Authorize the ATVC President to negotiate a new sole source contract to purchase up to five (5) new 60 foot articulated battery electric vehicles and charging equipment at a cost not-to-exceed $6,670,000, including applicable taxes.

ISSUE

ATVC and Metro have been conducting a demonstration test of five BYD buses since June 2015. To date, performance has not met operational requirements, mechanical reliability has been subpar compared to typical CNG vehicles, and technological advances in manufacturing at BYD have made these five vehicles an ill fit for current Metro operation.

DISCUSSION

In June 2015 five BYD battery electric buses were put into service at Division 1 in downtown Los Angeles. Although BYD has been working hard to support this project, full integration of the ZEB's into Metro's operating environment has not been fully successful. Over the last 12 months, Metro accumulated a total of 36,000 miles in operation from Metro's Division 1 in Downtown Los Angeles. Limited range between charges and poor hill-climbing ability of these buses severely limits the lines on which they may be operated. Additionally, the buses have experienced low reliability. Though these challenges are typical when introducing a new product in a new environment, it has significantly impacted these buses availability for service.

Given these challenges, operation of these buses was suspended April 2016. Metro and BYD are currently discussing options for BYD to buy-back these buses and to offer a credit for future ZEB buses.

On June 2, 2016 BYD submitted an unsolicited and unprecedented offer to repurchase the 40' BYD vehicles and give the ATVC a credit of $600,000 per vehicle to be used for the purchase of new BYD battery electric vehicles of ATVC's choice.

The Metro Orange Line has been identified as the top candidate line to be converted to electric operation. The Metro Orange Line operates on a dedicated right of way, utilizes platform fare collection, operates at a higher average speed due to less frequent stops, and has Metro owned terminus stations that can be retrofitted with en-route rapid charge equipment. The operating profile of battery electric vehicles is well suited for this type of duty cycle. Passengers and residents along the line will benefit from the inherent quietness of battery electric vehicles. Staff believes placing BYD 60' articulated battery electric buses into service on the Metro Orange Line will provide an ideal line for electric vehicles.

In December 2014 BYD brought their 60' articulated bus to Metro for a one week test on the Metro Orange Line. The overall performance of the vehicle was impressive, and the bus was positively received by the operators, maintenance personnel, and passengers. Vehicle performance was very good particularly in areas of acceleration and top speed; the bus also provided a smooth and very quiet ride.

DETERMINATION OF SAFETY IMPACT

There is no anticipated safety impact for operating zero emission electric buses on Metro's Orange Line. New Flyer is expected to utilize components and sub systems that have been proven in heavy duty applications and have been mass produced and used in buses currently in transit service.

Zero emission buses are expected to use high voltage electrical systems. While these systems are isolated from operators and passenger compartments, maintenance personnel will need additional specialized training to ensure they are prepared to maintain these higher voltage propulsion systems.

FINANCIAL IMPACT

Total LOP funding of $3 million is included in Cost Center 3320 - Vehicle Technology, in project 201071. For FY17, there is $6.308 million programmed to cover expenses for purchasing these buses and other zero emission bus projects. Because this is a multi-year contract, the ATVC President and the Cost Center Manager will be responsible for ensuring that future year funding is programmed.

Impact to Budget

There is no anticipated impact to the FY16 or FY17 budgets.

ALTERNATIVES CONSIDERED

1. Staff considered relocating the test to the new Division 13. This alternative is not recommended as it will incur additional infrastructure costs in relocating the chargers to that facility, and the routes do not substantially differ in profile from those at Division 1.

2. Staff considered initiating a new open procurement for 60' articulated battery electric vehicles. In June 2016 Metro issued a Request for Information and Qualification (RFIQ) to ascertain which transit vehicle manufacturers produce a battery electric 60' articulated transit bus. The results of this RFIQ indicate that only New Flyer and BYD currently offer this type of vehicle in the United States.

   In April, Metro was notified of a grant award to purchase five New Flyer 60' articulated battery electric buses. Since New Flyer will provide the vehicles under this grant and the $3 million repurchase credit is only applicable to buses purchased from BYD, staff does not recommend this alternative.

Next Steps

Once the Board approves the actions requested in recommendations 1 and 2 above, staff will transfer title and deliver the five existing buses back to BYD. Then the ATVC President will negotiate a new sole source contract for the purchase of five 60' battery electric articulated buses from BYD, and return to the Metro Board for Approval.

Prepared by: Steve Schupak, Program Manager, Electric Bus Program

Attachment: A. BYD letter dated June 2, 2016 offering repurchase
B. Funding and Expenditure Plan

Copies: ATVC Board Members and Alternates
Phillip A. Washington, Metro CEO
Stephanie N. Wiggins, Metro Deputy CEO
James T. Gallagher, Metro COO
Jesus Montes, Metro Executive Director Vehicle Acquisition

ATTACHMENT B

BYD ELECTRIC BUY BACK PROPOSAL
FUNDING/EXPENDITURE PLAN

	FY17 +	Total	% of Total
Uses of Funds			
Bus Acquisition	$6,570,000	$6,570,000	97.0%
Charging Equipment	$100,000	$100,000	1.5%
Professional Services	$100,000	$100,000	1.5%
Total Project Cost	**$6,770,000**	**$6,770,000**	**100.0%**

	FY17 +	Total	% of Total
Sources of Funds			
Measure R 35%	$3,770,000	$3,770,000	55.7%
BYD 40' Bus Credit	$3,000,000	$3,000,000	44.3%
Total Sources of Funds	**$6,770,000**	**$6,770,000**	**100.0%**

Initial sources of funding planned for Measure R 35%. Staff will apply other federal, state and local sources as they become available and applicable to project sources.

BYD Coach and Bus
1800 South Figueroa Street, Los Angeles, CA 90015

June 2, 2016

Mr. John Drayton, Executive Vice President
Advanced Transit Vehicle Consortium
One Gateway Plaza
M/S 99-9-1
Los Angeles, CA 90012

Re: Unsolicited Proposal for Repurchase of five BYD Buses

Dear Mr. Drayton,

At a recent meeting with Mr. Gallagher and Mr. Montes, they shared LACMTA's vision and continued interest in the evolution of battery powered transit buses.

LACMTA displayed great vision and courage by becoming an early adopter of this technology through the purchase of the first five long range battery electric buses through the Advanced Transit Vehicle Consortium.

While we believe the five buses were State of the Art product at the time they were ordered and assembled, it has become clear over the last several months that the buses are not meeting LACMTA's expectations for range and overall reliability.

BYD Coach and Bus is committed to the success of the overall electric vehicle market as we believe that zero emission vehicles are one of the key cornerstones in the battle against global warming and in fostering the development of sustainable and renewable energy sources.

Further, BYD Coach and Bus holds as one of our core values that all owners of any of BYD's technologies are 100% satisfied and it has become apparent through ongoing dialogue with LACMTA staff that the current group of five buses are not meeting that standard.

To remedy this situation BYD Coach and Bus would like to offer you the following unsolicited proposal involving these steps:

1. BYD Coach and Bus will purchase the five buses back from LACMTA for a price of $600,000.00 each.
2. To prevent any further investment of LACMTA staff resource, time, and energy we propose that the evaluation and operation of the buses be suspended and the buses be returned to BYD Coach and Bus on or before June 30th, 2016.
3. Upon mutual agreement to the steps outlined in this proposal BYD will post a credit to LACMTA's account in the amount of $3,000,000.00 to be used against the purchase of new BYD buses of your choice.
4. BYD Coach and Bus will build and deliver the new bus selection in our plant in Lancaster CA. as buy America compliant buses and built to our most current configuration.

BYD Coach and Bus
1800 South Figueroa Street, Los Angeles, CA 90015

5. The new buses will be built in compliance to LACMTA and ATVC contract OP33202790 specifications and requirements, with the modifications attached to this agreement as Attachment A and will incorporate generational updates and upgrades.

At a minimum, the following advances in our technology will be integrated into the new buses:

- 280 amp hour batteries versus 200 amp hour batteries which means more energy and range in the same or less space
- 12 year unconditional battery warranty
- 100 kw continuous power wheel motors with 150 kw peak output versus the current 90 kw maximum output motors for 40 foot buses and 180kw motors for our 60 foot models translating to better hill climbing and better acceleration

We believe this plan of action will help maintain LACMTA's position as a leader in helping to advance emerging vehicle technology by resuming an evaluation program based on current and relevant vehicle technology.

All of us at BYD Coach and Bus are dedicated to total customer satisfaction and this repurchase plan represents our dedication to you as our valued customer and we hope you will agree that this plan provides an acceptable process to restoring the ev program on a successful path.

Thank you very much for your consideration of this proposal.

Very Best,

Macy Neshati
Vice President,
BYD Coach and Bus

cc: James T. Gallagher, Metro Chief Operations Officer
Jesus Montes, Metro Executive Director, Vehicle Acquisition
Victor Ramirez, Metro Executive Officer, Procurement
Steve Schupak, Electric Bus Program Manager
Phil Rabottini, Sr. Engineer

Metro

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

Board Report

File #:2016-0852, **File Type:**Motion / Motion Response

Agenda Number:42.

REGULAR BOARD MEETING
OCTOBER 27, 2016

Motion by:

GARCETTI, KREKORIAN and ANTONOVICH

October 27, 2016

Relating to File ID 2016-0778

APPROVE **Motion by Directors Garcetti, Krekorian and Antonovich** that the Board direct the CEO to report back on the following:

A. Develop an implementation plan to use all electric buses for the Orange Line Bus Rapid Transit Line by 2020. The plan shall include, but not limited to, the following:
   1. Total cost of electrification
   2. Eligible funding sources to address the costs
   3. Federal and State grant opportunities
   4. A schedule and transition plan

B. Report back on the feasibility to use all electric buses for the Silver Line. The report shall include, but not be limited to, the following:
   1. Type of electric bus
   2. Range requirements
   3. Charging and infrastructure needs
   4. A recommended schedule and transition plan

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ATTACHMENT D

DEOD SUMMARY

BYD BATTERY ELECTRIC ARTICULATED TRANSIT BUSES AND CHARGING EQUIPMENT FOR DEPLOYMENT ON THE METRO ORANGE LINE / OP29199

A. Small Business Participation

The Diversity and Economic Opportunity Department did not establish a Small Business Enterprise (SBE) goal for this unsolicited, non-competitive procurement. BYD Motors, Inc. made a 5% SBE and 3% DVBE commitment. BYD's efforts to meet their SBE/DVBE commitment will be monitored throughout the life of the Contract.

Small Business Goal	0%	Small Business Commitment	5% SBE 3% DVBE

SBE/DVBE Subcontractors	% SBE Commitment	% DVBE Commitment
TBD	5%	3%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this Contract.

D. Project Labor Agreement/Construction Careers Policy

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

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

File #: 2016-0969, **File Type:** Contract **Agenda Number:** 22.

EXECUTIVE MANAGEMENT COMMITTEE
MARCH 16, 2017

SUBJECT: SPACE PLANNING/INSTALLATION SERVICES AND HERMAN MILLER FURNITURE

ACTION: AWARD A FIVE-YEAR INDEFINITE DELIVERY/INDEFINITE QUANTITY CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a five-year, indefinite delivery/indefinite quantity Contract No. PS28069-2000, for **space planning/installation services and furniture**, to M3 Office, Inc., for a not to exceed amount of $5,000,000 for the three-year base period, and $1,000,000 for each of the two, one-year options, for a combined total of $7,000,000 effective April 1, 2017, subject to resolution of protest(s), if any.

ISSUE

This Contract is for a full service Herman Miller furniture dealer to provide furniture, space planning, and installation services for all Metro facilities, including new operating facilities and the Gateway Headquarters building. This procurement action replaces Metro's expiring contract for furniture. Combining furniture procurements for many projects into a single contract optimizes Metro's purchasing power, resulting in deeply discounted pricing and excellent service.

DISCUSSION

Herman Miller systems furniture for cubicles and Geiger modular furniture for offices form the core of this procurement. Building Services continually reconfigures cubicles and offices in the Gateway Headquarters building to meet ever-changing business needs. This includes implementation of new space standards to accommodate additional staff required for service expansion. These reconfigurations require various furniture components that must work seamlessly with our existing inventory of furniture, and are readily available. This Contract will be utilized to buy new and replacement Herman Miller and Geiger furniture components to support the requirements. In addition, we will introduce new components to refresh the current look, including lighter and more contemporary office furniture for modular offices.

This Contract will also provide space planning services and furniture for the agency buildings outside the Gateway building. For example, the expiring contract was used to furnish Bus Division 13 (Downtown Los Angeles), and Rail Divisions 14 (Santa Monica) and 24 (Monrovia), and Metro offices at One Santa Fe, among other locations. The new Contract is also expected to furnish the following facilities: Crenshaw Line Division, Emergency Service Operations Center (ESOC), Maintenance of Way Offices (Location 61), Non-Revenue & Facilities Maintenance building at Vernon Yard, and the Rosa Parks Station.

DETERMINATION OF SAFETY IMPACT

This Contract will have a positive impact on safety as new ergonomic furniture is introduced in response to employee specific health and safety concerns.

FINANCIAL IMPACT

The funding of $400,000 for the Gateway Headquarters building is included in the FY17 budget in cost center number 6430 (Building Services) under project number 100090 (Gateway Building Costs). Since this is a multi-year contract, the cost center manager and Chief Human Capital & Development Officer will be accountable for budgeting costs in future years. Other departments that make use of this Contract will be responsible for the budgeting for those cost centers.

Impact to Budget

Partial funding for this project is allocated through General Overhead funding which is based on Metro's federally approved indirect-cost-allocation plan which distributes costs agency-wide. The remaining funding for this project will come from the Enterprise Fund as Departments using this Contract will use their budgeted funds. No other funds were considered as these fund sources are an appropriate use for these activities.

ALTERNATIVES CONSIDERED

A. Purchase furniture on a yearly basis. This alternative is more costly to Metro and is not recommended.
B. Require each department and project to purchase furniture and space planning/installation services directly with multiple vendors through multiple procurement actions. This alternative is more costly to Metro and is not recommended.

NEXT STEPS

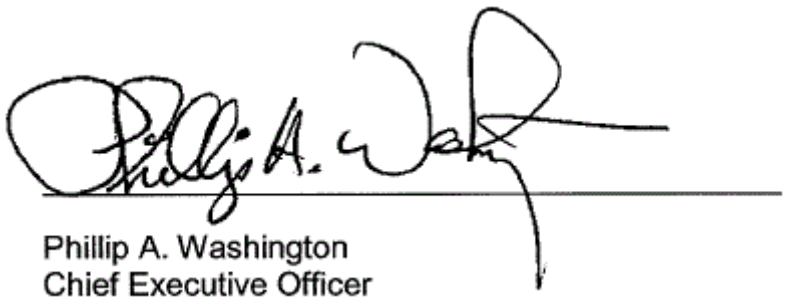
Upon Board Approval, staff will execute Contract No. PS28069-2000 with M3 Office Inc. for space planning and installation services and facilitate transition to the new contractor.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Steve Jaffe, Deputy Executive Officer, General Services
(213) 922-6284

Reviewed by: Joanne Peterson, Chief Human Capital & Development Officer
(213) 922-5223
Debra Avila, Chief Vendor/Contract Management Officer
(213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

SPACE PLANNING/INSTALLATION SERVICES AND HERMAN MILLER FURNITURE / PS28069-2000

1.	**Contract Number**: PS28069-2000	
2.	**Recommended Vendor**: M3 Office, Inc.	
3.	**Type of Procurement (check one):** ☒ **IFB** ☐ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: October 10, 2016	
	B. Advertised/Publicized: October 12, 2016	
	C. Pre-Bid Conference: October 20, 2016	
	D. Bids Due: November 10, 2016	
	E. Pre-Qualification Completed: December 7, 2016	
	F. Conflict of Interest Form Submitted to Ethics: November 23, 2016	
	G. Protest Period End Date: March 20, 2017	
5.	**Solicitations Picked up/Downloaded**: 9	**Bids Received**: 3
6.	**Contract Administrator**: Antwaun Boykin	**Telephone Number**: (213) 922-1056
7.	**Project Manager**: Paul Gomez	**Telephone Number**: (213) 922-4888

A. Procurement Background

This Board Action is to approve Contract No. PS28069-2000 issued in support of space planning/installation services and Herman Miller furniture for Metro. Metro's 628,000 square foot Gateway Headquarters building located in downtown Los Angeles is furnished entirely with Herman Miller Action Office for cubicles and Geiger for private offices. Metro utilizes Herman Miller Ergon task and office chairs for seating in its headquarters building. In addition to the headquarters building, Metro has several smaller outlying buildings that include bus and rail divisions. These facilities will require not only Herman Miller product, but also space planning and installation services. Board approval of contract awards are subject to resolution of all properly submitted protest.

IFB No. PS28069-2 was issued in accordance with Metro's Acquisition Policy and the contract type is an indefinite quantity/indefinite delivery.

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

- Amendment No. 1, issued on October 21, 2016 clarified Pre-Bid Documents;
- Amendment No. 2, issued on November 4, 2016 clarified Article IX: Ordering, Exhibit 3 - Statement of Work, Attachment A - Task Order Form and Task Order Price Summary and Schedule of Quantities and Prices Form.

A pre-bid conference was held on October 20, 2016 and was attended by three participants representing two firms.

A total of three bids were received on November 10, 2016.

B. Evaluation of Bids

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

1. M3 Office, Inc.
2. Pivot Interiors, Inc.
3. The Sheridan Group

All firms were determined to be responsive, responsible and qualified to perform the services based on the IFB's requirements.

As required by the IFB, firms submitted bid pricing that was based on scenarios that included (1) space planning services and installation services rates, (2) standard office setups using Herman Miller furniture, (3) standard office setups using Geiger furniture, and (4) a private office furniture setup. The following bids were submitted by the firms:

Bidder Name	Bid Amount
M3 Office, Inc.	$47,591.66
The Sheridan Group	$49,929.84
Pivot Interiors, Inc.	$52,256.48

C. Price Analysis

The recommended bid price from M3 Office, Inc. has been determined to be fair and reasonable based upon adequate competition, reviews of space planning and installation service rates, and applicable furniture discount percentages.

Metro's recommended not to exceed contract award amount is based upon total estimated future space planning services, installation services and furniture needs of the agency over the next five years.

D. Background on Recommended Contractor

The recommended firm, M3 Office, Inc., located in Pasadena, CA has been in business for 19 years, and is a leader in space planning/installation services and furniture. M3 Office, Inc. has current projects with such agencies as Department of Children and Family Services, LA County Sheriff's Department, and Department of

Public Social Services (Norwalk). M3 Office, Inc. has also completed projects with LA County's Hall of Justice, Department of Public Health and expansion of the Pasadena Rose Bowl. M3 Office's team consists of account/project managers with 15 years of experience. M3 Office also has several other specialty managers with experience ranging from 15 to 24 years.

DEOD SUMMARY

SPACE PLANNING/INSTALLATION SERVICES AND HERMAN MILLER FURNITURE / PS28069-2000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 3% Disadvantaged Business Enterprise (DBE) goal for this Indefinite Delivery/Indefinite Quantity (IDIQ) contract. M3 Office Inc. exceeded the goal by making a 4.12% DBE commitment. DBE participation is based on the aggregate value of all task orders issued.

Small Business Goal	3% DBE	Small Business Commitment	4.12% DBE

	DBE Subcontractors	Ethnicity	% Committed
1.	Décor Interior Design, Inc.	African American	4.12%
	Total Commitment		**4.12%**

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

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

C. Prevailing Wage Applicability

Prevailing Wage 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.

Los Angeles County
Metropolitan Transportation
Authority
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Los Angeles, CA

Metro

Board Report

File #: 2017-0047, **File Type:** Informational Report **Agenda Number:** 5.

FINANCE, BUDGET, AND AUDIT COMMITTEE
MARCH 15, 2017
CONSTRUCTION COMMITTEE
MARCH 16, 2017

SUBJECT: FISCAL YEAR 2018 PROGRAM MANAGEMENT ANNUAL PROGRAM EVALUATION (APE)

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE report on **FY2018 Program Management Annual Program Evaluation (APE).**

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 cost and schedules of the program is conducted on an annual basis. This report summarizes the results of the FY2018 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 APE process, staff reviewed and updated project costs and schedule 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 once 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.

FY2018 APE Results

For the FY2018 APE, Program Management focused on new and carry-over projects to FY2018 with project cost estimated at $5 million or greater. Program Management staff evaluated sixty (60) projects, including 28 Transit projects, 25 Highway projects, and 7 Regional Rail projects (see Attachment A for a complete project listing) which total approximately $13.8 billion. Compared to the FY17 APE review, the FY18 program size has increased 25% or approximately by $2.8 billion.

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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 to the Metro's capital program in FY18 is reported in the FY2018 Program Management APE presentation (Attachment A, page 41).

Program Challenge

With the recently approved Measure M program added to the Measure R program, Metro is currently undertaking the largest transportation capital program in the nation, which creates an unprecedented challenge to project delivery. Recognizing staffing is a key factor to project delivery, Program Management is committed to developing strengths in its capacity and capability to ensure the multi-billion dollar capital program can be successfully managed.

FINANCIAL IMPACT

The FY18 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 (Attachment A).

Should any of the potential project risks affecting scope, cost and schedule parameters be realized, the Chief Program Management Officer and affected project staff will return to the Board with separate board report recommendations to address the identified risks and adjust the project element (s) of the Board adopted project parameters.

NEXT STEPS

Program Management will request the resources required for project delivery success through the FY18 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 FY2019 Program Management APE report will be presented to the Board in Spring 2018.

ATTACHMENTS

Attachment A - Fiscal Year 2018 Program Management Annual Program Evaluation (APE) presentation

Prepared by: Brian Boudreau, Senior Executive Officer, Program Control (213) 922-2474

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



Phillip A. Washington
Chief Executive Officer



Fiscal Year 2018 Program Management Annual Program Evaluation (APE)

Presentation Overview

- APE Purpose and Process
- Capital Program Status
- Capital Program Cost
- Adjustments for FY2018 APE
- Summary
- Next Steps

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APE 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

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APE Process

- A review of project costs and schedule
- 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

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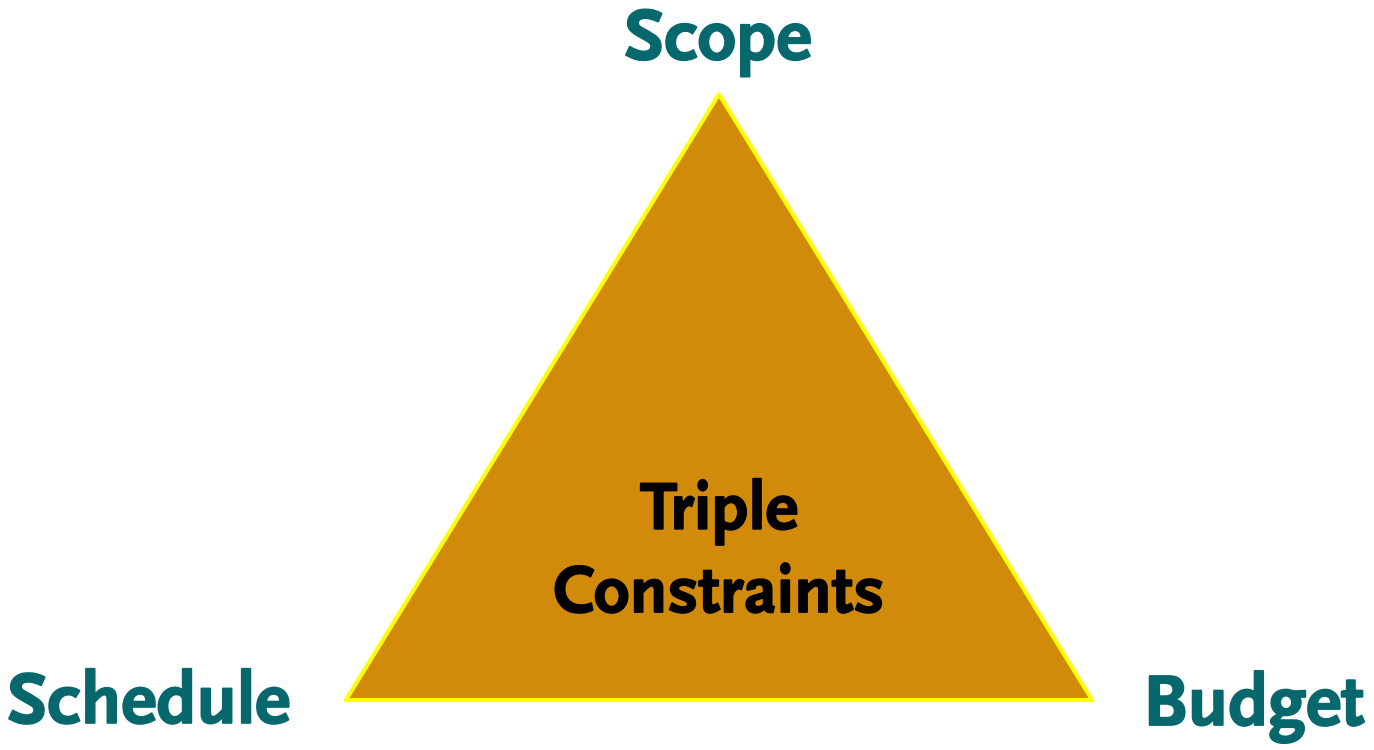
Project Management

One side of the triangle cannot be changed without affecting the other sides:



FY18 APE Scope

- Focus on capital projects with total project cost greater than $5M being managed by Program Management:
  - Major Transit Construction Projects – 5 projects
  - Other Transit Capital Projects – 23 projects
  - Regional Rail Projects – 7 projects
  - Highway Program – 25 projects

- Project budgets in the APE focus on authorized funding amount

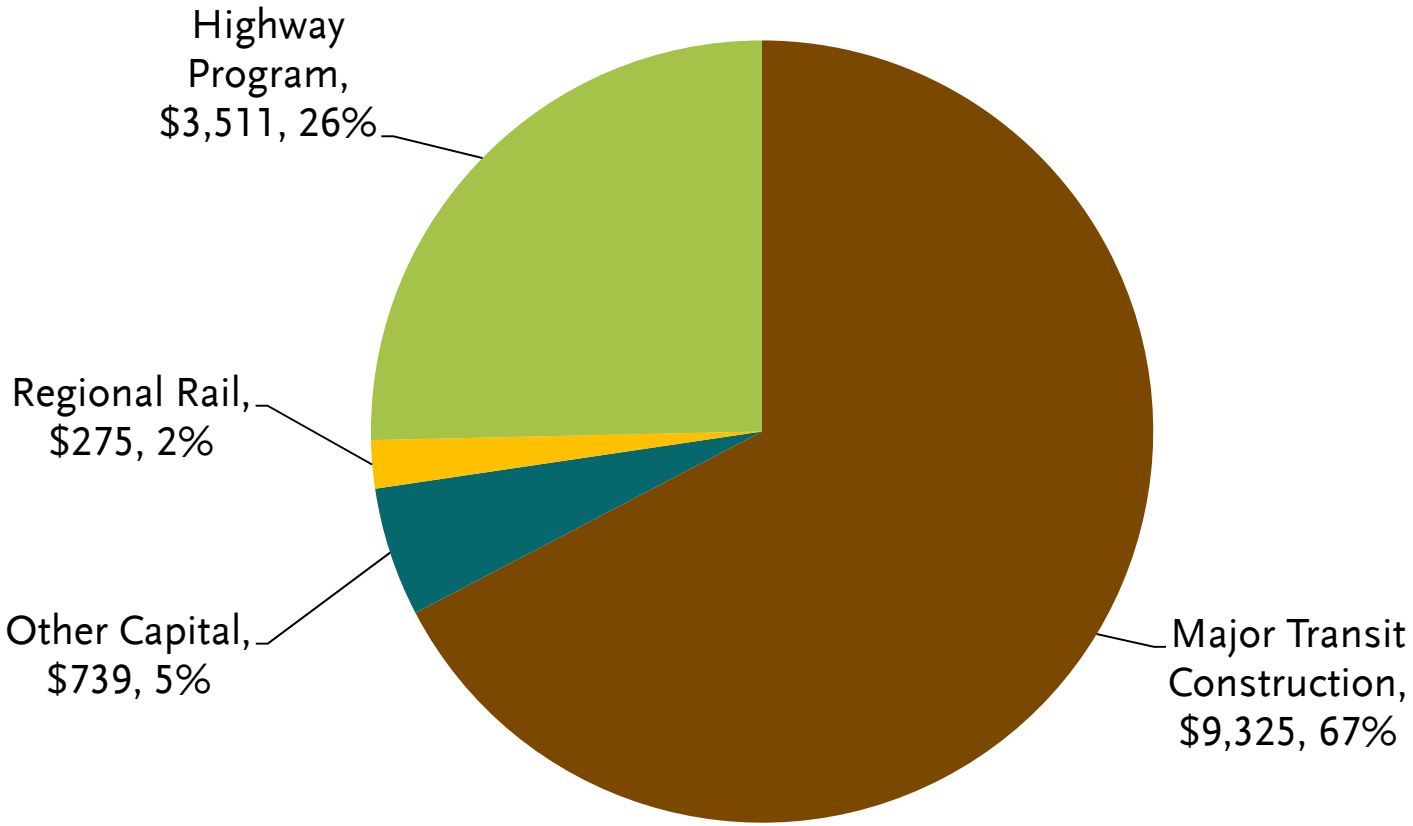
FY18 APE Scope

- In addition to the projects in APE, Program Management also manages/oversees additional 100+ projects, including facilities, Operations improvement, and State of Good Repair projects

- In total, Program Management manages and supports a volume of 160+ projects with a total authorized value at estimated approximately $15 billion

- Approximately $13.8 billion projects are included in the FY18 APE review

FY18 APE Current Program: $13.8 B



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Program Highlights

- Overall Program increased 25% from approximately $11 billion in FY17, to approximately $13.8 billion in FY18

- Program dollars committed to Major Transit Construction projects increased approximately $2.5 billion from FY17 to FY18

- With implementation of the Measure M program, Metro's Capital Program is expected to continually grow

Program Challenges

- Secure sufficient resources and staffing in a timely manner needed to manage and support project delivery
- Collaborate with stakeholders to meet community expectations
- Commitment of efficient Third Party review/approval by various external jurisdictions and Caltrans
- Encourage competitive and qualified pool of contractors, small businesses, and workforce on Metro projects
- Deliver multiple large and complex projects on-time and within budget
- Achieve continuous improvement in project delivery through innovation, application of best practices and high standards

Metro Transit Program



Metro Transit Capital Projects

Type	Project Budget	# of Projects
Major Transit Construction	$9,325	5
Other Transit Capital	$739	23
Rail Facilities Improvements	$229	6
Bus Facilities Improvements	$225	10
Wayside System	$124	2
Security/Safety	$124	2
Miscellaneous Capital	$37	3
Total Transit Capital Program	$10,064	28

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Metro Transit Capital Program Status

5 Projects Completed in FY2017

- Metro Red Line to Orange Line Underpass at North Hollywood Station – August 2016
- Patsaouras Bus Plaza Paving Reconstruction Project (Initial Phase) – October 2016
- 7th Street/Metro Station Pedestrian Tunnel (BLOC) – January 2017
- Fuel Storage Tank System Enhancements (FY15 – FY17) – March 2017
- Division 3 Master Plan Phase II-IV – June 2017





Metro Transit Capital Program Status

5 Projects Planned to be Completed In FY2018

- Metro Red Line Escalator Replacement/Modernization Project – August 2017
- Metro Blue Line Pedestrian Safety Enhancement at Grade Crossings – October 2017
- Bus Facility Maintenance Improvements & Enhancements Phase I – December 2017
- Metro Silver Line Improvements and Upgrades – December 2017
- El Monte Busway & Transit Center Expansion – December 2017



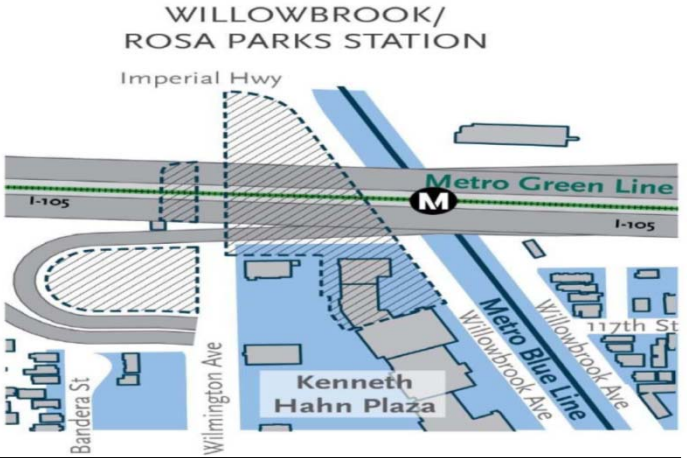


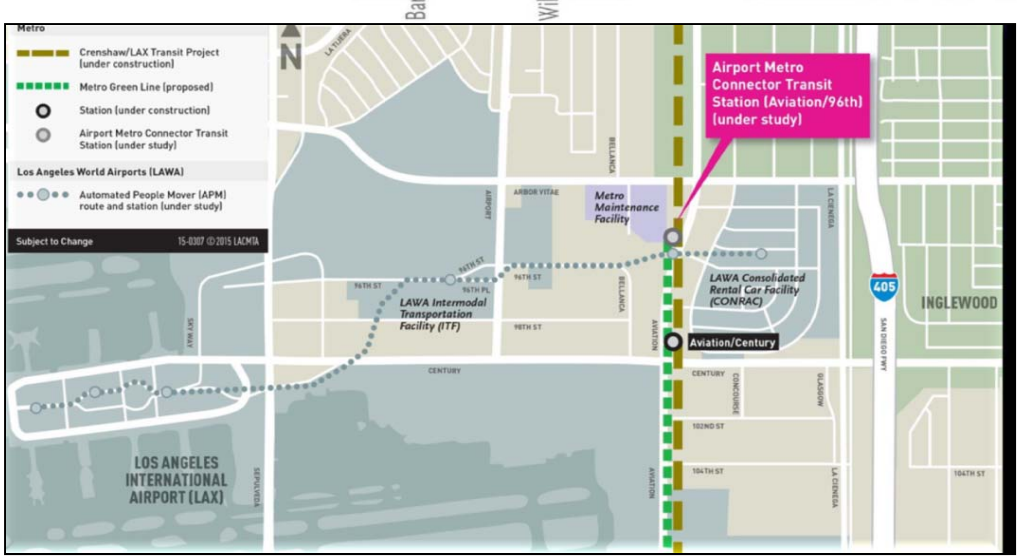
Photos after safety pedestrian improvements at Metro Blue Line's Wardlow Station in Long Beach.

Metro Transit Capital Program Status

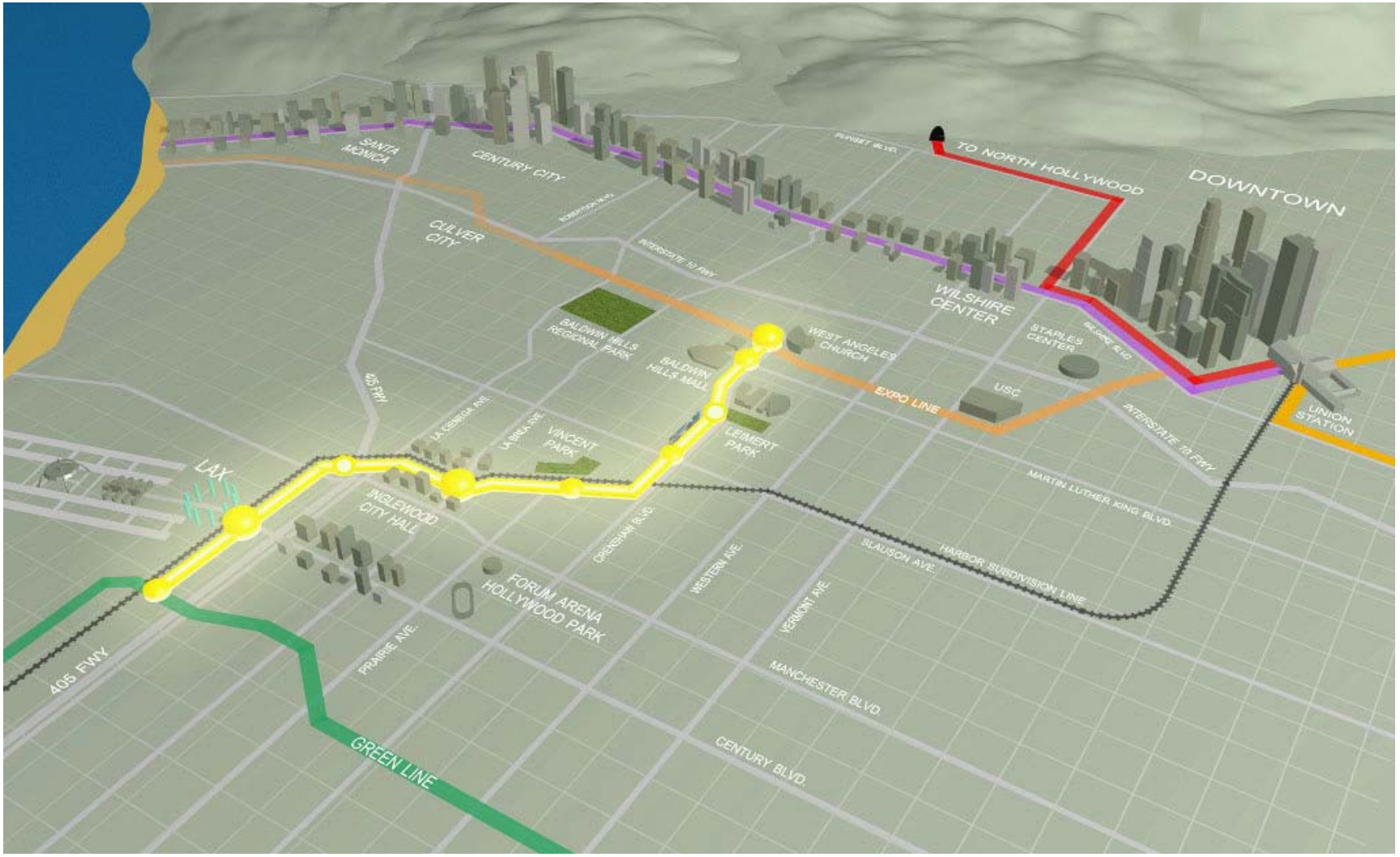
4 Projects with Planned Transition from Planning to Program Management in FY18:

- Willowbrook/Rosa Parks Station Improvements Project – Spring 2017
- Airport Metro Connector Project (96th Street Station) – Fall 2017
- Metro Gold Line Eastside Access Project – Winter 2017
- River to Rail Corridor Active Transportation Connector Project – Spring 2018





Crenshaw/LAX Transit Project



Crenshaw/LAX Transit Project

Project Budget: $2,058M

Project Completion: October 2019

Project Complete: 60%

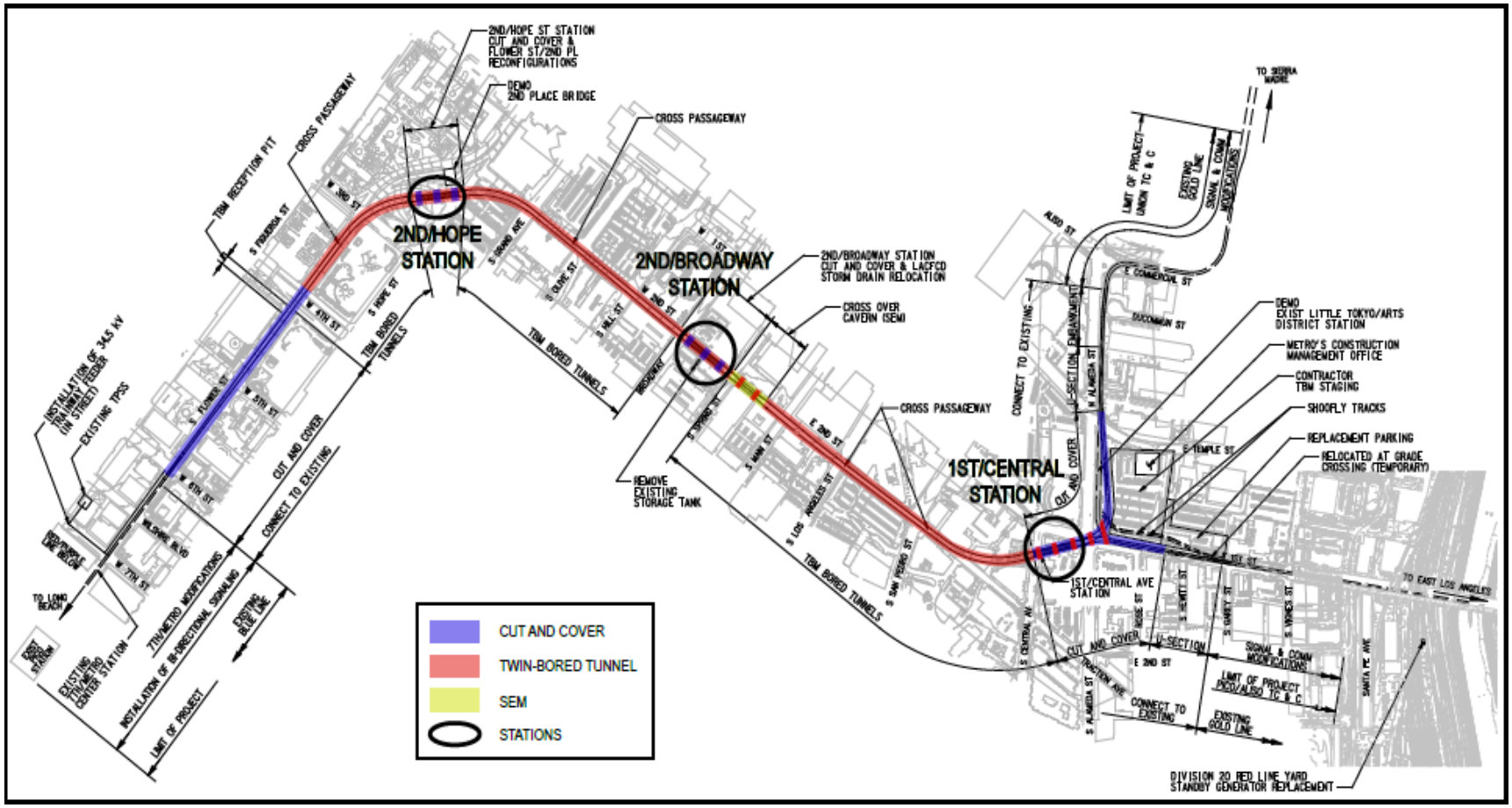
Accomplishments:

- Nearing the 60% construction completion mark for the project
- Final design of base work is complete with continuing design of change work
- Contractor and Metro agreed on a revised baseline schedule that supports the planned revenue service date of October 2019
- Contractor on schedule per revised baseline schedule

Challenges / Risks:

- Maintain planned schedule milestones
- Minimal schedule contingency exists in the revised baseline schedule
- Future schedule delays could be mitigated by Metro accelerating planned work but cost of acceleration may add pressure on completing the project on budget
- Heavier than expected winter rains impacting construction work
- Continuous efforts meeting community expectations
- Third party approvals of work in a timely manner

Regional Connector Transit Project



Regional Connector Transit Project

Project Budget: $1,755.8 M
*Excludes finance costs

Project Completion: 2021
Project Complete: 31%

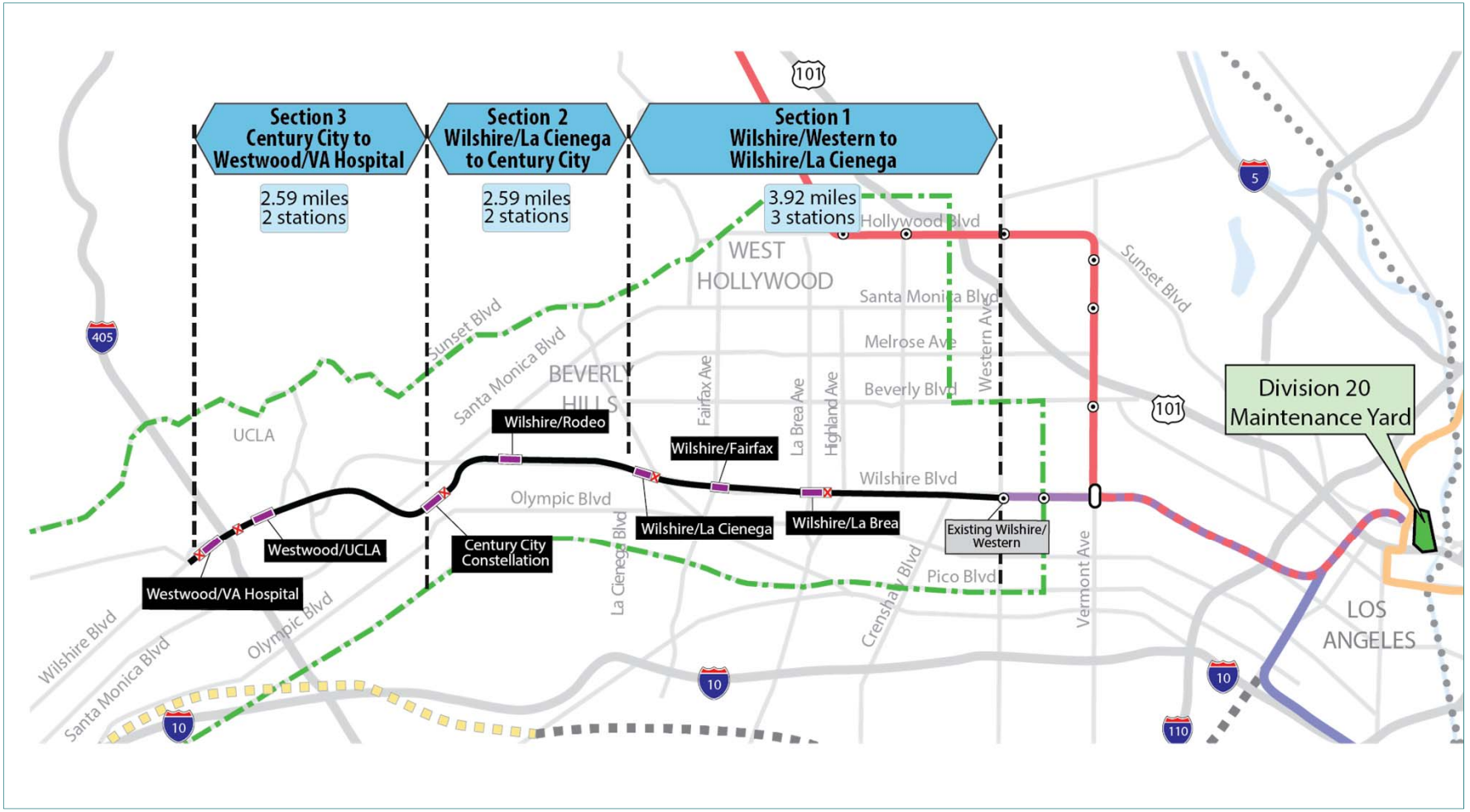
Accomplishments:

- Successfully launched boring machine "Angeli" for tunneling operations
- Initiated build-out of permanent structural elements at the 1st/Central Station
- Advanced support of excavation (SOE) installations on Flower Street sufficient to facilitate commencement of decking and excavation works
- Safely completed excavation of 2nd/Hope Station Box to an average depth of 100 feet
- Completed 3rd Party utility relocations at 2nd/Broadway Station

Challenges/Risks:

- Obtaining continued City of LA support for, and approval of, the necessary traffic control and extended work hour permits to effectively work in a dense urban setting
- Safely prosecute the first leg of tunneling operations, and the timely excavation of the related tunnel boring machine recovery shaft on Flower Street
- Relocating LADWP underground power assets around 6th/Flower in support of Flower Street-South SOE and downstream schedule operations

Westside Purple Line Extension Project



Westside Purple Line Extension Section 1

Project Budget: $2,778.9M
(Excludes finance costs)

Forecast Completion: November 2023
Project Complete: 15%

Accomplishments:

FY17

- Achieved substantial completion on Wilshire/La Cienega advanced utility relocation (AUR), ahead of schedule and within budget
- Private utility relocations have been completed at the Wilshire/Fairfax Station area
- Private utility relocations on schedule for completion at the Wilshire/La Cienega Station area
- Complete final design on contracts for Tunnels, Stations, Trackwork & Systems and Division 20 Maintenance of Way/Non-Revenue Vehicle Facility
- Begin Wilshire/Fairfax Station decking and excavation operations
- Award contract for heavy rail vehicles procurement

Planned FY18

- Complete excavation at Wilshire/La Brea Station and Wilshire/Fairfax Station
- Begin Wilshire/La Brea Station concrete operations
- Delivery of tunnel boring machines to project site
- Begin Wilshire/La Cienega Station decking

Challenge/Risk:

- Third party approvals of design and construction in a timely manner

Westside Purple Line Extension Section 2

Project Budget: $ 2,440.9 M (Excludes finance costs)

Forecast Completion: August 2025

Accomplishments:

FY17

- FTA executed the Full Funding Grant Agreement (FFGA)
- U.S. Department of Transportation issued the TIFIA Loan
- Issued Contract Notice-to-Proceed (NTP) for Construction Management Support Services
- Began utility relocations at Century City Constellation Station and Wilshire/Rodeo Station
- Awarded contract and issue NTP for Tunnels, Stations, Trackwork and Systems
- Continue property acquisitions

Planned FY18

- Begin final design
- Procure tunnel boring machines
- Begin major construction
- Continue third party utility relocations at Century City Constellation and Wilshire/Rodeo Stations
- Continue property acquisitions

Challenge:

- Seek opportunities to accelerate project delivery by 2024

Westside Purple Line Extension Section 3

Projected Budget through FY18: $291.2M Forecast Completion: TBD
Working Project Estimate: $2.9 B

Accomplishments:

FY17

- Request FTA's approval to Enter into Engineering
- Continue timely submittals required to seek an Early Systems Work Agreement or Letter of No Prejudice with the FTA for the Design/Build Tunnel Contract

Planned FY18

- Receive FTA's approval to Enter into Engineering (planned for 1st Quarter FY18)
- Award contracts and issue NTPs for the Tunnel Contract and Westwood/UCLA Advanced Utility Relocations
- Initiate procurement for Stations, Track and Systems contract

Challenges/Risks:

- Secure FTA's funding commitment
- Obtain sufficient capacity and capability in a timely manner required to deliver project
- Provide temporary and permanent power

Patsaouras Plaza Busway Station

Project Budget: $ 39.7 M

Project Completion: November 2018

Accomplishments:

- Completed final design
- Started project construction

Challenges/Risks:

- Continued Third Party cooperation review/approval, including Caltrans, to be consistent with project schedule
- Potential budget and schedule impacts due to design changes or underground conditions
- Heavier than expected winter rains impacting construction work



Metro Blue Line Signal Rehabilitation Project

Project Budget: $ 93.6 M

Project Completion: August 2020

Accomplishments:

- Secured additional funding from State Cap & Trade Transit and Intercity Rail Capital Program (TIRCP) for $38.5 million
- Design-build procurement well underway



New train control

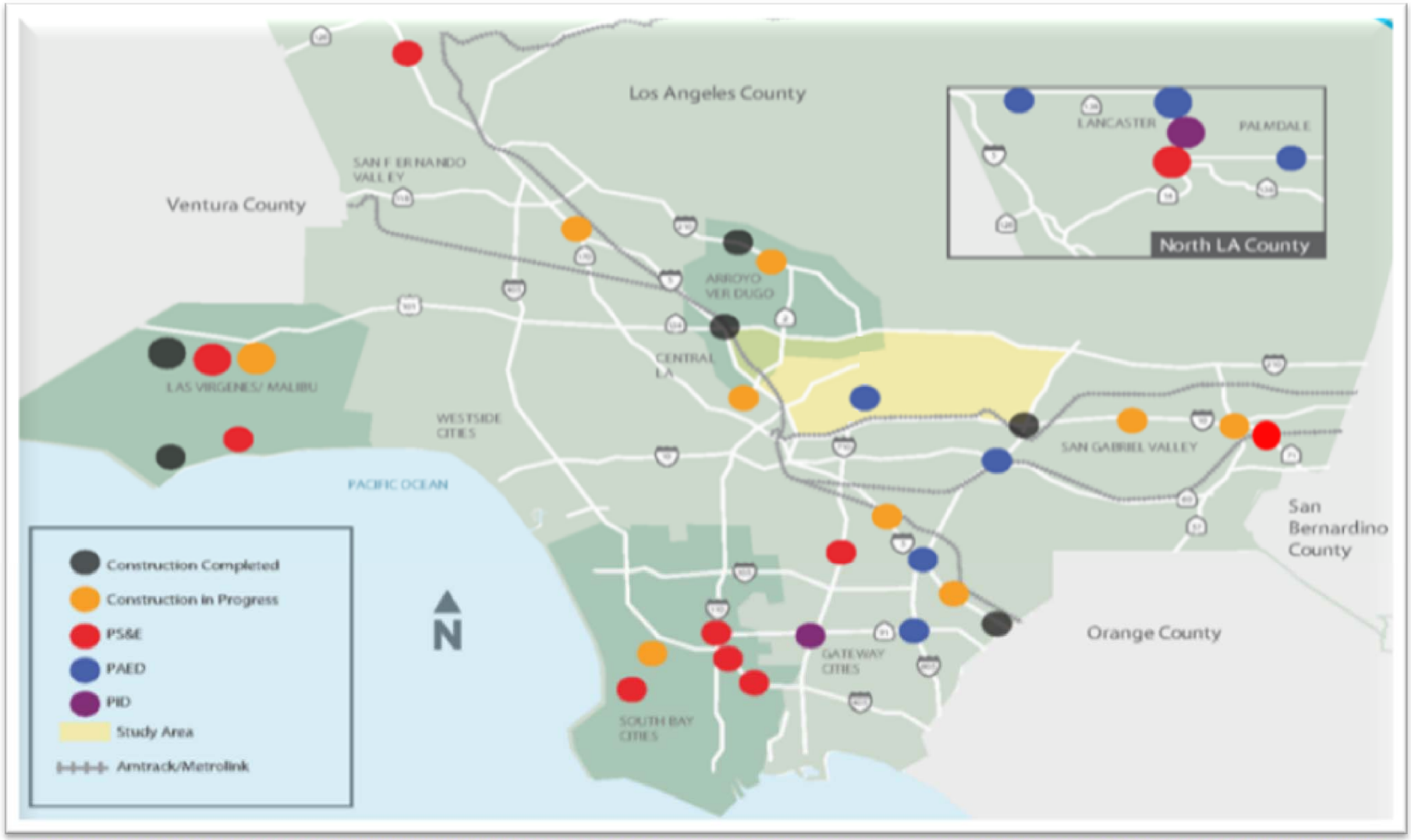
Challenges/Risks:

- Track allocations coordination with other projects/maintenance on Metro Blue Line
- Existing aged ductbank/conduits may require replacement, potential additional scope
- Additional right-of-way needed for new Slauson Interlocking bungalow near 51st Street
- Meet Cap & Trade deadline for funding
- Awaiting proposals; may impact project budget



Project adds 4 Crossovers

Highway Program



Highway Program Status Summary

(Measure R Funded)

#	Project	Current Phase	Estimated Cost of Current Phase ($mil.)	Phase Completion
1	I-5 South – Alondra	Construction	$114.07	Completed
2	I-5 South – Valley View Interchange	Construction	$631.12	Aug 2022
3	I-5 South – Shoemaker, Rosecrans, Bloomfield	Construction	$188.22	July 2018
4	I-5 South – San Antonio, Imperial Hwy and Orr Day	Construction	$323.29	April 2019
5	I-5 South – Florence	Construction	$211.67	Sep 2019
6	I-5 South - Carmenita Interchange	Construction	$419.88	Dec 2018
7	I-5 North - HOV from SR 118 to SR 170	Construction	$219.49	Completed
8	I-5 North - HOV from SR 170 to North of Buena Vista	Construction	$94.72	Completed
9	I-5 North – North of Buena Vista to South of Magnolia Blvd	Construction	$402.38	May 2020
10	I-5 North - Magnolia Blvd to SR 134	Construction	$137.37	Dec 2019

Highway Program Status Summary
(Measure R Funded)

#	Project	Current Phase	Estimated Cost of Current Phase ($mil.)	Phase Completion
11	I-5 North HOV Project SR 14 to Parker Road	Plan, Specification & Estimate (PS&E)	$31.0	Dec 2018
12	Interstate 605 Corridor Hot Spots – I-605/I-5 Interchange Improvement	Project Approval / Environmental Document (PAED)	$20.84	Mar 2019
13	Interstate 605 Corridor Hot Spots – I-605/SR 60 Interchange Improvement	PAED	$30.0	Feb 2020
14	Interstate 605 Corridor Hot Spots – I-605/SR 91 Interchange Improvement	PAED	$7.8	May 2019
15	Interstate 605 Corridor Hot Spots – I-710/SR 91 Interchange Improvement	Project Study Report / Project Development Support (PSR/PDS)	$2.6	June 2017
16	Interstate 405 Crenshaw Blvd On and Off Ramp Improvements	PS&E	$10.3	Aug 2016
17	Interstate 405 and I-110 Aux Lane from SR 91 to Torrance Blvd	PS&E	$9.0	Jul 2017
18	SR 138 I-5 to SR 14	PAED	$25.0	Apr 2017
19	I-710 South	PAED	$91.0	Sep 2018
20	I-710 South Early Action Projects - Soundwall Projects (3 locations)	PS&E	$12.7	Feb 2018
	Subtotal Measure R Highway Projects		**$2,982.45**	

Highway Program Status Summary (Non-Measure R Funded)

#	Project	Current Phase	Estimated Cost of Current Phase ($mil.)	Phase Completion
21	I-10 HOV from Citrus Avenue to SR 57	Construction	$264.4	Nov 2021
22	I-10 HOV from Puente Avenue to Citrus Avenue	Construction	$195.6	Apr 2019
23	SR 57 and SR 60 Mixed Flow Interchange ** (Eastbound and Westbound flyover off-ramp to Grand Ave, Eastbound on-ramp SR-60)	PS&E	$13.0*	Sep 2020
24	SR 71: Interstate 10 to Mission Blvd **	PS&E and ROW	$16.0	Dec 2019
25	SR 71: Mission Blvd to Rio Rancho Road **	PS&E and ROW	$40.0	Dec 2019
	Subtotal Non-Measure R Funded Highway Projects		**$529.0**	
	Total Highway Program		**$3,511.45**	

* Initial Budget Estimate is through completion of Design

** These are projects with completed PAED and in Approved 2009 LRTP and 2014 SRTP

I-5 N Capacity Enhancements (SR14 to Parker Road)

Project Phase: Plan, Specification & Estimate
Approved Budget: $31.4 M
Estimated Cost to Complete Design: $31 M

Accomplishments:

- Five (5) community meetings held between October 2016 and January 2017
- Project on schedule for 35% PS&E to be completed by April 2017

Challenges/Risks:

- Coordination with Caltrans pavement rehabilitation project



I – 5 Corridor Construction



Caltrans

I-5 Corridor Construction Projects Managed by Caltrans and Oversight by Metro

I-5 North: SR 118 to SR 134

Project Phase: Construction

Project Managed by Caltrans:

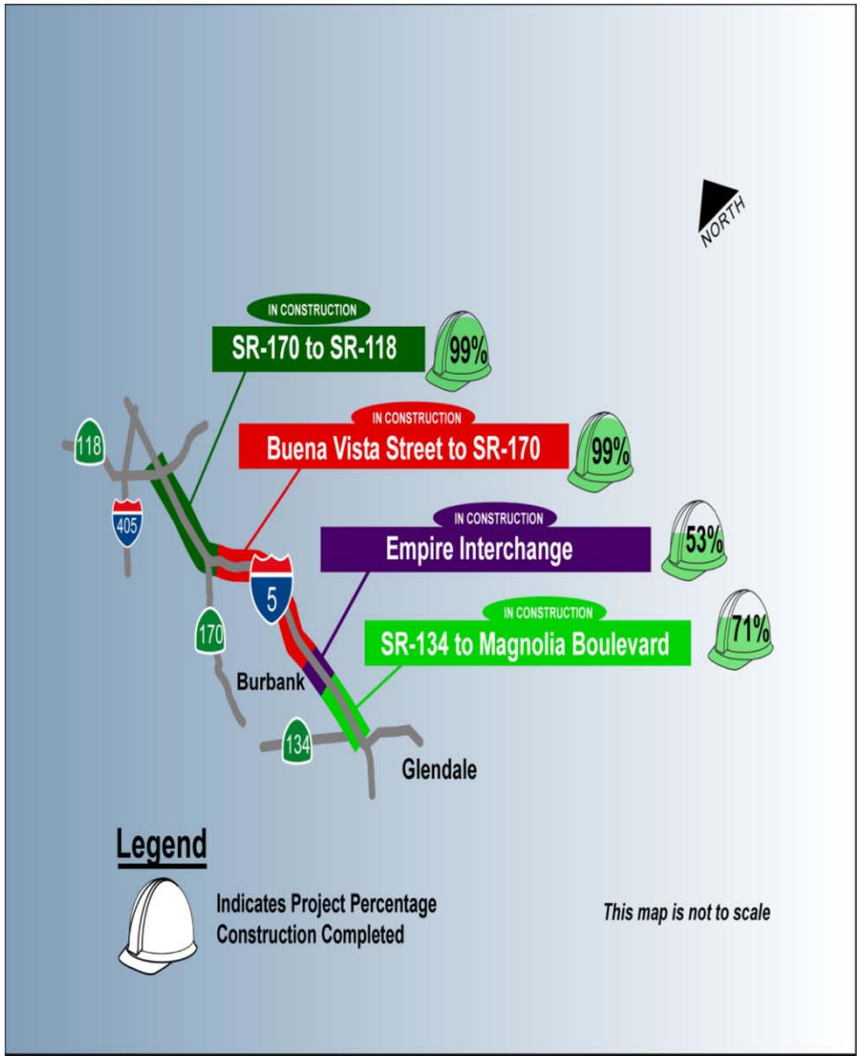
- Approved Budget: $853.96 M
- Estimated Cost to Complete Construction: TBD

Accomplishments:

- SR170 to SR118 – Open to traffic, plant establishment in progress
- North of Buena Vista to SR170 – Open to traffic, plant establishment in progress
- North of Buena Vista to Magnolia Blvd including Empire Blvd Interchange – Construction in progress
- SR 134 to Magnolia Blvd – Construction in progress

Challenges/Risks:

- Adverse field conditions
- Utility relocation/ Railroad work changes
- Survey work related to roadway and structures
- LA River Bridge construction requires significant changes to avoid working on the River bed
- Potential schedule and budget impacts



I-5 South: Orange County Line to I-605

Project Phase: Construction

Project Managed by Caltrans:

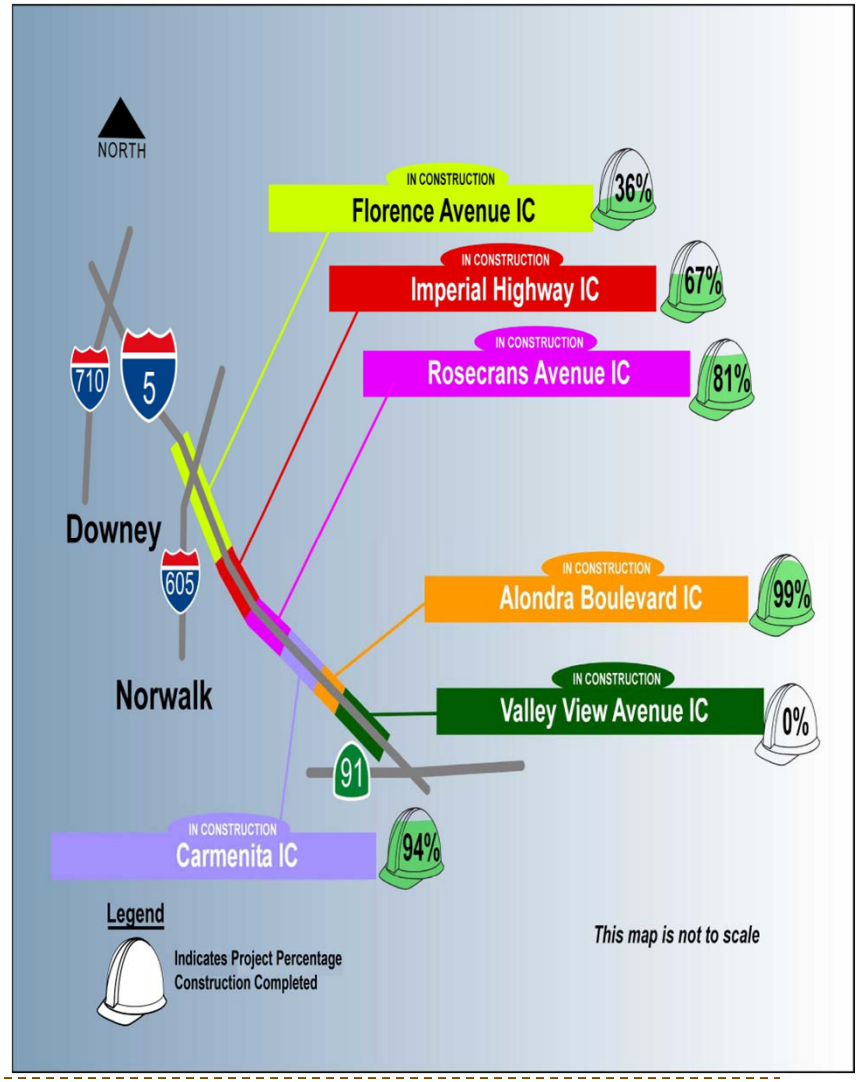
- Approved budget: $1,888.25 M
- Estimated Cost to Complete Construction: TBD

Accomplishments:

- Alondra Blvd – Open to traffic, plant establishment in progress
- Valley View Avenue – Construction began fall 2016
- Rosecrans Avenue – Construction 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
- Potential schedule and budget impacts
- Timely resolution of valid contractors' claims



I-605 "Hot Spots"

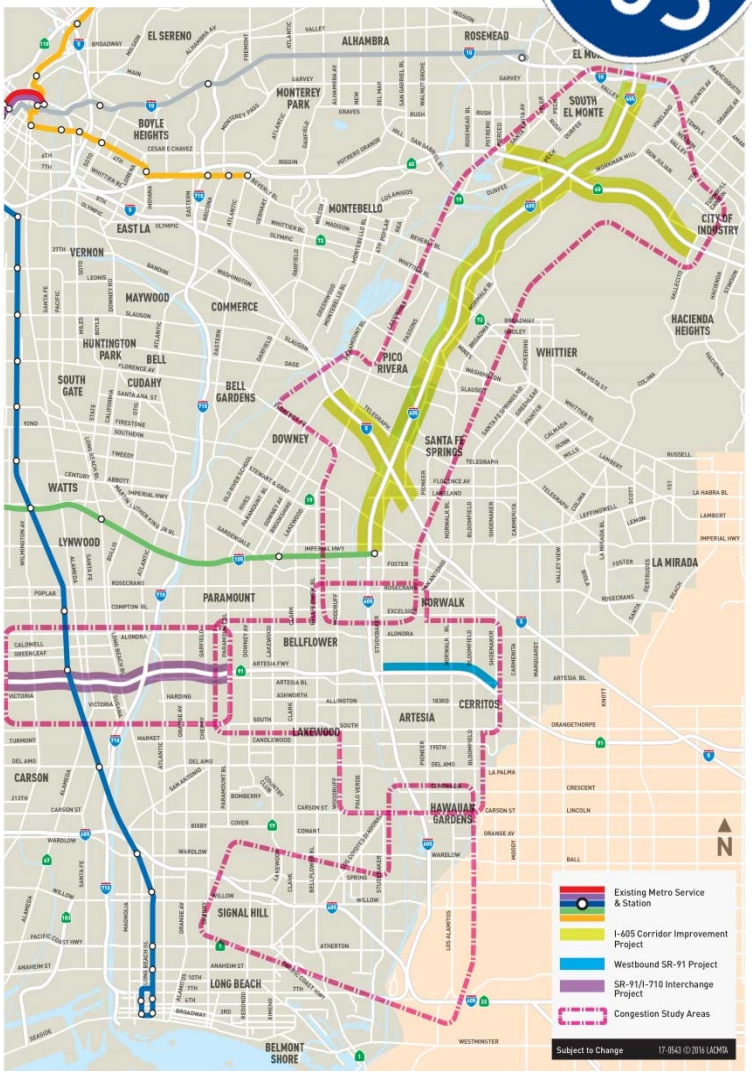
Project Phase: Various
Approved Budget: $61.24 M
Estimated Cost to Complete Phase: $61.24 M

Accomplishments:

- Aggressive contract starts:
  - 605/5 PAED awarded December 2015
  - 710/91 PSR-PDS awarded December 2015
  - 605/91 PAED awarded May 2016
  - 605/60 PAED awarded June 2016
- Effective coordination of all contracts

Challenges/Risks:

- Availability of funding to advance projects to design and construction
- Strategy to resolve: Consider un-bundling the mega projects to smaller fundable projects with independent utility and sustainability



I-710 South

Project Phase: Preliminary Engineering & Environmental

Approved Budget: $91 M

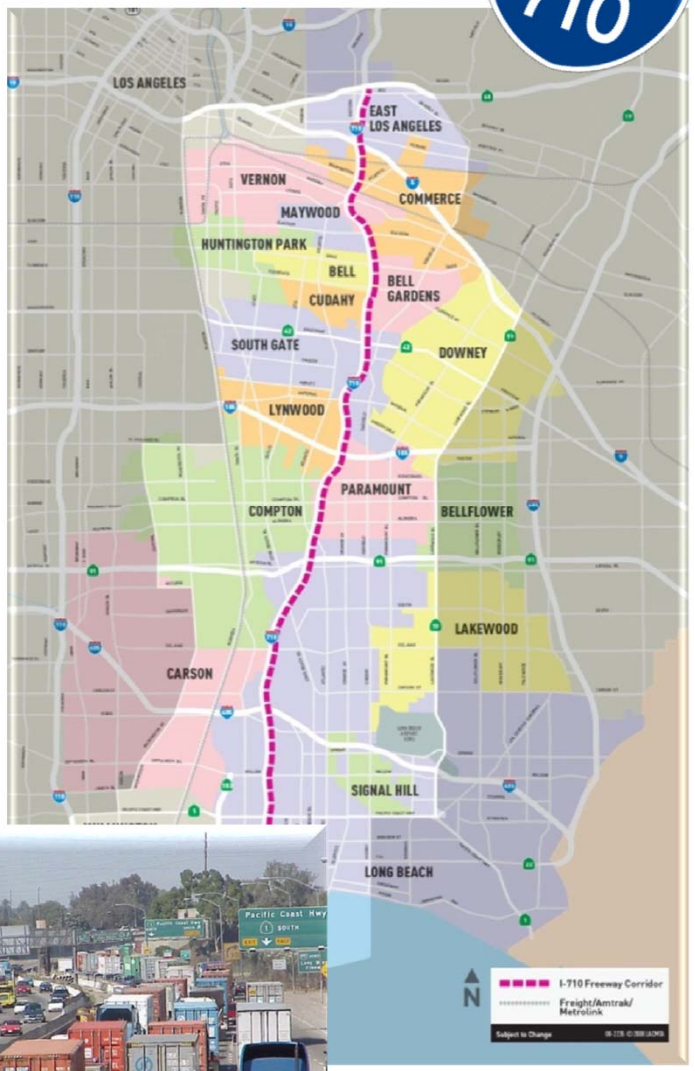
Estimated Cost to Complete Phase: $91 M

Accomplishments:

- On schedule
- Conducting additional studies as directed by the Board
- Strong collaborative work with the local agencies, communities, and Metro Board members in addressing community concerns
- Pursuing early action projects during the development of the corridor environmental documents

Challenges/Risks:

- Availability of funding to pursue design and construction of the proposed improvements
- Strategy to resolve: Pursue implementation of early action projects with independent utility and sustainability



Regional Rail Program



Regional Rail Program Summary

#	Project	Current Phase	Estimated Cost of Current Phase ($mil.)	Phase Completion
1	LINK Union Station	Environmental & PE	$71	June 2019
2	Bob Hope Airport Metrolink Station Pedestrian Bridge Project	Environmental & 90% Design	$4	To Be Determined
3	Bob Hope Airport/Hollywood Way Metrolink Station Project	Construction	$15	April 2018
4	Doran Street and Broadway/Brazil Safety and Access Project	Environmental/100% Design	$10	June 2018
5	Brighton to Roxford Double Track Project	Environmental; Plan, Specification & Estimate 100%Design	$15	October 2018
6	Rosecrans/Marquardt Grade Separation Project	Environmental; Plan, Specification & Estimate 100% Design, Real Estate Acq.	$155.3 (including construction)	June 2022
7	Lone Hill to CP White Double Track Project	Environmental & 30% PE	$5	June 2017
		Total Regional Rail Program	**$275.3**	

Burbank Airport – North Station

Project Budget: $15M

Construction Completion: April 2018

Accomplishments:

- 100% design complete, including City of Burbank's requested revisions for cost-effective Operating & Maintenance (O&M)
- Airport committed to providing courtesy shuttle service between Station and Airport
- Established O&M Plan with the Burbank Airport, City of Burbank, and City of Los Angeles
- Notice of Award for Construction issued January 2017

Challenges/Risks:

- To arrange short term, long term parking solution with the City of Burbank
- Potential closure of Sun Valley Station (within 2 miles of Bob Hope Station) to be determined



Rosecrans/Marquardt Grade Separation Project

Working Project Estimate: $155.3 M

Phase Completion: June 2022

Accomplishments:

- Alternative #2 Offset overpass with connector roads was approved by Santa Fe Springs City Council and the Metro Board
- Environmental documentation obtained CEQA clearance
- Completed 65% Design

Challenges/Risks:

- Multi-agencies cooperation and approval process
- Minimize traffic impacts during construction
- Constraints at Coyote Creek
- Diagonal rail crossing at a busy intersection may be a potential risk
- Securing multi-agency funding for construction



Link Union Station (US)

Estimated Cost to Complete Environmental/PE: $71M
Environmental/PE Completion Date: June 2019

Accomplishments:

- Commitment of $15M and $3.76 M California High Speed Rail funding
- Environmental Design accommodated High Speed Rail and integrated passenger concourse
- 4 Concepts advanced to 10% design level with 1 preferred concept recommended for Environmental Clearance/PE design

Challenges/Risks:

- Obtain funding for design, right-of-way, and construction
- Secure full funding agreement with California High Speed Rail by June 2017



FY18 APE Summary

- New Projects with Planned Adoption of Life-of-Project Budget (separate Board action):
  - Rosecrans/Marquardt Grade Separation Project
  - Airport Metro Connector Project
  - Willowbrook/Rosa Parks Station Improvements Project

- Existing Projects with Potential Adjustments to LOP Budget
  - MBL Signal Rehabilitation Project (separate board action)
  - I-5 South: Orange County Line to I-605
  - I-5 North: SR 118 to SR 134

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
- Secure 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

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Appendix: Project Listing by Type

	TRANSIT CAPITAL PROJECTS WITH TOTAL PROJECT COSTS > $5 M	TYPE	LOP BUDGET ($ MIL.)	
1	BRT 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	
6	Bus Facility Maintenance Improvements & Enhancements Phase II	Bus Facilities Improvements	$20.9	
7	Bus Facility Maintenance Improvements & Enhancements Phase I	Bus Facilities Improvements	$21.2	
8	Bus Facilities Maintenance & Improvement - Phase III	Bus Facilities Improvements	$21.7	
9	Patsaouras Plaza Bus Station Construction	Bus Facilities Improvements	$39.8	
10	El Monte Busway & Transit Center Expansion	Bus Facilities Improvements	$60.1	
		Bus Facilities Improvements Total	**$225**	
11	Crenshaw/LAX Light Rail Transit: Construction	Major Construction	$2,058.0	
12	Regional Connector: Construction	Major Construction	$1,755.8	
13	Westside Purple Line Extension Section 1 Project	Major Construction	$2,778.9	
14	Westside Purple Line Extension Section 2 Project	Major Construction	$2,440.9	
15	Westside Purple Line Extension Section 3 Project	Major Construction	$291.2	(a)
		Major Transit Construction Total	**$9,325**	
16	Patsaouras Bus Plaza Paver Retrofit	Misc. Capital Projects	$9.1	
17	Division 20 Portal Widening Turnback Facility	Misc. Capital Projects	$17.2	(b)
18	Division 22 Paint And Body Shop	Misc. Capital Projects	$11.0	
		Misc. Capital Projects Total	**$37**	
19	Southwestern Maintenance Yard	Rail Facilities Improvements	$157.0	
20	Systemwide Elevator Installations (Vertical Systems)	Rail Facilities Improvements	$8.0	
21	LRT Freeway Stations Sound Enclosures	Rail Facilities Improvements	$8.6	
22	Metro Red Line Civic Center Station Escalator/Elevator Modernization	Rail Facilities Improvements	$12.0	
23	Metro Red Line Escalator Replacement/Modernization	Rail Facilities Improvements	$20.8	
24	Metro Red Line to Orange Line Underpass at North Hollywood Station	Rail Facilities Improvements	$23.1	
		Rail Facilities Improvements Total	**$229**	
25	Metro Gold Line I-210 Barrier Replacement Phase I	Security/Safety	$11.1	(c)
26	Metro Emergency Security Operations Center	Security/Safety	$112.7	
		Security/Safety Total	**$124**	
27	Metro Blue Line Pedestrian Safety Enhancement at Grade Crossings	Wayside Systems	$30.2	
28	Metro Blue Line Signal System Rehabilitation	Wayside Systems	$93.6	
		Wayside Systems Total	**$124**	
		TRANSIT CAPITAL TOTAL	**$10,064**	

(a) Based on projected budget through FY18.
(b) This is the approved budget to complete preliminary engineering.
(c) 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	Measure R Highway Capital Project	$31.0
12	Interstate 605 Corridor Hot Spots – I-605/I-5 Interchange Improvement	Measure R Highway Capital Project	$20.8
13	Interstate 605 Corridor Hot Spots – I-605/SR 60 Interchange Improvement	Measure R Highway Capital Project	$30.0
14	Interstate 605 Corridor Hot Spots – I-605/SR 91 Interchange Improvement	Measure R Highway Capital Project	$7.8
15	Interstate 605 Corridor Hot Spots – I-710/SR 91 Interchange Improvement	Measure R Highway Capital Project	$2.6
16	Interstate 405 Crenshaw Blvd On and Off Ramp Improvements	Measure R Highway Capital Project	$10.3
17	Interstate 405 and I-110 Aux Lane from SR 91 to Torrance Blvd	Measure R Highway Capital Project	$9.0
18	SR 138 I-5 to SR 14	Measure R Highway Capital Project	$25.0
19	I-710 South	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
		Measure R Highway Total	**$2,982.5**
21	I-10 HOV from Citrus Avenue to SR 57	Other Highway Projects	$264.4
22	I-10 HOV from Puente Avenue to Citrus Avenue	Other Highway Projects	$195.6
23	SR 57 and SR 60 Mixed Flow Interchange	Other Highway Projects	$13.0
24	SR 71: Interstate 10 to Mission Blvd	Other Highway Projects	$16.0
25	SR 71: Mission Blvd to Rio Rancho Road	Other Highway Projects	$40.0
		Other Highway Total	**$529.0**
		HIGHWAY PROGRAM TOTAL	**$3,511**

	REGIONAL RAIL	TYPE	CURRENT ESTIMATE ($ MIL.)
1	LINK Union Station	Regional Rail	$71
2	Bob Hope Airport Metrolink Station Pedestrian Bridge Project	Regional Rail	$4
3	Bob Hope Airport/Hollywood Way Metrolink Station Project	Regional Rail	$15
4	Doran Street and Broadway/Brazil Safety and Access Project	Regional Rail	$10
5	Brighton to Roxford Double Track Project	Regional Rail	$15
6	Rosecrans/Marquardt Grade Separation Project	Regional Rail	$155.3
7	Lone Hill to CP White Double Track Project	Regional Rail	$5
		REGIONAL RAIL PROGRAM TOTAL	**$275**

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

Metro

Board Report

File #: 2016-0835, **File Type:** Project **Agenda Number:** 9.

PLANNING AND PROGRAMMING COMMITTEE
MARCH 15, 2017

SUBJECT: BUS RAPID TRANSIT CORRIDOR STUDIES

ACTION: APPROVE STUDY FINDINGS AND APPROVE INITIATION OF ENVIRONMENTAL CLEARANCE

RECOMMENDATION

CONSIDER:

A. RECEIVING AND FILING update on **Vermont BRT Corridor Technical Study**;

B. APPROVING the findings and recommendations from the **North Hollywood to Pasadena Bus Rapid Transit (BRT) Technical Study**;

C. APPROVING advancement of the **North Hollywood to Pasadena BRT corridor into environmental review**; and

D. APPROVING initiation of a technical study for the **North San Fernando Valley BRT Improvements Project preceding environmental review**.

ISSUE

In July and October 2014, Board motions were passed (Attachments A and B) directing staff to begin technical analysis on the Vermont Avenue and the North Hollywood to Pasadena corridors, which were both identified in the Los Angeles County Bus Rapid Transit and Street Design Improvement Study (CBRT) as strong candidates for BRT implementation. This report provides an update on Phase I of the Vermont BRT Corridor Technical Study. This report also presents the findings and recommendations from the North Hollywood to Pasadena BRT Technical Study and recommends that the corridor be advanced into environmental review. It also recommends the initiation of the North San Fernando Valley BRT Improvements Project.

DISCUSSION

Background

In July 2015, BRT staff formally kicked off the technical studies for the Vermont Avenue and the North

Hollywood to Pasadena corridors. The scope included a detailed review of the corridor environment, transit market(s) analysis, development of potential BRT concepts and routes/stations, sketch planning-level conceptual design, evaluation of system performance, forecasting of system benefits, and identification of environmental issues.

Vermont BRT Corridor

The Vermont Corridor, which extends approximately 12.5 miles from Hollywood Boulevard south to 120th Street, is the second busiest bus corridor in Los Angeles County, carrying over 45,000 weekday boardings. The bus service performs unevenly due primarily to challenges associated with operating in a congested, mixed traffic environment. The purpose of the study was to investigate opportunities to improve bus service through the implementation of BRT elements that have been proven in other settings to lower travel time, increase service reliability and enhance the customer experience. The study identified four initial BRT concepts, two of which appear to be promising in terms of improved passenger travel times, faster bus speeds, and increased ridership.

Vermont Corridor Outreach - A special Technical Advisory Committee (TAC) was established early in the study consisting of representatives from the City of Los Angeles' Department of Transportation (LADOT), Bureau of Engineering (LABOE), and Planning, and the County of Los Angeles Department of Public Works. The TAC met regularly to discuss project status, provide technical consultation, and receive feedback on concept definition, design issues, and potential resolutions.

Beginning in December 2015, staff initiated stakeholder outreach efforts through a briefing with elected officials and Board staff. Individual briefings were also offered and provided to representatives from the City of Los Angeles with jurisdiction over the Vermont Corridor. In January 2016, a round of stakeholder roundtable meetings were held on the corridor with invitees from local businesses, religious institutions, schools, hospitals, community/neighborhood groups, major cultural centers, neighborhood councils, and Chambers of Commerce. These briefings yielded valuable feedback that helped inform alternatives development and next steps.

In January and February 2017, staff held a final TAC meeting, elected officials and Board staff briefing, and an Open House for key targeted stakeholders to present and discuss the findings for the Vermont BRT study. Overall, there was strong agreement that BRT could greatly improve bus service along Vermont, but that it needed to consider future conversion to rail.

Measure M includes funding after FY 2067 for potential conversion to rail on the Vermont Corridor. In light of that circumstance, and coupled with the community's express interest to examine the potential for rail conversion, staff is proceeding with Phase II of the Vermont BRT Technical Study, which would evaluate how the BRT could be converted to rail in the future. Environmental review of the BRT would commence thereafter, informed by that effort. Phase II is expected to take approximately 12 months to complete; the Measure M expenditure plan lists the Vermont corridor with a groundbreadking date of 2024.

North Hollywood to Pasadena BRT Corridor

The North Hollywood to Pasadena study area extends approximately 16 miles from the North

Hollywood Metro Red/Orange Line Station to the Metro Gold Line in Pasadena. Of the 700,000 daily trips entering the study area, the overwhelming mode share is single occupant auto trips. Transit currently accounts for just 2% of corridor trips, despite the presence of Metro Rail connections at both ends of the corridor. Transit has been unable to capture a larger share of this travel market for several reasons. First and foremost, there is not a large captive transit market. To attract this choice rider, transit must be more competitive with the automobile in terms of door-to-door travel time, good transit access and passenger comfort/convenience. The existing transit service lacks convenient access to key activity centers and does not offer competitive travel times.

In addition, the existing transit service has a largely east-west orientation with limited access to the study area's biggest activity centers and employers. As a result, market penetration for transit has been low and the overall transportation system is imbalanced. The key challenge for the North Hollywood to Pasadena corridor is to design a premium transit service that captures more of the choice rider market by offering competitive travel times, better transit access and enhanced passenger comfort/convenience. Regional connectivity is also a key element, especially given that this is among the region's largest commuter sheds without a premium transit service.

As described in Attachment C, the study started with ten BRT route concepts. Based on extensive feedback received from corridor cities - Burbank, Glendale, Los Angeles and Pasadena - staff narrowed down routing options to two promising concepts, a street running concept and freeway running concept. The street running concept, which could be a side or center running BRT, would provide improved transit access to major activity centers south of SR-134 and Metro Rail connections at both ends. In the West segment, the most promising alignment is along Olive Avenue, although other arterials like Alameda Street and Magnolia Avenue remain under consideration. In the Center segment, there are two potential routing options via Brand Boulevard or Central Avenue. In the East segment, the route would continue via Colorado Boulevard with a couplet option along Green Street/Union Street.

The freeway running concept would travel via the SR-134 with fewer stops and a slightly shorter route. Under the freeway concept, the BRT could operate along the shoulder or the existing HOV lane and have in-freeway BRT stops/shelters. Although it may provide a faster travel time between North Hollywood and Pasadena, it would provide fewer connections to major activity centers along the corridor. A variation of this option includes a freeway alignment that provides access to the Hollywood Burbank Airport via the SR-134/I-5 freeways.

Both the street and freeway running concepts have merit and are viable concepts that have the potential to address the unmet travel needs in the study area. Projected corridor ridership could range from approximately 10,000 to 18,000 daily riders by 2035 dependent on the final alignment selected. Capital costs range from approximately $274 to $448 million for the street running concept and $123 to $246 million for the freeway running concept. More technical work needs to be done to finalize routing, stop locations, design configuration and operations. Staff recommends advancing both concepts into the environmental phase.

North Hollywood to Pasadena Corridor Outreach - Similar to Vermont, a special TAC was established early in the study consisting of representatives from the Cities of Burbank, Glendale, Pasadena and Los Angeles, as well as other key stakeholders such as Caltrans and the Hollywood Burbank Airport.

Staff also met individually, as needed, with the Cities of Burbank, Glendale, and Pasadena.

Beginning in December 2015, staff initiated stakeholder outreach efforts through a briefing with elected officials and Board staff. Staff also provided updates on the North Hollywood to Pasadena Corridor to the Arroyo-Verdugo Subcommittee, the City of Pasadena's Municipal Services Committee, the Burbank City Council, and Eagle Rock business stakeholders.

In January 2016, a round of stakeholder roundtable meetings were held in the corridor with invitees from local businesses, religious institutions, schools, hospitals, community/neighborhood groups, major cultural centers, neighborhood councils, and Chambers of Commerce. In January and February 2017, staff held a final TAC meeting, elected officials and Board staff briefing, and an Open House for key targeted stakeholders to present and discuss the findings for the North Hollywood to Pasadena BRT study.

Because Measure M includes funding after FY 2067 for potential conversion to rail on the North Hollywood to Pasadena Corridor, the study team notes that one of the alternatives being advanced--a freeway BRT alternative-- does not preclude future conversion to rail. Considerations for conversion can be incorporated into the environmental analysis scope. Overall, there was overwhelming support for advancing BRT into the next phase of study. Staff recommends moving forward with environmental review on the North Hollywood to Pasadena BRT Corridor. Immediately beginning the environmental review will help ensure that the Measure M schedule (groundbreaking date FY 2020) for this project is met.

North San Fernando Valley BRT Improvements

In June 2016, a Board motion was approved (Attachment D) directing staff to begin environmental planning work no later than six months after passage of Measure M. The purpose of this project is to provide a high-capacity east-west transit service in the North San Fernando Valley, especially service to California State University, Northridge (CSUN), ease traffic, meet the growing demand for transit in the San Fernando Valley, and contribute to the success of the countywide transit system by adding connectivity to a large population and significant trip generators, including CSUN and others. The environmental work will be preceded by a technical study exploring routing, stop locations and operations.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

The FY 2016-17 budget includes $1,071,146 in Cost Center 4240 (Regional Transit Planning), Project 405403 (Countywide BRT Program) to initiate Phase II of the Vermont BRT Technical Study and the environmental phase for the North Hollywood to Pasadena BRT Corridor and the North San Fernando Valley BRT Improvements project. Since work on the three corridors would be multiyear, it will be the responsibility of the cost center manager and Chief Planning Officer to budget funds in future years.

Impact to Budget

The source of funds for this recommendation is Proposition A, C and TDA Administration funds which is not eligible for bus and rail operating and capital expenditures.

ALTERNATIVES CONSIDERED

The Board may decide not to approve advancing the North Hollywood to Pasadena BRT Corridor and the North San Fernando Valley BRT Improvements project to the next level of environmental review. This is not recommended as both corridors are included and funded in Measure M. Delaying the environmental analysis would jeopardize the ability to meet the Measure M schedule for project groundbreaking and opening dates.

NEXT STEPS

Should the Board choose to approve staff's recommendations, we will proceed immediately to procure consultant services for environmental reviews of the two corridors. Staff will keep the Board apprised of the three studies and return to the Board with final results. Staff will also move forward with staff recruitment requests, subject to necessary approvals in the FY18 budget, to accomplish the necessary development work on these three transit corridors.

Staff will also begin developing BRT branding and design guidelines/criteria to be considered when designing and implementing any type of BRT system. These guidelines/criteria will also include a methodology for evaluating the performance and benefits of a potential BRT corridor. The BRT system performance standards will assess how well a BRT corridor may be performing, identify actions for improving operating performance and efficiency, and highlight best practices and lessons learned. We anticipate this effort to take approximately nine months to complete.

ATTACHMENTS

Attachment A - July 24, 2014 Board Motion
Attachment B - October 16, 2014 Board Motion
Attachment C - North Hollywood to Pasadena BRT PowerPoint
Attachment D - June 23, 2016 Board Motion

Prepared by: Michael Richmai, Sr. Manager, Transportation Planning, (213) 922-2558
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Reviewed By: Therese McMillan, Chief Planning Officer, (213) 922-3088



Phillip A. Washington
Chief Executive Officer

MOTION BY DIRECTORS MICHAEL ANTONOVICH, ARA NAJARIAN, MARK RIDLEY-THOMAS AND ERIC GARCETTI

July 24, 2014

After several years of evaluation, MTA staff developed a list of eligible corridors for additional bus rapid transit (BRT) projects based on, among other things, ridership potential and net savings of operations funding. Two of the corridors hit upon unmet transit needs, which would greatly relieve congestion and link major transit centers.

The first corridor, Vermont Avenue, has long been recognized as one of the most congested streets in Los Angeles. According to MTA statistics, the Vermont Avenue corridor has among the most daily bus boardings in all of LA County. The bus system is unable to accommodate commuter demands without service improvements.

The second corridor between the North Hollywood Red/Orange Lines and the Pasadena Gold Line, by all accounts, has huge ridership potential and would connect the San Fernando and San Gabriel Valleys. Metro, in collaboration with Bob Hope Airport, is providing an important plane-to-train connection through improvements to the Metrolink Antelope Valley and Ventura County Lines. The Airport recently opened its Regional Intermodal Transit Center that provides seamless connectivity from trains to buses to planes. An additional connection through enhanced BRT is warranted to increase mobility.

I THEREFORE MOVE that the CEO direct staff to advance these projects and provide the Board with a report back in September on an implementation plan to include:

A. Operations requirements
B. Funding requirements
C. Implementation timelines

I FURTHER MOVE that the CEO:

A. Immediately initiate the hiring process for the Bus Rapid Transit planning position included in the Board-approved MTA Fiscal Year 2014-15 budget
B. Dedicate additional staff to the aforementioned projects and the Countywide BRT Study as needed

Attachment B

68

MOTION BY DIRECTORS ARA NAJARIAN, GARCETTI AND ANTONOVICH

Construction Committee

October 16, 2014

At the July 24, 2014 board meeting, the MTA board approved moving both the Vermont Avenue BRT and the North Hollywood to Pasadena BRT to the environmental phase in preparation and anticipation of future funding. Board Chair, Mayor Garcetti, amended the motion to direct that both BRT's should be MTA's top priority for federal small starts funds.

At the board staff briefing this week, MTA staff stated that a consultant was being procured only for the Vermont Avenue BRT, in direct contrast to the board's direction that both BRT projects move forward in tandem to be positioned for small starts funding. To support this motion,

WE THEREFORE MOVE that the consultant procurement for BRT advancement be amended to include the North Hollywood to Pasadena BRT.

Metro

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

Metro

Board Report

File #:2016-0521, **File Type:**Motion / Motion Response

Agenda Number:

REGULAR BOARD MEETING
JUNE 23, 2016

Motion by:

Directors Garcetti, Kuehl, Antonovich, Krekorian and Najarian

as amended by Director Fasana

June 23, 2016

Relating to Item 49, File ID 2016-0319
North San Fernando Valley Transit Improvements

Over the past several years, MTA has studied adding various BRT routes throughout Los Angeles County. It is a priority for MTA to expand its BRT network.

High-capacity east-west transit service in the North San Fernando Valley, especially service California State University, Northridge (CSUN), will ease traffic and meet the growing demand for transit in the San Fernando Valley and will contribute to the success of the countywide transit system by adding connectivity to a large population and significant trip generators, including CSUN and others.

CSUN generates more than 200,000 weekly car trips in Los Angeles County. With over 41,000 students, CSUN has the most students of any California State University. Additionally, with the second highest number of students in the nation receiving need-based federal assistance, CSUN's student population is one that would benefit the most from improved transit service.

Currently, the only high-capacity east-west transit service in the San Fernando Valley is at the far south end of the Valley.

Throughout the Potential Ballot Measure public review process, San Fernando Valley stakeholders repeatedly raised the need for high-capacity transit in the North San Fernando Valley with service to CSUN.

MOTION by Garcetti, Kuehl, Antonovich, Krekorian and Najarian that the Board direct the CEO to add a new "Multi-Year Subregional Program" in the Los Angeles County Transportation Expenditure Plan named "North San Fernando Valley Bus Rapid Transit Improvements" and provide the following:

A. Designate the "North San Fernando Valley Bus Rapid Transit Improvements" as a System Connectivity ("sc") sub-regional category;

B. Funds for the North San Fernando Valley Bus Rapid Transit Improvements will be programmed from the System Connectivity portion of the Transit Construction subfund at $180 million under the "Measure _ Funding 2015$" for this program;

C. A "Schedule of Funds Available" in Fiscal Year 2019 and an "Expected Opening Date" of Fiscal Year 2023;

D. Designate the modal code for this program as a transit category, or "T";

E. Add a footnote to state the following:

1. This project will increase system connectivity in the North San Fernando Valley and the Metro transit system. Environmental planning work shall begin no later than six months after passage of Measure _.

F. Remove the North San Fernando Valley BRT project from footnote "m" (Line 39) as an eligible expenditure.

FASANA AMENDMENT: To provide equivalent funding based on the original allocation of funding (i.e. $180 million is 13% of such funding based on the San Fernando Valley's share) to each of the other subregions to assure and maintain equitable funding.

Attachment C

North Hollywood to Pasadena BRT Corridor Technical Study

Planning & Programming Committee

March 15, 2017

Metro

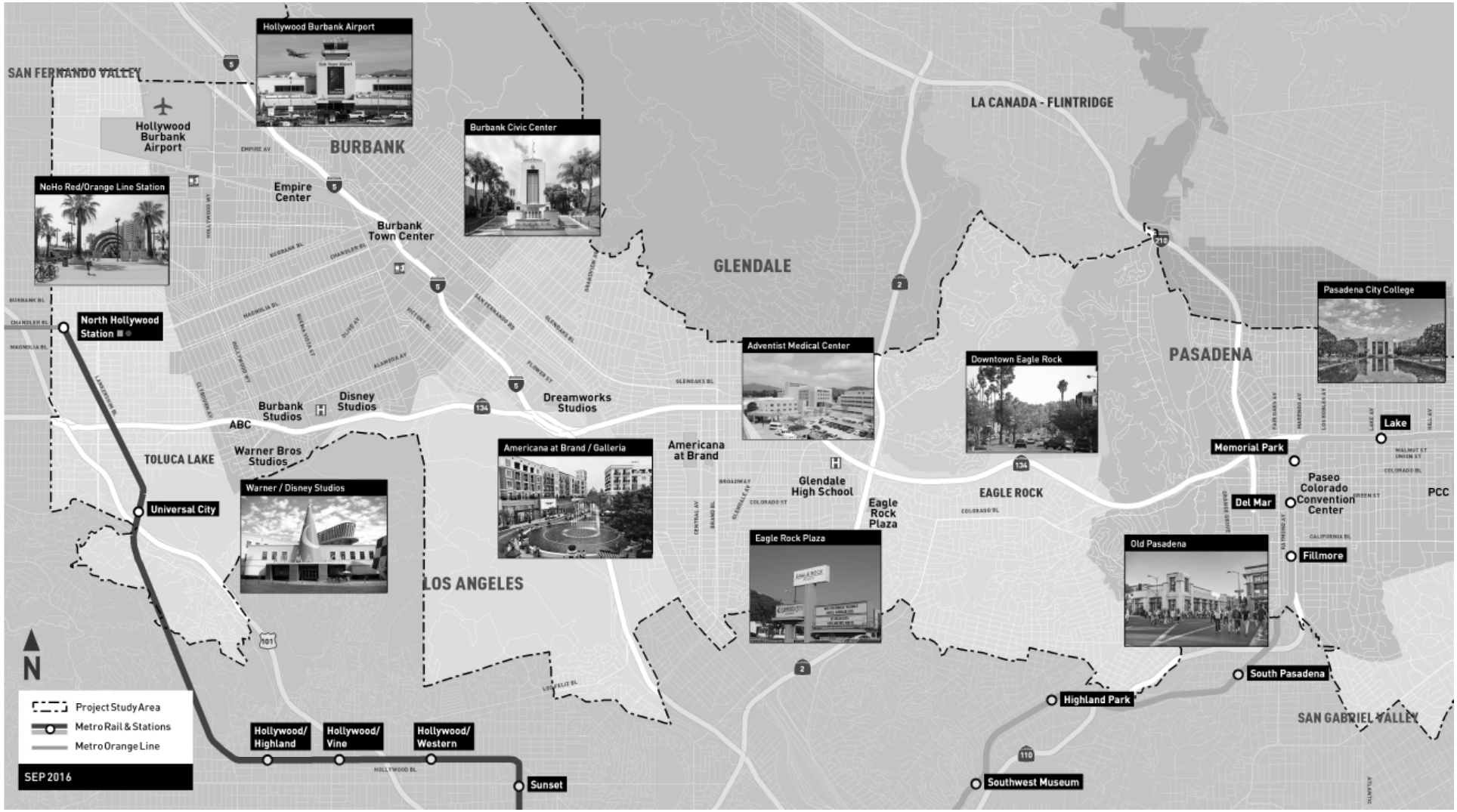
Outline

- Corridor Overview
- Project Goals
- Key Challenges
- Preliminary BRT Concepts
- Assessment of Preferred BRT Concepts
- Key Findings

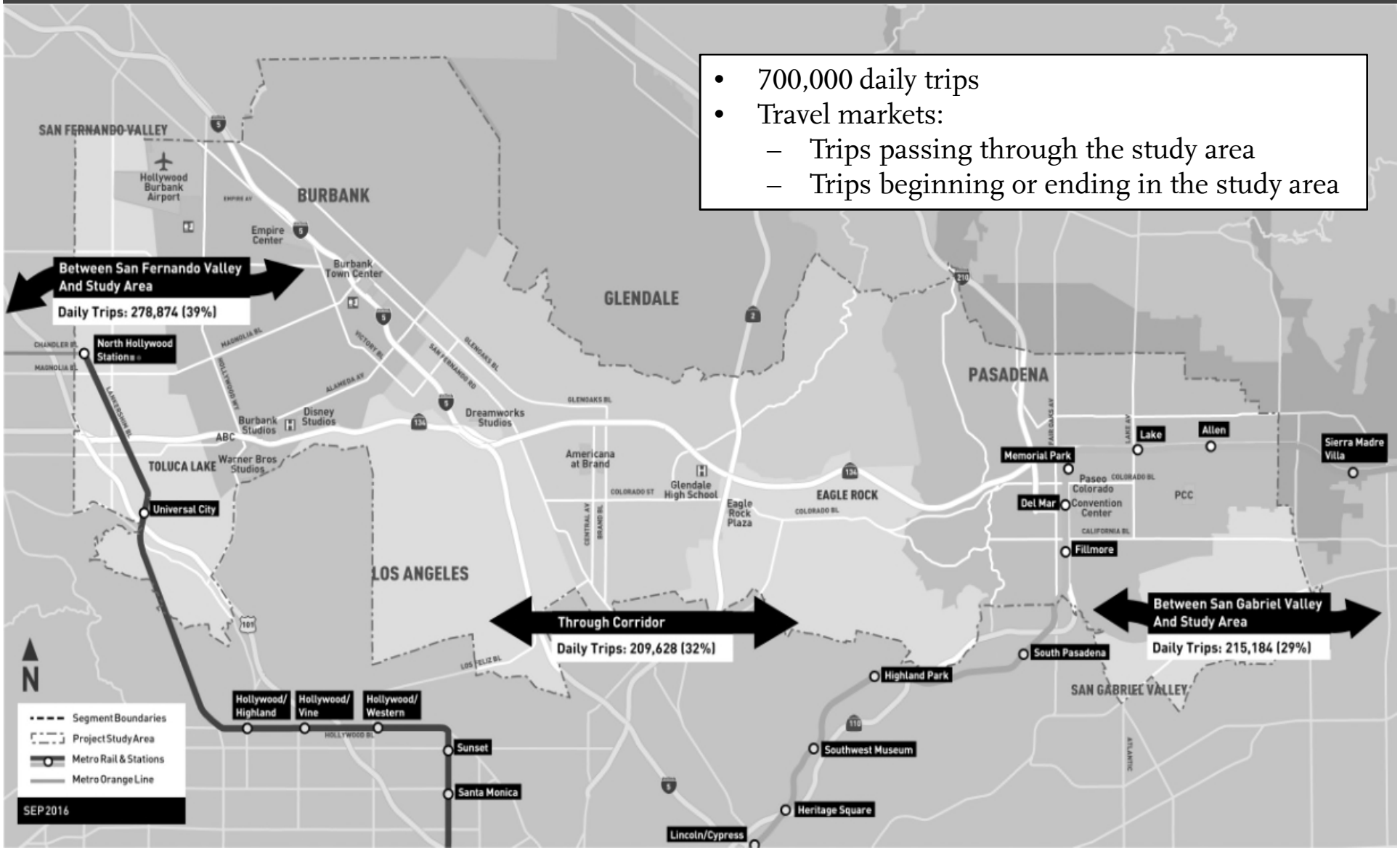
Metro

North Hollywood to Pasadena Corridor Overview

16-mile corridor from North Hollywood to Pasadena



There Are Two Distinct Travel Markets



- 700,000 daily trips
- Travel markets:
  - Trips passing through the study area
  - Trips beginning or ending in the study area

Key Challenge

- Busy corridor with 700,000 daily trips
- Trips are overwhelmingly single occupant auto trips
- Transit carries just 2% of corridor trips
  - Lacks convenient access to key activity centers
  - Does not offer competitive travel times
- Improved transit service is needed to help balance the overall transportation system in the corridor

The primary challenge is to attract more choice riders through a premium bus service that is more competitive with automobiles

Metro

Five Project Goals

- Design a premium transit service that is more competitive with auto travel to attract choice riders
- Improve transit access to major activity centers and employment sites
- Enhance connectivity to Metro and regional rail services
- Provide improved passenger comfort and convenience
- Support community plans and transit-oriented development goals

Metro

BRT Elements



Running Ways



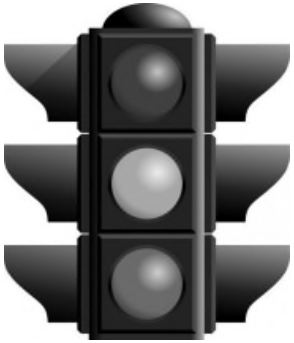
Stations & Stops



Vehicles



Fare Collection



Signal Priority/ Other Signal Improvements



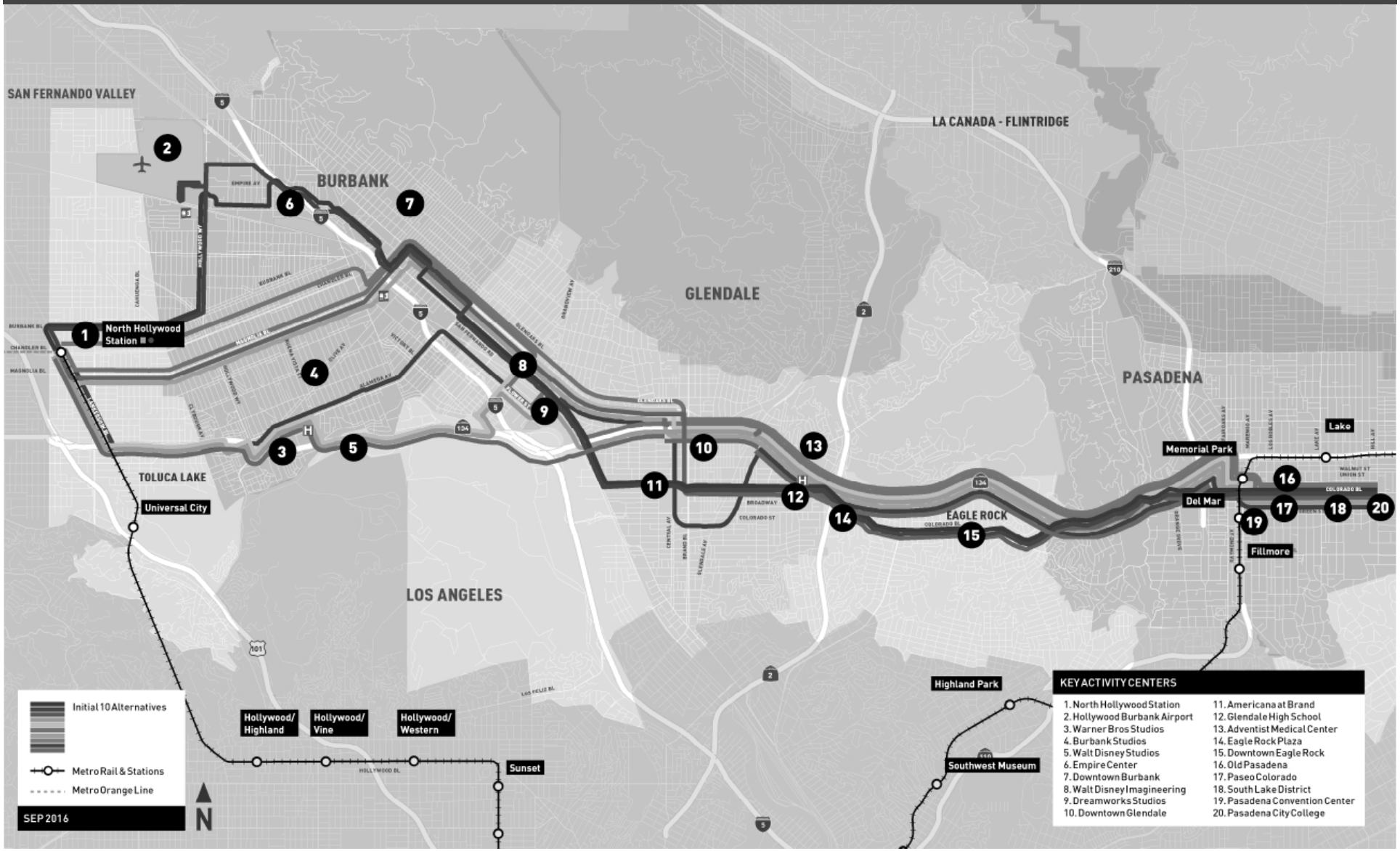
Branding & Image

What Makes a Good BRT Alignment?

- Serves key activity centers, employment centers, and other destinations
- Improves connectivity to other transit services
- Provides an enhanced customer experience
- Improves transit travel times
- Offers sufficient street widths to accommodate dedicated bus lanes

Metro

The Process Started with 10 Alignment Concepts



What We've Heard from the Corridor Cities

City of Burbank

- Concerned with loss of bike path on Chandler
- Desire to minimize parking loss
- Olive has sufficient ROW for BRT and least impact to parking

City of Glendale

- Desire to maintain parking on Brand
- Potential for median running BRT on Glenoaks

City of Pasadena

- Any BRT station components on Colorado would need to be removable for annual Rose Parade
- Other city projects may preclude implementation of dedicated bus lanes

City of Los Angeles

- Provide transit access along Colorado through Eagle Rock

Metro

Concept 1: Primary Street Alignment

- Approximately 18 miles connecting the Metro Gold Line and Orange/Red Line via Colorado, Broadway, Brand, Glenoaks, Olive, and Lankershim
- Dedicated bus lanes along majority of alignment
- Street alignment options:
  - Green/Union Couplet (Pasadena)
  - Central (Glendale)
  - Chandler (Burbank)
  - Magnolia (Burbank)
  - Alameda (Burbank)



Concept 2: Primary Freeway Alignment

- Approximately 16 miles of BRT connecting the Metro Gold Line and Red/Orange Line via SR-134
- Freeway alignment option: access to Burbank Airport via the SR-134/I-5 Freeways



Assessment of Preferred BRT Concepts

	Travel Time (minutes) (2035)	Ridership (2035)	Capital Cost ($ Millions) (2016)	O&M Cost (Annual – $ Millions) (2016)
Primary Street Running	77	18,000	$274 - $448	$14
Primary Freeway Running	52	10,300	$123 - $246	$10

The Street Running Concept has the potential to attract more riders because it has more stations that serve key activity centers

Metro

Key Findings

- Substantial untapped transit market in the study area
- A premium bus service has the potential to capture more choice riders
- The Street Running and Freeway Running concepts serve different market segments
- Both concepts are feasible BRT options to improve transit service and increase ridership in the study area



Street Running Concept


Freeway Running Concept

Metro

Board Report

File #: 2017-0146, **File Type:** Contract **Agenda Number:** 26.

CONSTRUCTION COMMITTEE
MARCH 16, 2017

SUBJECT: CORE CAPACITY ENHANCEMENTS AT DIVISION 20 -PORTAL WIDENING AND TURNBACK FACILITY

ACTION: AWARD PROFESSIONAL SERVICES CONTRACT

RECOMMENDATION

CONSIDER:

A. APPROVING the award of and authorize the Chief Executive Officer to execute a cost-plus fixed fee Contract No. AE66758000 to perform preliminary engineering and complete final design for the **Core Capacity Enhancements at Division 20 for a Portal Widening and Turnback Facility** to T.Y. Lin International, Inc., in an amount not-to-exceed $10,265,661, subject to resolution of any protests;

B. AUTHORIZING Contract Modification Authority in the amount of $2,053,132 (20% of the not-to-exceed contract award value) and authorize the CEO to execute individual Contract Modifications within the Board approved Contract Modification Authority;

C. INCREASING anticipated expenditures and authorization from $3.5M to $17.2M to include contract amounts and modification authority requested in A and B, and Metro staff support costs through Final Design;

D. ENTERING into Letters of No Prejudice (LONP) with the State of California as needed to ensure the eligibility of reimbursement of State funds for design work required to begin before State funds are available;

E. FINDING the Division 20 Portal Widening and Turnback Facility is exempt from the California Environmental Quality Act (CEQA) pursuant to Public Resources Code Section 21080, subdivision (b)(10);

F. ADOPTING the Final Initial Study/Mitigated Negative Declaration (IS/MND) for the Division 20 Portal Widening and Turnback Facility, and the recommended Mitigation Monitoring and

Reporting Program (MMRP) of the Final IS/MND; and

G. ASSURING that the final design in this action preserves the ability to construct a potential future station in the vicinity of 6th Street in the Arts District.

ISSUE

Division 20 is located at 300 S. Santa Fe Ave near 4th St in downtown LA. Metro committed to the Federal Transit Administration (FTA), as part of the Full Funding Grant Agreement for the Westside Purple Line Extension (WPLE) Section 1, to make appropriate infrastructure modifications to allow the Purple and Red Line systems to operate at reduced headways. The Full Funding Grant Agreement indicates reduced headway capability must be achieved by late 2024.

To achieve the required headway for the Red and Purple Lines, the portal must be widened and tracks must be modified where Purple and Red Line trains transition from the existing twin bored tunnels to daylight into the current yard facilities at One Santa Fe. In addition to the portal widening, a turnback facility must be constructed to maximize capability of trains to change directions to and from Union Station.

The design for the portal widening and turnback facility must be capable of preserving the potential for future expansion plans including a station in the vicinity of 6th Street. The Metro Board passed a motion regarding future expansion plans for Metro track and facilities in the Arts District on January 26, 2017 (attached). This action is consistent with that motion.

BACKGROUND

In April 2016, the Board approved a budget of $3.5M to initiate design of the project based on a phased design and construction approach to meet the following constraints:

- The Project shall be environmentally cleared in accordance with the Final IS/MND.
- Purchase real estate if necessary in order to construct the Portal widening and Turnback facility.
- Construction of the Portal Widening and Turnback Facility must be performed while the Red and Purple lines are under operation. Protection of existing track, train control and communication systems will be required during the construction process. Limited work windows will also be required to allow for safe operations.
- A track welding area identified in the WPLE Section 1 contract must be accommodated to prevent delays to the WPLE Section 1 contract.

Three phases of the project included:

Phase 1 - Design of the Portal

Phase 2 - Construction of the Portal and Design of the Turnback

Phase 3 - Construction of the Turnback

DEVELOPMENT OF REQUEST FOR PROPOSAL

During development of the Request for Proposal (RFP) for Phase 1, staff determined that combining Phases 1 and 2 for design of both the Portal Widening and Turnback Facility under one contract would provide a seamless design and be more efficient from a cost and schedule perspective. Economies of scale would also be achieved given the interdependencies between design of the Portal Widening, the Turnback Facility and layout of tracks for access to the mainline. In addition, combining design for Phases 1 and 2 would avoid the extra time and expense of procuring separate designers for the Portal and the Turnback. Phase 3 would incorporate construction of both the Portal and Turnback.

This Board Action requests authorization for Final Design of the Portal Widening and Turnback Facility combined in the amount of $17,200,000 including $10,265,661 for the consultant contract, $2,053,132 in contract modification authority, and $4,881,207 for Metro staff support through final design. The Disadvantaged Business Enterprise goal for this Professional Services contract is 27%.

TASKS FOR COMBINED PORTAL WIDENING AND TURNBACK DESIGN

Staff expects the project to remain within the $3.5M budget authorization through FY17 in accordance with the cash flow presented in the April 2016 Board Report and the FY17 Annual Program Evaluation (APE). The Contract will be distributed in line with the following tasks as part of the FY2018 budget process. Each task will commence upon written authorization from the Metro Project Manager:

Task 1) Preliminary Engineering Portal and Turnback

Task 2) Final Design

Task 3 Bid Support Services

Task 4) Design Services during Construction

CEQA COMPLIANCE

Under Section 21080, subdivision (b)(10), of the California Public Resources Code, the Project is

exempt from the California Environmental Quality Act (CEQA). This CEQA exemption applies to projects, such as the Portal Widening and Turnback Facility, which institute or increase passenger or commuter service on rail already in use. Although the Portal Widening and Turnback Facility is exempt from CEQA compliance, Metro, as lead agency, voluntarily prepared an Initial Study/Mitigated Negative Declaration (IS/MND) document to consider and publically disclose the Project's potentially significant environmental effects, identify mitigation measures, and solicit public comment. All public comments have been received and addressed and have been incorporated in the Final (IS/MND) document (<https://www.metro.net/projects/capital-projects/>, under "Reports and Info"). The Final IS/MND document includes information on impacts that will not exceed the threshold of significance with the adoption of mitigation measures. Metro will commit to ensuring that the mitigation measures identified in the Final IS/MND document are implemented during the design and construction process. The Mitigation Monitoring and Reporting Program (MMRP) attached to the Final IS/MND documents the committed mitigation measures. Metro staff will keep track of the environmental commitments per the Final IS/MND and MMRP during project implementation.

COMMUNITY OUTREACH

To inform the public about this project, a community meeting was held on December 21, 2016 in coordination with the Historic Cultural Neighborhood Council Urban Design/Land Use Committee (HCNC UD/LUC). In addition, briefings were held with the Los Angeles Rivers Artists and Business Association on January 9, 2017, Regional Connector Community Leadership Council 1st/Central Station Committee on January 11, 2017, Central City Association Transportation, Infrastructure and Environment Committee on January 12, 2017, Arts District Los Angeles Business Improvement District on January 13, 2017, and HCNC UD/LUC on January 18, 2017. Briefings were also held with representatives from the offices of Metro Board Directors Eric Garcetti and Hilda Solis and City of Los Angeles Council member José Huizar. Staff emphasized that the currently proposed rail yard improvements do not include a station but will be designed in a manner that would not preclude future stations and/or other improvements along the mainline and in the rail yard between the 101 Freeway and 6th Street. Community outreach is planned to continue throughout the design phase which is scheduled to begin in spring 2017.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety.

FINANCIAL IMPACT

There is no impact to the FY17 budget for the proposed recommendations. If Recommendation C is approved, this action will be funded as part of the FY18 capital budget under Project 865119 Division 20 Portal Widening and Turn back Facility, cost center 8510, account number 50316 Professional and Technical Services. This is a multi-year project requiring expenditure authorizations in fiscal year increments until a Board Authorized Life of Project Budget is adopted. It is the responsibility of the Project Manager and Chief Program Management Officer to budget for this project in the future fiscal years.

Metro recently received a $69.2M grant from the Cap & Trade Transit and Intercity Rail Capital

Program (TIRCP) to be applied towards this Project. Staff seeks to apply a portion of this grant for funding of the Design phase beginning with preliminary engineering. Confirmation of the availability of TIRCP funds will take place at the individual California Transportation Committee (CTC) meetings beginning in January 2017 with the request for a portion of the TIRCP funding to be applied for Design. Staff expects authorization of a total of $5M from TIRCP funds for the Design phase with the balance to be applied to the Construction phase. However, Metro must be prepared to enter into LONPs with the State in the event availability of TIRCP funding does not match the project timeline. Upon CTC approval, staff will apply the TIRCP funds in accordance with CTC authorization instructions.

At this time the anticipated expenditures and authorizations required thru FY18 is $17.2M. FY17 is authorized up to $3.5M using Planning and Admin funds, with $5M CTC TIRCP authorization for use in the FY18 period. The remaining $8.7M balance required for this project will be funded using Measure R 35% funds.

Impact to Budget

There is no change to the FY17 approved budget. The request for increase authorization to $17.2M includes contingency for the design contract and Metro staff labor to manage the design. The funds required for this action includes $3.5M in Planning/Admin Funds, $5.0M in future CTC approved TIRCP funds and $8.7M in FY18 Measure R 35% funds. Due to the underground nature of the project work scope, Proposition A or Proposition C funds were not considered and are not included in this authorization request. There is no impact to Operations eligible funding. No other funds were considered.

ALTERNATIVES CONSIDERED

The Board could hold design and construction of the Portal Widening and Turnback Facility until completion of Section 2 of the Purple Line when reduced headways are required. This approach is not recommended as it has the potential for increased conflicts between operations and construction as more Red and Purple Line trains are introduced into the tunnel by the more frequent headways.

NEXT STEPS

Upon Board approval, the Contract for design including bid support services and design support during construction will be executed. Staff anticipates real estate activities to be initiated in early 2017 and returning to the Board in FY2018 for additional funding for real estate acquisition. Staff will file a Notice of Exemption to the State of California and Los Angeles County immediately after the Board approval. In addition, because Metro has voluntarily prepared an IS/MND and MMRP, staff will file a Notice of Determination to the State of California and Los Angeles County immediately after Board adoption of this project's IS/MND and MMRP.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Attachment C - Division 20 Portal Widening Turnback Draft Project Schedule
Attachment D - Motion: Downtown Los Angeles Arts District Connectivity

Prepared by:

Rick Meade, Executive Officer (213) 922-7917

Reviewed by:

Richard Clarke, Chief Program Management Officer (213) 922-7557
Debra Avila, Chief Vendor/Contract Management Officer (213) 418-3051

ATTACHMENT A

PROCUREMENT SUMMARY

CORE CAPACITY ENHANCEMENTS AT DIVISION 20 PORTAL WIDENING AND TURNBACK FACILITY / AE66758000

1.	**Contract Number**: AE66758000	
2.	**Recommended Vendor**: T.Y. Lin International	
3.	**Type of Procurement (check one):** ☐ **IFB** ☐ **RFP** ☒ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: July 20, 2016	
	B. Advertised/Publicized: July 20, 2016	
	C. Pre-proposal/Pre-Bid Conference: August 9, 2016	
	D. Proposals/Bids Due: September 9, 2016	
	E. Pre-Qualification Completed: December 13, 2016	
	F. Conflict of Interest Form Submitted to Ethics: December 5, 2016	
	G. Protest Period End Date: 2/17/2017	
5.	**Solicitations Picked up/Downloaded**: 32	**Bids/Proposals Received**: 5
6.	**Contract Administrator**: Dianne Sirisut	**Telephone Number**: 213-922-2737
7.	**Project Manager**: June Susilo	**Telephone Number**: 213-922-5232

A. Procurement Background

This Board Action is to approve the award of Contract No. AE66758000, issued in support of the widening of the existing Division 20 portal structure and proposed turnback facility in preparation for the opening of the Westside Purple Line Extension Section 1. The scope of services will include four tasks: 1) Preliminary Engineering, 2) Final Design, 3) Bid Support Services, and 4) Design Services during Construction. Board approval of contract awards are subject to resolution of all properly submitted protests.

The RFP was issued in accordance with Metro's Acquisition Policy and the contract type is a cost plus fixed fee. Two amendments were issued during the solicitation phase of the RFP:

- Amendment No. 1, issued on August 22, 2016, extended the proposal due date to September 9, 2016, and revised the technical specifications.
- Amendment No. 2, issued on August 31, 2016, revised the technical specifications and submittal requirements.

On August 9, 2016, Metro held a pre-proposal conference in the Gateway conference room on the third floor of the Gateway Building. There were 50 representatives from 31 firms that signed in at the pre-proposal conference. There were 32 registered plan holders that obtained the RFP package. A total of five proposals were received on

September 9, 2016. The procurement was designated as a Race Conscious Diverse Business Enterprise (RC-DBE) solicitation with a 27% DBE participation goal.

B. Evaluation of Proposals/Bids

A Proposal Evaluation Team (PET) consisting of staff members from Metro Program Management, Maintenance, and Engineering 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:

- Experience and Capabilities of the Firms on the Consultant Project Team 20%
- Key Personnel's Skills and Experience 40%
- Project Management Plan 20%
- Understanding Design Approach 20%

The evaluation criteria were appropriate and consistent with criteria developed for other, similar Architect and Engineers (A&E) solicitations. Several factors were considered when developing these weights, giving the greatest importance to the key personnel skills and experience.

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

Metro received five proposals on October 3, 2016, from the following firms:

1. HDR Engineering, Inc. (HDR)
2. HNTB Corporation (HNTB)
3. Mott MacDonald, LLC (MM)
4. RailPros, Inc. (RP)
5. T.Y. Lin International (TYLI)

The PET invited the five proposers to oral presentations on August 29, 2016. Each of the firms' Principal-in-Charge, Project Manager, and five other key personnel had an opportunity to present each team's qualifications and respond to the evaluation committee's questions. Each team was asked questions relative to each firm's proposed alternatives and previous experience.

Qualifications Summary of Recommended Firm:

The evaluation performed by the PET, in accordance with evaluation criteria set forth in the RFP, determined T.Y. Lin International (TYLI) as the most qualified firm to provide the required services.

TYLI is an internationally recognized, multi-disciplined full-service infrastructure engineering firm providing innovative, cost-effective, and constructible designs for

over 60 years. TYLI has more than 2,800 employees throughout the Americas and Asia, with nine offices in California and over 200 California employees. TYLI has provided services in architecture, environmental, planning, surveying, design, mechanical and electrical engineering, construction management, construction engineering, and program management.

TYLI has been the lead structural engineer providing services to support the MUNI Metro Turnback project, provided project management oversight to California High-Speed Rail project, and was the prime consultant for the San Ysidro Freight Rail Yard Improvement project where TYLI managed the civil, track and electrical design. In addition, TYLI has been the prime designer on a design-build team where they provided engineering design services for Phase 1 of the Bay Area Rapid Transit extension.

The PET ranked the proposals and assessed strengths, weaknesses and associated risks of each of the Proposers to determine the most qualified firm.

	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
1	**TYLI**				
2	Experience and Capabilities of the Firms on the Consultant Project Team	89.00	20%	17.80	
3	Key Personnel's Skills and Experience	87.67	40%	35.07	
4	Project Management Plan	91.00	20%	18.20	
5	Understanding Design Approach	93.67	20%	18.73	
6	**Total**		**100%**	**89.80**	**1**
7	**HNTB**				
8	Experience and Capabilities of the Firms on the Consultant Project Team	88.33	20%	17.67	
9	Key Personnel's Skills and Experience	86.33	40%	34.53	
10	Project Management Plan	85.00	20%	17.00	
11	Understanding Design Approach	83.00	20%	16.60	
12	**Total**		**100%**	**85.80**	**2**
13	**HDR**				
14	Experience and Capabilities of the Firms on the Consultant Project Team	85.00	20%	17.00	
15	Key Personnel's Skills and Experience	81.67	40%	32.67	
16	Project Management Plan	86.00	20%	17.20	
17		84.00	20%	16.80	

	Understanding Design Approach				
18	**Total**		**100%**	**83.67**	**3**
19	**RP**				
20	Experience and Capabilities of the Firms on the Consultant Project Team	81.67	20%	16.33	
21	Key Personnel's Skills and Experience	81.33	40%	32.53	
22	Project Management Plan	78.33	20%	15.67	
23	Understanding Design Approach	80.00	20%	16.00	
24	**Total**		**100%**	**80.53**	**4**
25	**MM**				
26	Experience and Capabilities of the Firms on the Consultant Project Team	80.67	20%	16.13	
27	Key Personnel's Skills and Experience	71.67	40%	28.67	
28	Project Management Plan	75.00	20%	15.00	
29	Understanding Design Approach	70.00	20%	14.00	
30	**Total**		**100%**	**73.80**	**5**

C. Cost/Price Analysis

The cost analysis included the following: (1) a comparison with historical cost data of other firms offering similar services; (2) an analysis of prior audited and overhead rates, and factors for labor and other direct costs, and (3) compliance with Federal Acquisition Regulation (FAR) Part 31 guidelines. Metro has negotiated fixed rates for direct labor, provisional overhead rates, and a negotiated fixed fee for the Contract. The negotiated amount has been determined to be fair and reasonable.

An audit request has been submitted to the Metro Management Audit Services Department (MASD). In order to prevent any unnecessary delay in contract award, provisional overhead rates have been established subject to adjustment based on any audit findings. In accordance with FTA Circular 4220.1.f, if an audit has been performed by any other cognizant audit agency within the last twelve month period, Metro will receive and accept that audit report rather than perform another audit.

Proposer Name	Proposal Amount	Metro ICE	Negotiated or NTE amount
T.Y. Lin International	$13,971,565	$8,781,151	$10,265,661

D. Background on Recommended Contractor

TYLI, located in Los Angeles, California, has been in business for over 60 years and is the leader in engineering, design, and construction management. TYLI has provided transit and rail services in planning design, and construction for high-speed rail, light rail, freight railways, multi-modal facilities, and maintenance yards. TYLI's most recent experience includes structural engineering services to support the MUNI Metro Turnback, design services in trackwork and third rail for Bay Area Rapid Transit Extension in San Jose, and project management oversight for many projects including the California High-Speed Rail.

ATTACHMENT B

DEOD SUMMARY

CORE CAPACITY ENHANCEMENTS AT DIVISION 20 PORTAL WIDENING AND TURNBACK FACILITY / AE66758000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 27% Disadvantaged Business Enterprise (DBE) goal for this solicitation. T.Y. Lin International met the goal by making a 27.01% DBE commitment.

Small Business Goal	27% DBE	Small Business Commitment	27.01% DBE

	DBE Subcontractors	Ethnicity	% Commitment
1.	Anil Verma Associates	Subcontinent-Asian American	7.69%
2.	Kal Krishnan Consulting Services	Subcontinent-Asian American	2.80%
3.	Wagner Engineering & Survey	Non-Minority Female	1.64%
4.	LIN Consulting, Inc.	Asian Pacific American	12.30%
5.	Earth Mechanics, Inc.	Asian Pacific American	2.18%
6.	SafeProbe, Inc.	Asian Pacific American	0.40%
	Total Commitment		**27.01%**

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

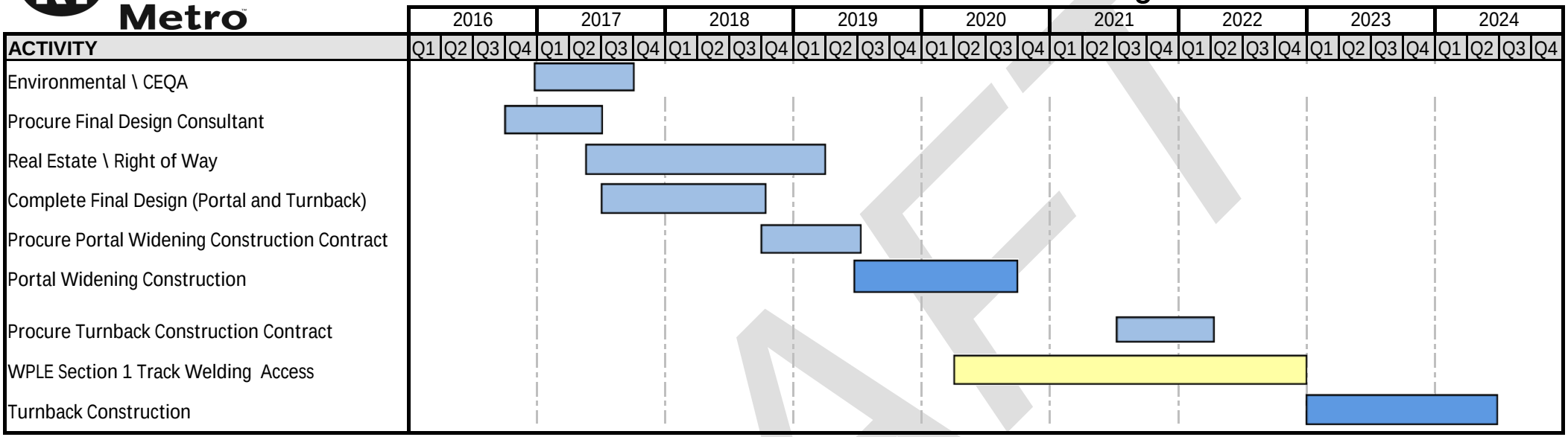
Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).Trades that may be covered include: surveying, potholing, field, soils and materials testing, building construction inspection, construction management and other support trades.

D. Project Labor Agreement/Construction Careers Policy

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

Attachment C

Division 20 Portal Widening Turnback



Schedule calendar is fiscal year based

Preliminary Draft - schedule subject to change

1/11/2017

DRAFT

Metro

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

Metro

Board Report

File #:2017-0020, **File Type:**Motion / Motion Response

Agenda Number:41

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
JANUARY 19, 2017

Motion by:

Directors Garcetti, Solis and Bonin

January 19, 2017

Downtown Los Angeles Arts District Connectivity

Metro Rail service is intended to serve high-density areas and major trip generators throughout Los Angeles County. Transit service to these types of locations, such as the Wilshire Corridor, the Historic Core, North Hollywood, Santa Monica, Pasadena, Long Beach, and other thriving locations is important to meet the mobility needs of Los Angeles County.

There are several outstanding priorities in and around MTA's Division 20 rail maintenance facility in the Arts District. MTA must improve Division 20 to service the Purple Line Extension project. Additionally, there is an opportunity to extend rail service to the Arts District.

Combined, the Purple Line Extension Section 1 and Section 2 projects include over $3.6 billion in federal funding and financing. These federal funds are predicated on specific service standards, namely, train service every four minutes.

The federal funding requirements compel MTA to improve the subway turn-back capabilities by constructing a facility at the Division 20 maintenance facility. These improvements must be completed to meet federal service requirements, maintain federal funding agreements, and to start service on the Purple Line Extension. Failure to do so could put over $3.6 billion in federal funding at risk.

In addition, with the passage of Measure M, MTA's current plans for Division 20 must be revised to accommodate the acceleration of the Purple Line Extension Section 3 to 2024. This will require an expansion of subway vehicle storage, maintenance, and testing infrastructure.

At the same time, MTA has since 2010 studied extending the Red and Purple Lines from Union Station to the Arts District, with possible stations and 1st Street, 3rd Street, and/or 6th Street.

An Arts District Extension is a great opportunity to support the continued development of a transit-oriented community with a rapidly expanding population and a strong desire for transit service. The Arts District has become a widely popular arts, culture, and shopping destination with rapid

residential growth. There are over twenty development projects in the Arts District under construction, entitled or in the entitlement process, including 670 Mesquit, 6AM, Row DTLA, 520 Mateo Street, the Ford Motor Factory Building, 950 E. 3rd Street, At Mateo, and others. Additionally, the Arts District is the location of several major infrastructure projects that will improve the public realm, such as the 6th Street Viaduct Replacement project and MTA's LA River Waterway & System Bikepath project.

MTA's first priority for Division 20 must be to support the Purple Line Extension. However, MTA should do everything possible to extend rail service to the Arts District.

CONSIDER **Motion by Garcetti, Solis and Bonin** that the Board direct the CEO to:

A. Immediately initiate a holistic assessment of MTA's long-term needs at Division 20 and accommodation of future Arts District station access, including:

1. Turn-back facility improvements,

2. Rail car storage, maintenance facility, and vehicle test track needs required to start service on the Purple Line Extension Section 3 in 2024 per the Measure M ordinance,

3. Rail service expansion to the Arts District with station options at 1st Street, 3rd Street, and/or 6th Street, with connections into the Arts District, to MTA's LA River Waterway & System Bikepath project, and to the 6th Street Viaduct Replacement project,

4. Consideration of additional property required to meet all the above needs;

FURTHER MOVE that the MTA Board direct the CEO to:

A. Design Division 20 so as to not preclude new stations and necessary track(s) in the future if funding is identified for an Arts District station(s) on the Red/Purple Line.

B. Work with the City of Los Angeles to develop creative strategies to establish innovative funding mechanisms dedicated to off-set the costs of new stations in the Arts District.

C. Provide an initial report back on all the above during the April 2017 Board cycle.

File #: 2017-0087, **File Type:** Policy **Agenda Number:** 27.

REGULAR BOARD MEETING
MARCH 23, 2017

SUBJECT: CRENSHAW/LAX TRANSIT CORRIDOR PROJECT

ACTION: ADOPT RESOLUTION OF NECESSITY TO ACQUIRE PARCELS HS-2701 AND HS-2701-1

RECOMMENDATION

CONSIDER:

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

B. ADOPTING the **Resolution of Necessity authorizing the commencement of an eminent domain action to acquire Parcels HS-2701 (APN 4013-008-008) and HS-2701-1 (APN 4013-007-32, 022, 021 and 029)**, consisting of the real property and site improvements (hereinafter the "Property").

(REQUIRES TWO-THIRDS VOTE)

BACKGROUND

Acquisition of the Property (Attachment "A") located at 1119-1137 E. Redondo Blvd., and the parking lot on the south side of Redondo Blvd, west of West Blvd, City of Inglewood, is required for the construction and operation of a light rail transit alignment, roadway modifications, station, station amenities, parking and park & ride facilities, a traction power sub-station (TPSS), and related purposes for the Crenshaw/LAX Transit Corridor Project ("Project").

The Property to be acquired is an expansion of a previously adopted Resolution of Necessity (adopted on September 26, 2013) to acquire only Parcel HS-2701. At that time, Parcel HS-2701 was acquired to accommodate all of the station parking, station amenities and attendant portions of the Project, and was also to be used as a vital laydown yard for construction. Just prior to the adoption of the September 2013 Resolution of Necessity, Metro was made aware of a written parking lot covenant obligating 65 spaces within Parcel HS-2701 to one of the tenants of the Property. As the Project's schedule dictated a need for the possession of Parcel HS-2701 by a date certain, and the Project's design was complete, Metro moved forward with the condemnation of Parcel HS-2701, and filed an eminent domain action in Los Angeles Superior Court (LASC Case No. BC562344, "Eminent Domain Action") which is ongoing. The obligation of spaces within Parcel HS-2701 to the tenant of

the Property per the covenant required Metro to agree to work with the tenants to find both a temporary and permanent parking solution. Despite securing an agreement with the County of Los Angeles to provide temporary parking for the commercial properties at a nearby facility as well as the creation of on-street parking on Redondo, a long-term solution was unavailable due to the physical constraints of the surrounding area.
Thus, a permanent and workable solution was unattainable and, as a result, Parcel HS-2701 alone could not provide the necessary parking for the transit riders while also meeting all of the station and Project needs.

Metro determined that expanding the acquisition to include both Parcels HS-2701 and HS-2701-1 allowed for the necessary station parking (to include disabled access spaces), a bicycle parking area with lockers and racks, a wider sidewalk on Redondo Boulevard, additional landscaping and also removed the parking covenant. Therefore, based upon a written stipulation with the C.T., Inc. et al ("Owner") of Parcel HS-2701 in the Eminent Domain Action, the scope of the acquisition was expanded to include Parcel HS-2701-1, following tenant outreach and environmental analysis.

A written offer for the acquisition of the Property was presented to the Owner, as required by California Government Code Section 7267.2. The Owner has rejected Metro's offer, and the parties have not been able to reach a negotiated settlement. Because the Property is necessary for construction of the Project, staff recommends the acquisition of the Property through eminent domain.

Written offers were also presented to the eligible tenants at the Property for the appraised value of their immovable fixtures and equipment.

In accordance with the provisions of the California Eminent Domain law and Sections 30503, 30600, 130051.13, 130220.5 and 132610 of the California Public Utilities Code (which authorize the public acquisition of private property by eminent domain), the Los Angeles County Metropolitan Transportation Authority ("Metro") has prepared and mailed notice of this hearing to the Owner and tenants/occupants of the Property informing them of their right to appear at this hearing and be heard on the following issues: (1) whether the public interest and necessity require the Project; (2) whether the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury; (3) whether the Property is necessary for the Project; and (4) whether either the offer required by Section 7267.2 of the Government Code has been made to the Owner, or the offer has not been made because the Owner cannot be located with reasonable diligence.

After all of the testimony and other evidence has been received by Metro from all interested parties, Metro must make a determination as to whether to adopt the proposed Resolution of Necessity (Attachment "C") to acquire the Property by eminent domain. In order to adopt the resolution, Metro must, based upon all the evidence before it, and by a vote of two-thirds of all the members of its governing body, find and determine that the conditions stated above exist. Attached is the Staff Report that supports adoption of the Resolution that has been approved by counsel, and which sets forth the required findings (Attachment "B").

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Funding for the acquisition of the Property is included in the adopted fiscal year 2017 budget, under Project 865512 (Crenshaw/LAX Transit Corridor Project), in Cost Center 8510, and Account Number 53103 (Acquisition of Land).

Impact to Budget

The FY17 Measure R 35% funding is designed for the Metro Crenshaw/LAX Transit Corridor Project and does not have an impact on operations funding sources. This Project is eligible for Measure R funding as allocated above. No other funds were considered.

NEXT STEPS

If this action is approved by the Board, Metro's condemnation counsel will be instructed to take all steps necessary to continue and complete legal proceedings in a court of competent jurisdiction to acquire the Property interest by eminent domain. Counsel will also be directed to maintain the Order of Prejudgment Possession for Parcel HS-2701 in accordance with the provisions of the eminent domain law for the ongoing construction of the Project.

ATTACHMENTS

Attachment A - Site Plan
Attachment B - Staff Report
Attachment C - Resolution of Necessity

Prepared by: Carol A. Chiodo, Director of Real Property Management & Development, (213) 922-2404
Calvin E. Hollis, Senior Executive Officer, Countywide Planning & Development, (213) 922-7319

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



Phillip A. Washington
Chief Executive Officer

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ATTACHMENT A



Metro Parcels HS-2701 and HS-2701-1

ATTACHMENT C

RESOLUTION OF THE
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
DECLARING CERTAIN REAL PROPERTY INTERESTS NECESSARY FOR PUBLIC PURPOSES AND AUTHORIZING THE ACQUISITION THEREOF
(CRENSHAW/LAX PARCELS NO. HS-2701 AND HS-2701-1)

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

Section 1.

The LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ("METRO") is a public entity organized and existing pursuant to Chapter 2 of Division 12 of the California Public Utilities Code (commencing with Section 130050).

Section 2.

The property interest described hereinafter is to be taken for public use, namely, for public transportation purposes and all uses necessary, incidental or convenient thereto, and for all public purposes pursuant to the authority conferred upon the Board to acquire property by eminent domain by California Public Utilities Code Sections 30000-33027, inclusive, and particularly Section 30503 and 30600, Sections 130000-132650, inclusive, and particularly Sections 130051.13 and 130220.5, Code of Civil Procedure Sections 1230.010-1273.050, inclusive, and particularly Sections 1240.510 and 1240.610, and Article I, Section 19 of the California Constitution.

Section 3.

The property interest consists of the acquisition of a fee interest, along with the immovable fixtures and equipment located thereon, as described more specifically in the legal description (Exhibits “A” and “A-1”) and depicted on the Plat Maps (Exhibits “B” and “B-1”), attached hereto (hereinafter, the "Property"), all of which are incorporated herein by this reference.

Section 4

(a) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Crenshaw/LAX Transit Corridor Project ("Project");

(b) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR)

for this Project which was certified by the Board on September 22, 2011. The Board found that in accordance with the California Environmental Quality Act Guidelines, Section 15162, no subsequent or supplemental Environmental Impact Report is required for the Project;

(c) The Board has reviewed and considered the FEIS/FEIR, before and as part of the process of determining whether to acquire the above-referenced Property; and

(d) Metro has received approval from the Federal Transit Administration to acquire the Property without the need for any subsequent environmental report or study following the necessary analyses set forth above along with the analysis of the acquisition of both Parcels HS-2701 and HS-2701-1.

Section 5.

The Board hereby declares that it has found and determined each of the following:

(a) The public interest and necessity require the proposed Project;

(b) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;

(c) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project; and

(d) The offer required by Section 7267.2 of the Government Code has been made to the Owner.

Section 6.

Pursuant to Sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that the Property is already devoted to a public use, the use to which the Property is to be put is a more necessary public use than the use to which the Property is already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property is already devoted.

Section 7.

That notice of intention to adopt this resolution was given by first class mail to each person whose Property is to be acquired by eminent domain in accordance with Section 1245.235 of the Code of Civil Procedure and a hearing was conducted by the Board on the matters contained herein.

Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence and continue legal proceedings, in a court of competent jurisdiction, to acquire the Property described above by eminent domain. Counsel is also authorized and directed to maintain the existing Order for Prejudgment Possession for Parcel HS-2701 of said Property in accordance with the provisions of the eminent domain law and is further directed that the total sum of probable just compensation required for HS-2701-1 and related costs be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession if necessary. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made.

I, MICHELLE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 23rd day of March, 2017.

_____ Date: _____

MICHELLE JACKSON
LACMTA Secretary

ATTACHMENTS

1 - Legal Description (Exhibits "A" and “A-1”)
2 - Plat Map (Exhibits “B” and “B-1”)

EXHIBIT "A"
LEGAL DESCRIPTION

LEGAL DESCRIPTION FOR FEE PURPOSES
PARCEL NUMBER HS-2701

THAT PORTION OF LOT 6 IN THE SOUTHWEST 1/4 OF SECTION 22, TOWNSHIP 2 SOUTH, RANGE 14 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF INGLEWOOD, AS SAID LOT IS SHOWN ON THE RANCHO SAUSAL REDONDO MAP FILED IN BOOK 507 PAGE 508, OF PATENT MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE SOUTHEASTERLY PROLONGATION OF THE SOUTHEASTERLY LINE OF LONG STREET, 50 FEET WIDE, AS SHOWN ON TRACT NO 4476, RECORDED IN BOOK 49, PAGES 58 AND 59 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, WITH THE SOUTHWESTERLY LINE OF REDONDO BOULEVARD, 65 FEET WIDE, SHOWN AS "LOS ANGELES STREET" ON SAID TRACT NO. 4476; THENCE ALONG SAID SOUTHEASTERLY PROLONGATION S29°11'34"E 50.00 FEET TO A POINT ON THE NORTHERLY LINE OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY RIGHT OF WAY, 50 FEET WIDE, SHOWN AS A.T.& S.F. RR ON SAID TRACT NO. 4476; THENCE ALONG SAID NORTHERLY LINE N60°48'26"E 468.62 FEET TO THE EASTERLY LINE OF WEST BOULEVARD, 67 FEET WIDE; THENCE ALONG SAID EASTERLY LINE N00°23'03"E 57.49 FEET TO THE SAID SOUTHWESTERLY LINE OF REDONDO BOULEVARD; THENCE ALONG SAID SOUTHWESTERLY LINE S60°48'26"W 497.00 FEET TO THE **POINT OF BEGINNING.**

CONTAINS: 24,141 SQUARE FEET.

NOTE:
THIS LEGAL DESCRIPTION WAS NOT PREPARED FOR ANY PURPOSE THAT WOULD BE IN VIOLATION OF THE STATE OF CALIFORNIA SUBDIVISION MAP ACT OR LOCAL ORDINANCES OF THE GOVERNING BODY HAVING JURISDICTION.

PREPARED BY:

Stephanie A. Wagner
STEPHANIE A. WAGNER, P.L.S. 5752

July 27, 2011
DATE:



EXHIBIT "A"

LEGAL DESCRIPTION FOR PARTIAL ACQUISITION PURPOSES
PARCEL NUMBER HS-2701-1
(SHEET 1 OF 3)

PARCEL NUMBER HS-2701-1A

LOTS 375, 376, AND 377 OF TRACT NO. 4476, IN THE CITY OF INGLEWOOD, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 49, PAGES 58 AND 59 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM ALL OIL, NAPHTHA, GAS AND OTHER MINERAL SUBSTANCES DEPOSITED IN, LYING UNDER, OR FLOWING THROUGHT SAID LAND, AS RESERVED TO THE GRANTOR THEREIN IN DEEDS EXECUTED BY LOS ANGELES INVESTMENT COMPANY, A CORPORATION, RECORDED IN BOOK 1162, PAGE 79, OFFICIAL RECORDS, AS TO LOT 375; IN BOOK 1035, PAGE 296, OFFICIAL RECORDS, AS TO LOT 376; IN BOOK 1554, PAGE 171, OFFICIAL RECORDS, AS TO LOT 377, BY DEED RECORDED APRIL 7, 1965, LOS ANGELES INVESTMENT COMPANY, A CORPORATION, QUITCLAIMED TO THE RECORD OWNERS OF SAID LAND ALL RIGHT WHICH IT NOW HAS OR OWNS TO ENTER UPON THE SURFACE OF SAID LAND.

PROVIDED, HOWEVER, AND ON CONDITION THAT THIS RELEASE SHALL APPLY SOLELY AND ONLY TO RIGHTS OF ENTRY UPON THE SURFACE OF SAID PROPERTY FOR THE PURPOSE OF DRILLING FOR OIL, GAS OR ANY OTHER HYDROCARBON SUBSTANCES, AS EXTRACTING ANY MINERALS ON SAID PROPERTY, BUT NOTHING HEREIN CONTAINED SHALL BE DEEMED TO PREVENT SAID LOS ANGELES INVESTMENT COMPANY, ITS SUCCESSORS OR ASSIGNS, FROM EXTRACTING OR CAPTURING SAID MINERALS BY DRILLING OR CONDUCTING SUBSURFACE DRILLING OPERATIONS AT DEPTHS BELOW 500 FEET FROM THE SURFACE OF THE GROUND FROM SURFACE LOCATIONS ON ADJACENT OR NEIGHBORING LANDS AND IN SUCH A MANNER AS NOT TO DISTURB THE SURFACE OF THE PROPERTY HEREBY QUITCLAIMED OR ANY IMPROVEMENTS LOCATED UPON THE SURFACE THEREOF.

CONTAINS: 12,600 SQUARE FEET.

PARCEL NUMBER HS-2701-1B

LOTS 373 AND 374 OF TRACT NO. 4476, IN THE CITY OF INGLEWOOD, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 49, PAGES 58 AND 59 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM ALL OIL, NAPTHA, GAS, AND OTHER MINERAL SUBSTANCES DEPOSITED IN, LYING UNDER, OR FLOWING THROUGH SAID LAND, AS RESERVED TO THE GRANTOR THEREIN, IN DEEDS EXECUTED BY LOS ANGELES INVESTMENT

EXHIBIT "A"

LEGAL DESCRIPTION FOR PARTIAL ACQUISITION PURPOSES
PARCEL NUMBER HS-2701-1
(SHEET 2 OF 3)

COMPANY, A CORPORATION, RECORDED IN BOOK 1554 PAGE 3 AND IN BOOK 1621 PAGE 282, BOTH OF OFFICIAL RECORDS.

CONTAINS: 8,400 SQUARE FEET.

PARCEL NUMBER HS-2701-1C

LOTS 370, 371 AND 372 OF TRACT NO. 4476, IN THE CITY OF INGLEWOOD, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 49 PAGES 58 AND 59 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM ALL OIL, NAPHTHA, GAS, AND OTHER MINERAL SUBSTANCES DEPOSITED IN, LYING UNDER, OR FLOWING THROUGH SAID LAND, AS RESERVED TO THE GRANTOR THEREIN IN DEEDS EXECUTED BY LOS ANGELES INVESTMENT COMPANY, A CORPORATION RECORDED IN BOOK 1816 PAGE 2, OFFICIAL RECORDS, AS TO LOT 370; IN BOOK 1742 PAGE 112, OFFICIAL RECORDS, AS TO LOT 371; IN BOOK 878 PAGE 373, OFFICIAL RECORDS, AS TO LOT 372.

BY DEED RECORDED APRIL 7, 1965, LOS ANGELES INVESTMENT COMPANY, A CORPORATION, QUITCLAIMED TO THE RECORD OWNER OF SAID LAND ALL RIGHT WHICH IT NOW HAS OR OWNS TO ENTER UPON THE SURFACE OF SAID LAND.

PROVIDED, HOWEVER, AND ON CONDITION THAT THIS RELEASE SHALL APPLY SOLELY AND ONLY TO RIGHTS OF ENTRY UPON THE SURFACE OF SAID PROPERTY FOR THE PURPOSE OF DRILLING FOR OIL, GAS OR ANY OTHER HYDROCARBON SUBSTANCES, OR EXTRACTING ANY MINERALS ON SAID PROPERTY, BUT NOTHING HEREIN CONTAINED SHALL BE DEEMED TO PREVENT SAID LOS ANGELES INVESTMENT COMPANY, ITS SUCCESSORS OR ASSIGNS, FROM EXTRACTING OR CAPTURING SAID MINERALS BY DRILLING OR CONDUCTING SUBSURFACE DRILLING OPERATIONS AT DEPTHS BELOW 500 FEET FROM THE SURFACE OF THE GROUND FROM SURFACE LOCATIONS ON ADJACENT OR NEIGHBORING LANDS AND IN SUCH A MANNER AS NOT TO DISTURB THE SURFACE OF THE PROPERTY HEREBY QUITCLAIMED OR ANY IMPROVEMENTS LOCATED UPON THE SURFACE THEREOF.

CONTAINS: 12,600 SQUARE FEET.

PARCEL NUMBER HS-2701-1D

LOTS 368 AND 369 OF TRACT NO. 4476, IN THE CITY OF INGLEWOOD, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 49, PAGES 58 AND 59 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXHIBIT "A"

LEGAL DESCRIPTION FOR PARTIAL ACQUISITION PURPOSES
PARCEL NUMBER HS-2701-1
(SHEET 3 OF 3)

EXCEPT THEREFROM THAT PORTION OF SAID LAND AS DESCRIBED IN THAT FINAL ORDER OF CONDEMNATION NO. 301-927, RECORDED APRIL 5, 1938 IN BOOK 11478, PAGE 276 OF OFFICIAL RECORDS.

EXCEPT THEREFROM ALL OIL, NAPHTHA, GAS AND OTHER MINERAL SUBSTANCES DEPOSITED IN, LYING UNDER, OR FLOWING THROUGH SAID LAND,

AS RESERVED TO THE GRANTOR THEREIN IN DEEDS EXECUTED BY LOS ANGELES INVESTMENT COMPANY, A CORPORATION, RECORDED IN BOOK 1728, PAGE 284, OFFICIAL RECORDS, BY DEED RECORDED APRIL 7, 1965, LOS ANGELES INVESTMENT COMPANY, A CORPORATION, QUITCLAIMED TO THE RECORD OWNERS OF SAID LAND ALL RIGHT WHICH IT NOW HAS OR OWNS TO ENTER UPON THE SURFACE OF SAID LAND.

PROVIDED, HOWEVER, AND ON CONDITION THAT THIS RELEASE SHALL APPLY SOLELY AND ONLY TO RIGHTS OF ENTRY UPON THE SURFACE OF SAID PROPERTY FOR THE PURPOSE OF DRILLING FOR OIL, GAS OR ANY OTHER HYDROCARBON SUBSTANCES, AS EXTRACTING ANY MINERALS ON SAID PROPERTY, BUT NOTHING HEREIN CONTAINED SHALL BE DEEMED TO PREVENT SAID LOS ANGELES INVESTMENT COMPANY, ITS SUCCESSORS OR ASSIGNS, FROM EXTRACTING OR CAPTURING SAID MINERALS BY DRILLING OR CONDUCTING SUBSURFACE DRILLING OPERATIONS AT DEPTHS BELOW 500 FEET FROM THE SURFACE OF THE GROUND FROM SURFACE LOCATIONS ON ADJACENT OR NEIGHBORING LANDS AND IN SUCH A MANNER AS NOT TO DISTURB THE SURFACE OF THE PROPERTY HEREBY QUITCLAIMED OR ANY IMPROVEMENTS LOCATED UPON THE SURFACE THEREOF.

CONTAINS: 8,832 SQUARE FEET.

NOTE:
THESE LEGAL DESCRIPTIONS WERE NOT PREPARED FOR ANY PURPOSE THAT WOULD BE IN VIOLATION OF THE STATE OF CALIFORNIA SUBDIVISION MAP ACT OR LOCAL ORDINANCES OF THE GOVERNING BODY HAVING JURISDICTION.

PREPARED BY:
Stephanie A. Wagner
STEPHANIE A. WAGNER, P.L.S. 5752
November 9, 2015
DATE:



EXHIBIT "B"

Grantor: C.T. INC. (UNDIVIDED 60%) AND THE E. REDONDO BLVD. TRUST U.D.T. (UNDIVIDED 40%)

Description: POR. OF SECTION 27, TOWNSHIP 2 SOUTH, RANGE 14 WEST, IN CITY INGLEWOOD, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SAID SECTION IS SHOWN ON MAP FIELD IN CASE NO. 1109, SUPERIOR COURT OF SAID COUNTY ON JUNE 21, 1890.

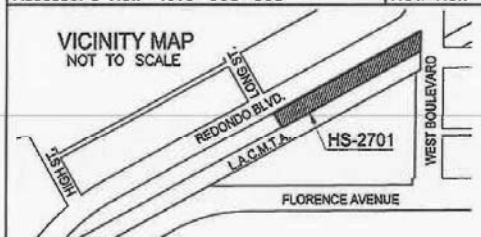
Title Report: OLD REPUBLIC TITLE COMPANY NO. 2476015637-52

Assessor's Ref: 4013-008-008 | ROW Ref: R-127

The data shown on plat are based on field survey prepared by Wagner Engineering & Survey, Inc. dated June 2011 - June 2012. Bearing and distances are based on California Coordinate System NAD '83 Zone 5 coordinates obtained from California H.P.G.N.

No.	Date	Revision Description

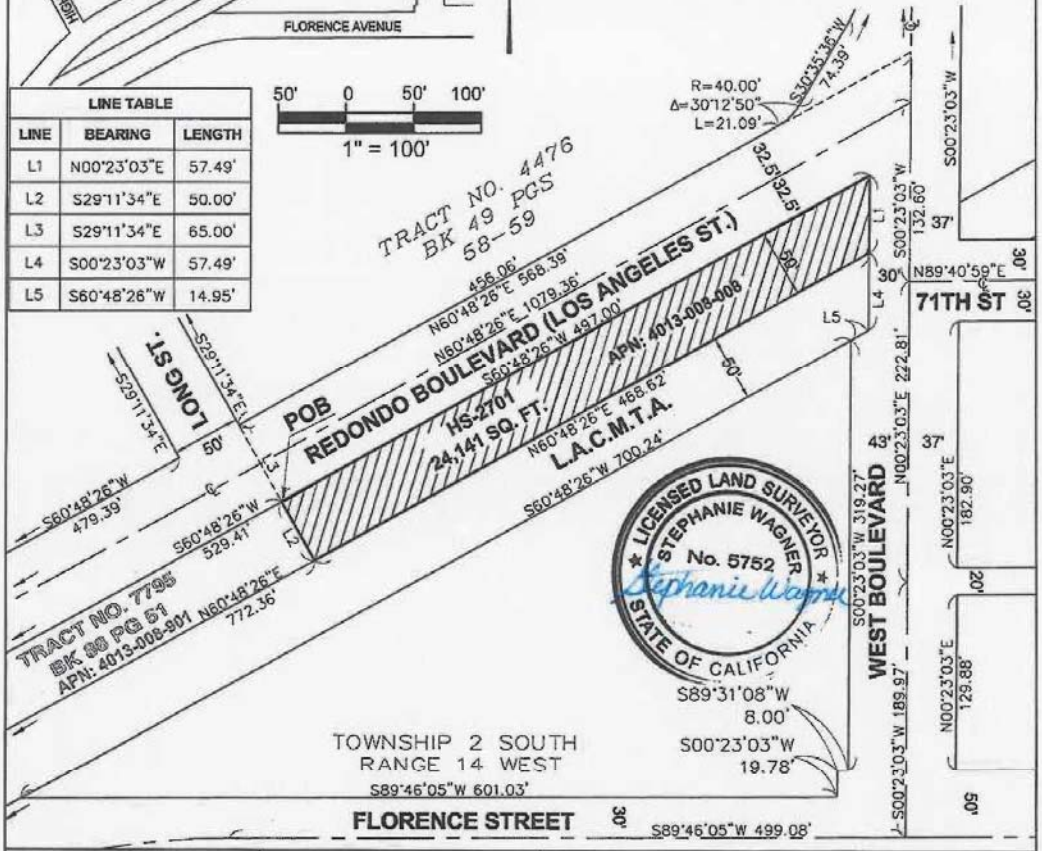
VICINITY MAP
NOT TO SCALE



LEGEND:
POB = POINT OF BEGINNING
APN = ASSESSOR'S PARCEL NUMBER
L.A.C.M.T.A. = LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

LINE TABLE		
LINE	BEARING	LENGTH
L1	N00°23'03"E	57.49'
L2	S29°11'34"E	50.00'
L3	S29°11'34"E	65.00'
L4	S00°23'03"W	57.49'
L5	S60°48'26"W	14.95'

50' 0 50' 100'
1" = 100'



LICENSED LAND SURVEYOR
STEPHANIE WAGNER
No. 5752
STATE OF CALIFORNIA

TOTAL AREA OF PROPERTY	HS-2701	REMAINDER PARCEL AREA	ESTATE
24,141 SQ. FT.	24,141 SQ. FT.	0 SQ. FT.	FEE

Metro
APPROVED BY: _____ PROJECT MANAGER
DATE: 1-9-12

Hatch Mott MacDonald
8251 W. Century Blvd. Suite 850 Los Angeles, CA 90045 Phone: 310-337-2002 Fax: 310-337-0042

PREPARED BY: WAGNER ENGINEERING & SURVEY, INC.
Stephanie Wagner
CHECKED BY: LS.: 5752

CRENSHAW/LAX TRANSIT CORRIDOR PROJECT
CITY OF INGLEWOOD

DATE: 07-27-2011
SCALE: 1"=100'
REV. No. DATE:
REV. No. DATE:
PARCEL No. HS-2701

EXHIBIT B-1

EXHIBIT "B"

Grantor: C.T. INC. (UNDIVIDED 60%) AND THE E. REDONDO BLVD. TRUST U.D.T. UNDIVIDED (40%)

Description: PORTION OF LOTS 368 THROUGH 377 OF TRACT NO. 4476, IN THE CITY OF INGLEWOOD, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 49, PAGES 58 AND 59 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

Title Report: SEE "TITLE REPORTS"

Assessor's Ref: 4013-007-032, 022, 021, 029 | ROW Ref: R-1127

THE DATA SHOWN ON PLAT ARE BASED ON FIELD SURVEY PREPARED BY WAGNER ENGINEERING & SURVEY, INC. DATED JUNE 2011 – JUNE 2012. BEARING AND DISTANCES ARE BASED ON CALIFORNIA COORDINATE SYSTEM NAD '83 ZONE 5 COORDINATES OBTAINED FROM CALIFORNIA H.P.G.N.

No.	Date	Revision Description

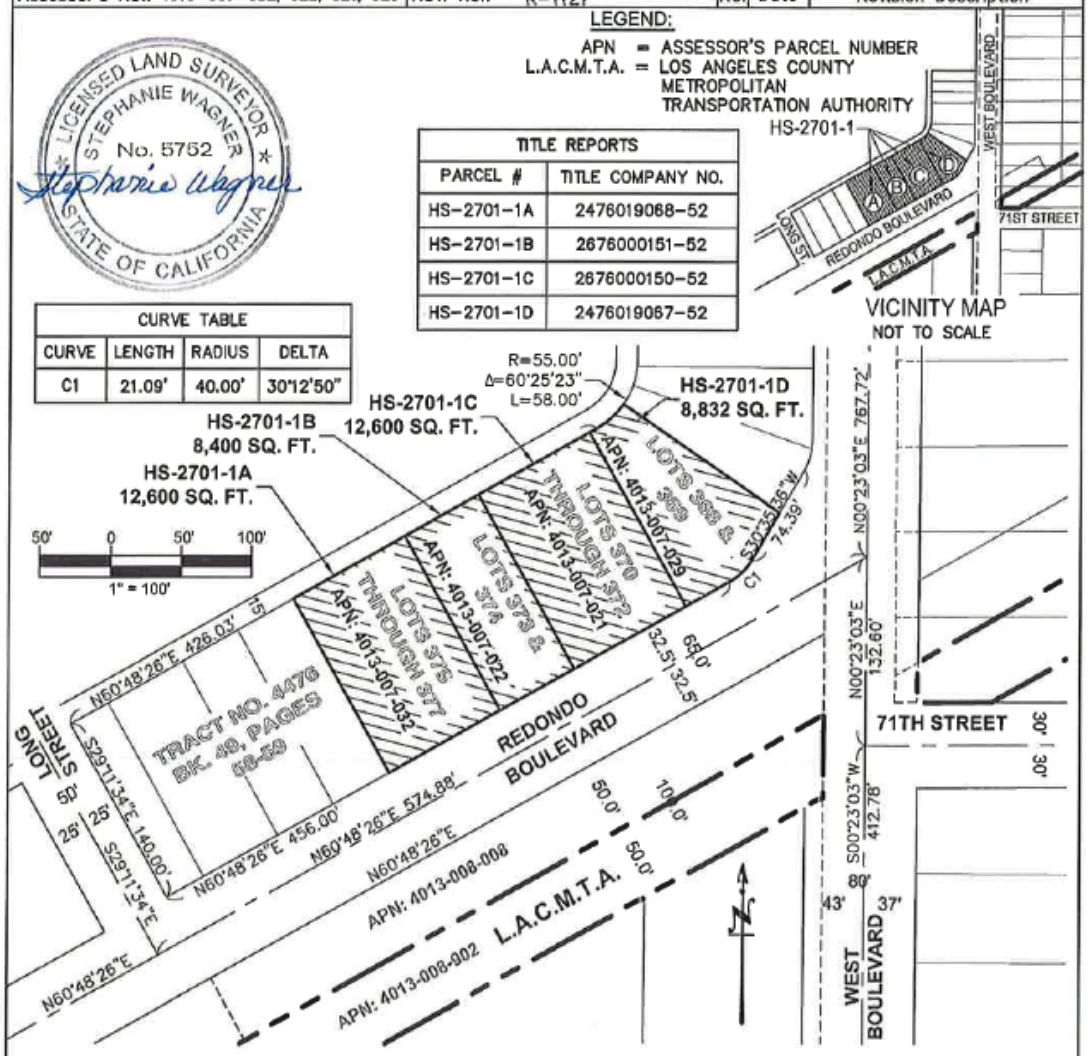
LEGEND:

APN = ASSESSOR'S PARCEL NUMBER
L.A.C.M.T.A. = LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

LICENSED LAND SURVEYOR
STEPHANIE WAGNER
No. 5752
STATE OF CALIFORNIA

TITLE REPORTS	
PARCEL #	TITLE COMPANY NO.
HS-2701-1A	2476019068-52
HS-2701-1B	2676000151-52
HS-2701-1C	2676000150-52
HS-2701-1D	2476019067-52

CURVE TABLE			
CURVE	LENGTH	RADIUS	DELTA
C1	21.09'	40.00'	30°12'50"



THIS EXHIBIT IS MADE PART OF THE LEGAL DESCRIPTION

TOTAL AREA OF PROPERTY	HS-2701-1 (A+B+C+D)	REMAINDER PARCEL AREA	ESTATE
42,432 SQ. FT.	42,432 SQ. FT.	–	FEE

Metro
APPROVED BY: 3/2/17
PROJECT MANAGER DATE

Hatch Mott MacDonald

PREPARED BY: WAGNER ENGINEERING & SURVEY, INC. 17434 Devonshire St., Ste. 200 Northridge, CA 91325
CHECKED BY: LS.: 5752

CRENSHAW/LAX TRANSIT CORRIDOR PROJECT

DATE: 11/09/2015
SCALE: 1"=100'
REV. No. DATE:
REV. No. DATE:
PARCEL No. HS-2701-1

ATTACHMENT B

STAFF REPORT REGARDING THE NECESSITY FOR THE ACQUISITION OF PARCEL NOS. HS-2701 AND HS-2701-1 (THE "PROPERTY") FOR THE CRENSHAW/LAX TRANSIT CORRIDOR PROJECT

BACKGROUND

The Property is required for the construction and operation of the Crenshaw/LAX Transit Corridor Project ("Project"). The address, record Owner, physical description, and nature of the property interest sought to be acquired for the Project are summarized as follows:

Assessor's Parcel Numbers	Parcel Address	Owner	Purpose of Acquisition	Property Interest(s) Sought	LACMTA Parcel #s
4013-008-008 4013-007-032 4013-007-022 4013-007-021 4013-007-029	1119-1137 E. Redondo Blvd., Inglewood, Ca and Paved Parking on E Redondo Blvd, Inglewood, CA 90302 (south side)	C.T. Inc., et al	Light Rail Transit Alignment, Roadway Modifications, Station/Park & Ride Facilities, Bicycle Racks, a TPSS and related purposes	Fee simple interest	HS-2701 HS-2701-1

A written offer for the real property and site improvements comprising Parcels HS-2701 and HS-2701-1(the "Property") was presented to the Property Owner on March 6, 2017. The offer has not been accepted and the Owner requested that Metro proceed immediately with a Resolution of Necessity. Written offers for the tenants' immovable fixtures and equipment were also presented based upon appraisals; these offers have not been accepted.

A. The public interest and necessity require the Project.

The public interest and necessity require the Project for the following reasons:

1. The existing population and employment density in the Crenshaw/LAX Transit Corridor ("Corridor") is extremely high and very transit dependent. The Corridor population and employment densities are four times higher than Los Angeles County as a whole. The Corridor has a high concentration of low-income, minority, transit-dependent residents. More than 49 percent of all Corridor households are designated as low income. In addition, 16 percent of all households in the Corridor do not have access to an automobile, compared to 8 percent in the County's urbanized area. Forecasts show a growing transit-dependent population, with a projected 55 percent increase in Corridor residents that rely on, or will rely on the area's transit system. The Project will provide significant improvements in transportation and attendant access to economic (employment) opportunities for low-income, elderly, transit-dependent persons living in the

Crenshaw/LAX Transit Corridor area.

The purpose of the Crenshaw/LAX Transit Corridor Project is to provide for the implementation of transit improvements that addresses the identified transportation needs in the corridor. The project would address the needs by expanding transit capacity in the corridor to accommodate existing and future travel demand and by providing a higher speed and reliable transit alternative that improves mobility in the corridor by connecting with or extending existing lines, such as Metro's Green and Expo Lines.

2. Implementation of the Project will result in a reduction of vehicle miles per day and reduction of auto air pollutants.

3. The Project will relieve congestion on the already over capacity 1-405 San Diego and the 1-10 Santa Monica Freeways and surrounding major thoroughfares. In addition, it will reduce the parking demands in the Westside area by providing an alternative means of transportation, competitive in rush-hour travel times with the automobile.

4. The Project will be a major link in the existing county-wide rail transit system, and will thereby provide alternative means of transportation during fuel crises and increased future traffic congestion.

5. The Project will meet the need for improved transit service of the significant transit-dependent population within the Project area.

It is recommended that based on the above evidence, the Board find and determine that the public interest and necessity require the Project.

B. The Project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

On September 11, 2009, a Draft Environmental Impact Statement/ Draft Environmental Impact Report (DEIS/DEIR) was circulated and reviewed by interested and concerned parties, including private citizens, community groups, the business community, elected officials and public agencies. Public hearings were held to solicit citizen and agency comments. A total of four alternatives, including two build alternatives, were presented in the September 2009 DEIS/DEIR. On December 20, 2009 the Board adopted the Light Rail Transit (LRT) Alternative as the Locally Preferred Alternative (LPA), after review and consideration of the comments received from circulation of the 2009 DEIS/DEIR. The Board certified the FEIR on September 22, 2011. A Record of Decision was received from the Federal Transit Administration on December 30, 2011.

Metro sought the Federal Transit Administration's (FTA) concurrence on the lack of significant environmental impacts following an environmental analysis on HS-2701-1, community outreach and related activities requested by FTA. Metro received written confirmation from FTA on May 26, 2016 that the inclusion of Parcel HS 2701-1 to the existing acquisition of Parcel HS-2701 will not cause significant environmental impacts that were not already evaluated and addressed in the Final EIR. Therefore, the preparation of a supplemental environmental analysis was not necessary for the expansion of the acquisition to include both Parcel HS-2701 and HS-2701-1.

The Project is a LRT dual-track alignment, which will extend from the existing Metro Exposition Line at Crenshaw and Exposition Boulevards. The LRT line will travel 8.5 miles to the Metro Green Line Aviation/LAX Station and will serve the cities of Los Angeles, Inglewood, Hawthorne, and El Segundo, and portions of unincorporated Los Angeles County. The Project includes eight approved stations:

- Crenshaw/ Exposition
- Crenshaw/ Martin Luther King Jr. Bl.
- Crenshaw/Vernon (Leimert Park)
- Crenshaw/Slauson
- Florence/West
- Florence/La Brea
- Florence/Hindry
- Aviation/Century

The Corridor has some of the highest population and employment density in the Southern California region, as well as the highest proportion of transit ridership. No significant expansion of existing freeway and street networks is planned to accommodate this growth. During various community meetings, the residents of the Corridor area expressed their need for improved transit service because many are transit - dependent and need better access to the region's educational, employment, and cultural opportunities. The Locally Preferred Alternative (LPA) addresses those needs and moves more people in a way that is energy efficient and with the least environmental impact.

The Project will cause private injury, including the displacement or relocation of certain owners and users of private property. However, no other alternative locations for the Project provide greater public good with less private injury. Therefore, the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.

Due to its bulk, the FEIS/FEIR is not physically included in the Board's agenda packet for this public hearing. However, the FEIS/FEIR documents should be considered in connection with this matter. It is recommended that, based upon the foregoing, the Board find and determine that the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.

C. <u>The Property is necessary for the Project.</u>

The Property consists of a fee acquisition of the entirety of Parcels HS-2701 and HS-2701-1, which contain 66,573 square feet in total (Parcel HS-2701 is 24,141 s/f and Parcel HS-2701-1 is 42,432 s/f in size) as described in Exhibits “A” and “A-1” attached hereto, and is depicted on the Plat Maps attached hereto as Exhibits “B” and “B-1”. The Property is needed for the construction and operation of a Light Rail Transit Alignment, Roadway Modifications, Station and Park & Ride Facilities, a TPSS and related purposes, in conjunction with the Project. The Property was chosen based upon the FEIS/FEIR for the Project and the subsequent environmental analysis approved by FTA on May 26, 2016.

The Project is already under construction and scheduled to open for service in 2019. The acquisition of the Property is required to construct and operate Project station located near the intersection of Florence Avenue and West Boulevard in the City of Inglewood. At the Florence/West Station, a park-and-ride facility with approximately 120 parking spaces was originally envisioned between the Metro right of way and Redondo Boulevard, extending from West Boulevard to just east of High Street. However, once it was determined that a tenant on Parcel HS-2701-1 had a covenant that committed 65 spaces for parking on Parcel HS-2701, that did not allow for adequate parking for both the remaining businesses and the required 120 parking spaces envisioned for the Project at this station it became necessary to include HS-2701-1 as part of the Project .

Taking into account all of the physical constraints and requirements to successfully operate a park-and-ride facility to serve the station, Metro determined that expanding the acquisition to also include Parcel HS-2701-1 would provide the greatest benefit and least overall harm. HS-2701-1 consists of four parcels: APN 4013-007-029, APN 4013-007-021, APN 4013-007-032, and APN 4013-007-022.

With the expansion of the acquisition to the entirety of the Property (which includes HS-2701 and HS-2701-1), the total parking spaces to be provided at the Florence/West Station will be 163 spaces, including 10 handicap spaces.

Staff recommends that the Board find that the acquisition of the Property is necessary for the Project.

D. Offers were made in compliance with Government Code Section 7267.2.

California Code of Civil Procedure Section 1245.230 requires that a Resolution of Necessity contain a declaration that the governing body has found and determined that either the offer required by Section 7267.2 of the California Government Code has been made to the Owner, or the offer has not been made because the Owner cannot be located with reasonable diligence.

California Government Code Section 7267.2 requires that an offer be made to the Owner and in an amount which the agency believes to be just compensation. The amount must not be less than the agency's approved appraisal of the fair market value of the property. In addition, the agency is required to provide the Owner with a written statement of, and summary of the basis for, the amount it established as just compensation.

Staff has taken the following actions as required by California law for the acquisition of the Property:

1. Obtained appraisals to determine the fair market value of the Property, which included consideration of the immovable fixtures and equipment;

2. Reviewed and approved the appraisals, and established the amount it believes to be just compensation;

3. Determined the Owner of the Property by examining the county assessor's record and the title report;

4. Made a written offer to the Property Owner for the full amount of just compensation - which was not less than the approved appraised value;

5. With respect to those tenants on the Property that provided evidence of ownership of immovable fixtures and equipment, made written offers to the tenant and the Owner with respect to such immovable fixtures and equipment, which offers were not less than the approved appraised value of the immovable fixtures and equipment; and

6. Provided the Owner and the tenants with written statements of, and summaries of the basis for, the amounts established as just compensation with respect to each of the foregoing offers.

It is recommended that the based on the above Evidence, the Board find and determine that the offer required by Section 7267.2 of the California Government Code has been made to the Owner.

CONCLUSION

Staff recommends that the Board approve the Resolution of Necessity. The approval of the Resolution of Necessity for the Property will allow Metro's legal counsel to file a First Amended Complaint to include all necessary parties as a result of the expansion of the acquisition to include both Parcels HS-2701 and HS-2701-1 in the Eminent Domain action and to conclude the same to acquire the Property for the Project.

ATTACHMENTS

1 - Legal Description (Exhibits "A" and "A-1")
2 - Plat Map (Exhibits "B" and "B-1")

EXHIBIT "A"
LEGAL DESCRIPTION

LEGAL DESCRIPTION FOR FEE PURPOSES
PARCEL NUMBER HS-2701

THAT PORTION OF LOT 6 IN THE SOUTHWEST 1/4 OF SECTION 22, TOWNSHIP 2 SOUTH, RANGE 14 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF INGLEWOOD, AS SAID LOT IS SHOWN ON THE RANCHO SAUSAL REDONDO MAP FILED IN BOOK 507 PAGE 508, OF PATENT MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE SOUTHEASTERLY PROLONGATION OF THE SOUTHEASTERLY LINE OF LONG STREET, 50 FEET WIDE, AS SHOWN ON TRACT NO 4476, RECORDED IN BOOK 49, PAGES 58 AND 59 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, WITH THE SOUTHWESTERLY LINE OF REDONDO BOULEVARD, 65 FEET WIDE, SHOWN AS "LOS ANGELES STREET" ON SAID TRACT NO. 4476; THENCE ALONG SAID SOUTHEASTERLY PROLONGATION S29°11'34"E 50.00 FEET TO A POINT ON THE NORTHERLY LINE OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY RIGHT OF WAY, 50 FEET WIDE, SHOWN AS A.T.& S.F. RR ON SAID TRACT NO. 4476; THENCE ALONG SAID NORTHERLY LINE N60°48'26"E 468.62 FEET TO THE EASTERLY LINE OF WEST BOULEVARD, 67 FEET WIDE; THENCE ALONG SAID EASTERLY LINE N00°23'03"E 57.49 FEET TO THE SAID SOUTHWESTERLY LINE OF REDONDO BOULEVARD; THENCE ALONG SAID SOUTHWESTERLY LINE S60°48'26"W 497.00 FEET TO THE **POINT OF BEGINNING.**

CONTAINS: 24,141 SQUARE FEET.

NOTE:
THIS LEGAL DESCRIPTION WAS NOT PREPARED FOR ANY PURPOSE THAT WOULD BE IN VIOLATION OF THE STATE OF CALIFORNIA SUBDIVISION MAP ACT OR LOCAL ORDINANCES OF THE GOVERNING BODY HAVING JURISDICTION.

PREPARED BY:

Stephanie A. Wagner
STEPHANIE A. WAGNER, P.L.S. 5752

July 27, 2011
DATE:



EXHIBIT "A"

LEGAL DESCRIPTION FOR PARTIAL ACQUISITION PURPOSES
PARCEL NUMBER HS-2701-1
(SHEET 1 OF 3)

PARCEL NUMBER HS-2701-1A

LOTS 375, 376, AND 377 OF TRACT NO. 4476, IN THE CITY OF INGLEWOOD, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 49, PAGES 58 AND 59 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM ALL OIL, NAPHTHA, GAS AND OTHER MINERAL SUBSTANCES DEPOSITED IN, LYING UNDER, OR FLOWING THROUGHT SAID LAND, AS RESERVED TO THE GRANTOR THEREIN IN DEEDS EXECUTED BY LOS ANGELES INVESTMENT COMPANY, A CORPORATION, RECORDED IN BOOK 1162, PAGE 79, OFFICIAL RECORDS, AS TO LOT 375; IN BOOK 1035, PAGE 296, OFFICIAL RECORDS, AS TO LOT 376; IN BOOK 1554, PAGE 171, OFFICIAL RECORDS, AS TO LOT 377, BY DEED RECORDED APRIL 7, 1965, LOS ANGELES INVESTMENT COMPANY, A CORPORATION, QUITCLAIMED TO THE RECORD OWNERS OF SAID LAND ALL RIGHT WHICH IT NOW HAS OR OWNS TO ENTER UPON THE SURFACE OF SAID LAND.

PROVIDED, HOWEVER, AND ON CONDITION THAT THIS RELEASE SHALL APPLY SOLELY AND ONLY TO RIGHTS OF ENTRY UPON THE SURFACE OF SAID PROPERTY FOR THE PURPOSE OF DRILLING FOR OIL, GAS OR ANY OTHER HYDROCARBON SUBSTANCES, AS EXTRACTING ANY MINERALS ON SAID PROPERTY, BUT NOTHING HEREIN CONTAINED SHALL BE DEEMED TO PREVENT SAID LOS ANGELES INVESTMENT COMPANY, ITS SUCCESSORS OR ASSIGNS, FROM EXTRACTING OR CAPTURING SAID MINERALS BY DRILLING OR CONDUCTING SUBSURFACE DRILLING OPERATIONS AT DEPTHS BELOW 500 FEET FROM THE SURFACE OF THE GROUND FROM SURFACE LOCATIONS ON ADJACENT OR NEIGHBORING LANDS AND IN SUCH A MANNER AS NOT TO DISTURB THE SURFACE OF THE PROPERTY HEREBY QUITCLAIMED OR ANY IMPROVEMENTS LOCATED UPON THE SURFACE THEREOF.

CONTAINS: 12,600 SQUARE FEET.

PARCEL NUMBER HS-2701-1B

LOTS 373 AND 374 OF TRACT NO. 4476, IN THE CITY OF INGLEWOOD, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 49, PAGES 58 AND 59 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM ALL OIL, NAPTHA, GAS, AND OTHER MINERAL SUBSTANCES DEPOSITED IN, LYING UNDER, OR FLOWING THROUGH SAID LAND, AS RESERVED TO THE GRANTOR THEREIN, IN DEEDS EXECUTED BY LOS ANGELES INVESTMENT

EXHIBIT "A"

LEGAL DESCRIPTION FOR PARTIAL ACQUISITION PURPOSES
PARCEL NUMBER HS-2701-1
(SHEET 2 OF 3)

COMPANY, A CORPORATION, RECORDED IN BOOK 1554 PAGE 3 AND IN BOOK 1621 PAGE 282, BOTH OF OFFICIAL RECORDS.

CONTAINS: 8,400 SQUARE FEET.

PARCEL NUMBER HS-2701-1C

LOTS 370, 371 AND 372 OF TRACT NO. 4476, IN THE CITY OF INGLEWOOD, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 49 PAGES 58 AND 59 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM ALL OIL, NAPHTHA, GAS, AND OTHER MINERAL SUBSTANCES DEPOSITED IN, LYING UNDER, OR FLOWING THROUGH SAID LAND, AS RESERVED TO THE GRANTOR THEREIN IN DEEDS EXECUTED BY LOS ANGELES INVESTMENT COMPANY, A CORPORATION RECORDED IN BOOK 1816 PAGE 2, OFFICIAL RECORDS, AS TO LOT 370; IN BOOK 1742 PAGE 112, OFFICIAL RECORDS, AS TO LOT 371; IN BOOK 878 PAGE 373, OFFICIAL RECORDS, AS TO LOT 372.

BY DEED RECORDED APRIL 7, 1965, LOS ANGELES INVESTMENT COMPANY, A CORPORATION, QUITCLAIMED TO THE RECORD OWNER OF SAID LAND ALL RIGHT WHICH IT NOW HAS OR OWNS TO ENTER UPON THE SURFACE OF SAID LAND.

PROVIDED, HOWEVER, AND ON CONDITION THAT THIS RELEASE SHALL APPLY SOLELY AND ONLY TO RIGHTS OF ENTRY UPON THE SURFACE OF SAID PROPERTY FOR THE PURPOSE OF DRILLING FOR OIL, GAS OR ANY OTHER HYDROCARBON SUBSTANCES, OR EXTRACTING ANY MINERALS ON SAID PROPERTY, BUT NOTHING HEREIN CONTAINED SHALL BE DEEMED TO PREVENT SAID LOS ANGELES INVESTMENT COMPANY, ITS SUCCESSORS OR ASSIGNS, FROM EXTRACTING OR CAPTURING SAID MINERALS BY DRILLING OR CONDUCTING SUBSURFACE DRILLING OPERATIONS AT DEPTHS BELOW 500 FEET FROM THE SURFACE OF THE GROUND FROM SURFACE LOCATIONS ON ADJACENT OR NEIGHBORING LANDS AND IN SUCH A MANNER AS NOT TO DISTURB THE SURFACE OF THE PROPERTY HEREBY QUITCLAIMED OR ANY IMPROVEMENTS LOCATED UPON THE SURFACE THEREOF.

CONTAINS: 12,600 SQUARE FEET.

PARCEL NUMBER HS-2701-1D

LOTS 368 AND 369 OF TRACT NO. 4476, IN THE CITY OF INGLEWOOD, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 49, PAGES 58 AND 59 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXHIBIT "A"

LEGAL DESCRIPTION FOR PARTIAL ACQUISITION PURPOSES
PARCEL NUMBER HS-2701-1
(SHEET 3 OF 3)

EXCEPT THEREFROM THAT PORTION OF SAID LAND AS DESCRIBED IN THAT FINAL ORDER OF CONDEMNATION NO. 301-927, RECORDED APRIL 5, 1938 IN BOOK 11478, PAGE 276 OF OFFICIAL RECORDS.

EXCEPT THEREFROM ALL OIL, NAPHTHA, GAS AND OTHER MINERAL SUBSTANCES DEPOSITED IN, LYING UNDER, OR FLOWING THROUGH SAID LAND,

AS RESERVED TO THE GRANTOR THEREIN IN DEEDS EXECUTED BY LOS ANGELES INVESTMENT COMPANY, A CORPORATION, RECORDED IN BOOK 1728, PAGE 284, OFFICIAL RECORDS, BY DEED RECORDED APRIL 7, 1965, LOS ANGELES INVESTMENT COMPANY, A CORPORATION, QUITCLAIMED TO THE RECORD OWNERS OF SAID LAND ALL RIGHT WHICH IT NOW HAS OR OWNS TO ENTER UPON THE SURFACE OF SAID LAND.

PROVIDED, HOWEVER, AND ON CONDITION THAT THIS RELEASE SHALL APPLY SOLELY AND ONLY TO RIGHTS OF ENTRY UPON THE SURFACE OF SAID PROPERTY FOR THE PURPOSE OF DRILLING FOR OIL, GAS OR ANY OTHER HYDROCARBON SUBSTANCES, AS EXTRACTING ANY MINERALS ON SAID PROPERTY, BUT NOTHING HEREIN CONTAINED SHALL BE DEEMED TO PREVENT SAID LOS ANGELES INVESTMENT COMPANY, ITS SUCCESSORS OR ASSIGNS, FROM EXTRACTING OR CAPTURING SAID MINERALS BY DRILLING OR CONDUCTING SUBSURFACE DRILLING OPERATIONS AT DEPTHS BELOW 500 FEET FROM THE SURFACE OF THE GROUND FROM SURFACE LOCATIONS ON ADJACENT OR NEIGHBORING LANDS AND IN SUCH A MANNER AS NOT TO DISTURB THE SURFACE OF THE PROPERTY HEREBY QUITCLAIMED OR ANY IMPROVEMENTS LOCATED UPON THE SURFACE THEREOF.

CONTAINS: 8,832 SQUARE FEET.

NOTE:
THESE LEGAL DESCRIPTIONS WERE NOT PREPARED FOR ANY PURPOSE THAT WOULD BE IN VIOLATION OF THE STATE OF CALIFORNIA SUBDIVISION MAP ACT OR LOCAL ORDINANCES OF THE GOVERNING BODY HAVING JURISDICTION.

PREPARED BY:
Stephanie A. Wagner
STEPHANIE A. WAGNER, P.L.S. 5752
November 9, 2015
DATE:



EXHIBIT "B"

Grantor: C.T. INC. (UNDIVIDED 60%) AND THE E. REDONDO BLVD. TRUST U.D.T. (UNDIVIDED 40%)

Description: POR. OF SECTION 27, TOWNSHIP 2 SOUTH, RANGE 14 WEST, IN CITY INGLEWOOD, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SAID SECTION IS SHOWN ON MAP FIELD IN CASE NO. 1109, SUPERIOR COURT OF SAID COUNTY ON JUNE 21, 1890.

Title Report: OLD REPUBLIC TITLE COMPANY NO. 2476015637-52

Assessor's Ref: 4013-008-008 | ROW Ref: R-127

The data shown on plat are based on field survey prepared by Wagner Engineering & Survey, Inc. dated June 2011 – June 2012. Bearing and distances are based on California Coordinate System NAD '83 Zone 5 coordinates obtained from California H.P.G.N.

No.	Date	Revision Description

VICINITY MAP
NOT TO SCALE



LEGEND:
POB = POINT OF BEGINNING
APN = ASSESSOR'S PARCEL NUMBER
L.A.C.M.T.A. = LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

LINE TABLE		
LINE	BEARING	LENGTH
L1	N00°23'03"E	57.49'
L2	S29°11'34"E	50.00'
L3	S29°11'34"E	65.00'
L4	S00°23'03"W	57.49'
L5	S60°48'26"W	14.95'

50' 0 50' 100'
1" = 100'



LICENSED LAND SURVEYOR
STEPHANIE WAGNER
No. 5752
STATE OF CALIFORNIA

TOTAL AREA OR PROPERTY	HS-2701	REMAINDER PARCEL AREA	ESTATE
24,141 SQ. FT.	24,141 SQ. FT.	0 SQ. FT.	FEE

Metro
APPROVED BY: [signature] 1-9-12
PROJECT MANAGER DATE

Hatch Mott MacDonald
8251 W. Century Blvd. Suite 200 Los Angeles, CA 90045 Phone: 310-337-2500 Fax: 310-337-5042

PREPARED BY: WAGNER ENGINEERING & SURVEY, INC. [signature]
CHECKED BY: LS.: 5752

CRENSHAW/LAX TRANSIT CORRIDOR PROJECT
CITY OF INGLEWOOD

DATE: 07-27-2011
SCALE: 1"=100'
REV. No. DATE:
REV. No. DATE:
PARCEL No. HS-2701

EXHIBIT B-1

EXHIBIT "B"

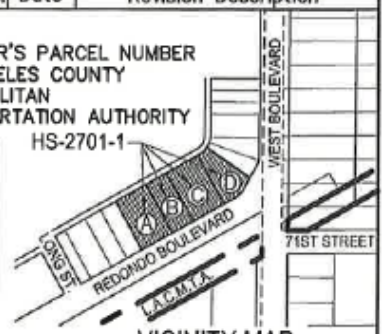
Grantor: C.T. INC. (UNDIVIDED 60%) AND THE E. REDONDO BLVD. TRUST U.D.T. UNDIVIDED (40%)	THE DATA SHOWN ON PLAT ARE BASED ON FIELD SURVEY PREPARED BY WAGNER ENGINEERING & SURVEY, INC. DATED JUNE 2011 – JUNE 2012. BEARING AND DISTANCES ARE BASED ON CALIFORNIA COORDINATE SYSTEM NAD '83 ZONE 5 COORDINATES OBTAINED FROM CALIFORNIA H.P.G.N.
Description: PORTION OF LOTS 368 THROUGH 377 OF TRACT NO. 4476, IN THE CITY OF INGLEWOOD, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 49, PAGES 58 AND 59 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.	
Title Report: SEE "TITLE REPORTS"	
Assessor's Ref: 4013-007-032, 022, 021, 029 ROW Ref: R-1127	No. Date Revision Description

LEGEND:

APN = ASSESSOR'S PARCEL NUMBER
L.A.C.M.T.A. = LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

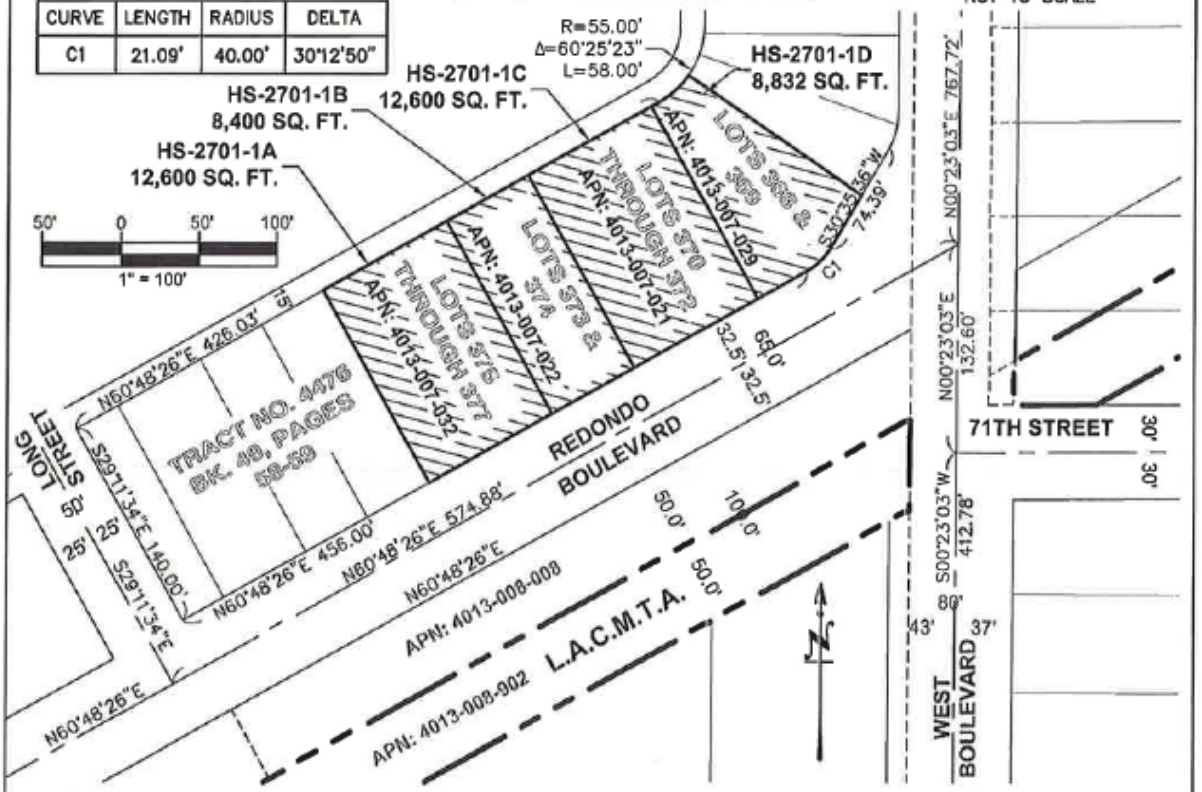
LICENSED LAND SURVEYOR
STEPHANIE WAGNER
No. 5752
STATE OF CALIFORNIA

TITLE REPORTS	
PARCEL #	TITLE COMPANY NO.
HS-2701-1A	2476019068-52
HS-2701-1B	2676000151-52
HS-2701-1C	2676000150-52
HS-2701-1D	2476019067-52



VICINITY MAP
NOT TO SCALE

CURVE TABLE			
CURVE	LENGTH	RADIUS	DELTA
C1	21.09'	40.00'	30°12'50"



THIS EXHIBIT IS MADE PART OF THE LEGAL DESCRIPTION

TOTAL AREA OF PROPERTY	HS-2701-1 (A+B+C+D)	REMAINDER PARCEL AREA	ESTATE
42,432 SQ. FT.	42,432 SQ. FT.	–	FEE

Metro

APPROVED BY: 3/2/17
PROJECT MANAGER DATE

Hatch Mott MacDonald

PREPARED BY: WAGNER ENGINEERING & SURVEY, INC. 17134 Devonshire St., Ste. 200 Northridge, CA 91325

CHECKED BY: LS.: 5752

CRENSHAW/LAX TRANSIT CORRIDOR PROJECT

DATE:	11/09/2015
SCALE:	1"=100'
REV. No.	DATE:
REV. No.	DATE:
PARCEL No.	HS-2701-1

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

File #: 2017-0121, **File Type:** Program **Agenda Number:** 28.

REGULAR BOARD MEETING
MARCH 23, 2017

SUBJECT: LINK UNION STATION (LINK US) PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. APPROVING the recommended Alternative 2 with six Regional Rail run-through tracks and two High Speed Rail run-through tracks (also referred to as "6+2 Run Through Tracks" Alternative) to be carried forward in the California Environmental Quality Act (CEQA) Draft Environmental Impact Report (EIR) and National Environmental Policy Act (NEPA) Draft Environment Impact Statement (EIS) and continue to evaluate Alternatives 1, 3 and 4 as reasonable alternatives in the Draft EIR/EIS;

B. AUTHORIZING the Chief Executive Officer (CEO) to execute Modification No. 4 to Contract No. PS2415-3172, with **HDR Engineering, Inc., for Link Union Station (Link US)** to provide advanced engineering for the run-through tracks and environmental and preliminary engineering services for the expansion of Link US to connect the Link US project with Patsaouras Transit Plaza to the east and the historic Union Station to the west, increasing the total contract value by $13,761,273, from $48,279,357 to a not to exceed amount of $62,040,630;

C. AUTHORIZING the CEO to increase Contract Modification Authority (CMA) in the amount of $1,376,127, increasing the total CMA amount from $2,980,588 to $4,356,715;

D. AUTHORIZING the Chief Executive Officer to execute a funding agreement with California High-Speed Rail Authority (CHSRA) in the amount of $3,726,102 for project development work related to Contract Modification No. 4; and

E. APPROVING an amendment to increase the FY17 fiscal year budget in the amount of $9,200,000 for the LINK US Project in Cost Center 2145.

ISSUE

Staff is seeking approval from the Board on the recommended "6+2 Run Through Tracks" Alternative to be carried forward in the Draft EIR/EIS, while continuing to evaluate three other reasonable

alternatives in the document. In addition, since the Los Angeles Union Station Master Plan (USMP) has changed direction, staff is expanding the scope of work to include environmental and preliminary engineering design for connectivity to Patsaouras Bus Plaza and historic LAUS terminal along with additional scope on advanced engineering design for the US 101 rail structure or commonly referred to as the “run-through” tracks. With the Board’s approval of the recommended actions, it will enable staff to complete the environmental clearance and preliminary engineering studies enabling the project to be “shovel ready” and competitive for federal and state grants.

DISCUSSION

Staff is seeking approval of the recommended Alternative 2 to be carried forward in the environmental document and preliminary engineering only while continuing to evaluate all three alternatives during environmental process. Once funding for the project has been determined and further value engineering refinement has been performed, staff intends to return to the Board to seek approval of the project to be carried forward in design and construction.

Background

In April 2014, the Board authorized staff to execute Contact No. PS2415-3172 to HDR Engineering, Inc. for the Link Union Station Project, formerly known as Southern California Regional Interconnector Project (SCRIP). In October 2015, the Board approved the expansion of SCRIP to include the USMP passenger concourse and accommodate a HSR system in LAUS. In March 2016, the Board approved Contract Modification No. 3 to Contract No. PS2415-3172 for SCRIP with HDR Engineering, Inc. to provide environmental and preliminary engineering services for the expansion of SCRIP to include the USMP passenger concourse and accommodate high-speed rail (HSR).

US 101 Run-through Tracks

Since then, staff has been coordinating regularly with Caltrans on the project development activities. Based on Caltrans’s recommendations, staff is proposing to advance the design of the proposed integrated rail structure over the US 101 to 100% level to reduce the risks of schedule delays and cost overruns in later phases of the project. The proposed rail structure over US 101 is geometrically constrained since the columns of the rail structure must land in the existing center median of the US 101 Freeway. Additionally the rail structure is further constrained by US 101 because the freeway in this segment cannot be physically widened and the existing on-ramps and off-ramps on the northbound and southbound directions must remain at its current location. Due to the limited and constrained area over the US 101 Freeway, the design of the proposed rail structure to accommodate HSR need to be advanced at 100% design level within the Caltrans right of way. The integrated design approach is able to allow phasing of the construction of the HSR structure. The remaining portion of the run-through track structure outside of Caltrans right of way will remain at 35% preliminary engineering design level for HSR and 65% preliminary engineering design level for regional rail.

Connectivity to Patsouras Bus Plaza and LAUS

The current scope of work that was approved by the Board in March 2016 included the USMP and assumed that the Program-level EIR of the USMP would be prepared concurrently with the Project-level Link US EIR/EIS. The USMP included the connections to the Patsaouras Transit Plaza, baggage handling building and the historic Union Station. The USMP together with the Link US

project provided a complete plan for Union Station. In early November 2016, Metro Planning staff provided an update to the Board on the USMP with recommended changes to the approach to redevelopment of LAUS. In particular, Metro Planning staff recommended forgoing a Program-level clearance for the USMP and narrowing a Project-level clearance to the LAUS forecourt improvements. As a result, the Link US project-level EIR/EIS will need to be expanded to include additional environmental and preliminary engineering studies to connect the new expanded passenger concourse to Patsaouras Transit Plaza and the historic Union Station. Attachment D compares the study areas included in Contract Modifications No.3 and No.4.

CHSRA

With the recommended actions, CHSRA has financially contributed a total of approximately $18,726,102 million for the environmental and preliminary engineering studies of the Link US project in order to cover project development costs related to high-speed rail. Further, staff is currently negotiating with CHSRA for their share of final design and construction costs for the Link US project and anticipates returning to the Board with a funding plan to advance the project by June 2017. As with the project development costs, Metro would not be responsible for additional costs to integrate high-speed rail into the Link US project. The first CHSRA contributions to Link US project would be made by using a portion of the $500 million appropriated for early action projects in Southern California by State Senate Bill 1029 (refer to Attachment G, Letter from the Office of the Governor). Track and service improvements, including the “run-through tracks” at LAUS are currently the number one regional priority for the use of these funds.

The project development plan will reflect an integrated approach that accommodates phasing in high-speed rail over time. The final design and corresponding construction costs will directly match CHSRA's total contribution to the Link US project so that Metro does not incur any costs related to high speed rail. In the short term project features will be designed to accommodate future phases, but will be built and used by existing service providers until such a time as the final phases of high-speed rail service to LAUS are completed. This funding will lay out CHSRA contributions to a phased, integrated Link US project that allows immediate joint work to begin to improve passenger rail service in the short term. Concurrent to these discussions, CHSRA is in the process of purchasing properties at 718 and 728 East Commercial Street, which encompass more than two acres of the land required for the run-through track structure across the US 101 from Union Station. The purchase is in negotiations now, so the price is not available.

Finally, all the HSR project components in Link US are being designed with independent utility so that when complete all tracks and infrastructure can be fully utilized by Metrolink, Pacific Surfliner, and Amtrak until HSR reaches LAUS. If HSR plans do not move forward, and Metro chooses to change the scope of the project because the CHSRA plans are not advancing, CHSRA will be responsible for actual costs incurred including without limitation any and all costs due in connection with reducing the scope items added to accommodate HSR.

Project Description

LAUS is one of the largest transportation hubs in Southern California with Metro Rail (Red Line, Purple Line and Gold Line), Metro Bus (Rapid, Local and Limited, Express and Silver) including other municipal bus providers (Flyaway, Foothill Transit, Santa Clarita, etc.) and the largest railroad passenger terminal in Western United States with Amtrak and Metrolink. Currently, there are approximately 110,000 passengers traveling through LAUS each weekday. The existing 28-foot-wide passage way in LAUS is at capacity in peak hours. With the passage of Measure M and future transit projects, Metro anticipates doubling the demand on existing and planned modes of transportation utilizing LAUS, including the completion of the Metro Crenshaw/LAX, Regional Connector, Gold Line Phase 2B, West Santa Ana Branch, and Purple Line Extensions Sections 1, 2 and 3 by 2040 will result in over 220,000 passengers traveling through LAUS each weekday. Significant upgrades in passenger circulation and capacity at LAUS would be required to accommodate the anticipated growth in transit ridership. In addition, the existing throat, rail yard and passenger concourse also significantly constrain Metro's ability to accommodate future increase in commuter rail service (such as Metrolink, Amtrak Pacific Surfliner and long distance trains) and future HSR service.

The Link US project would transform Los Angeles Union Station (LAUS) into a world-class transit station and change LAUS from a "stub-end tracks station" to a "run-through tracks station." Link US would result in increased operational capacity for Metrolink and Amtrak rail service from Control Point (CP) Chavez to the north (near North Main Street) to CP Olympic to the south (near the Interstate 10/State Route 60/US-101 interchange), and increased capacity for passengers within the new expanded multi-modal passenger concourse. Link US would enhance local, regional and state connectivity by optimizing the connections among all modes of transportation at LAUS including bus, light rail, subway, commuter rail, high speed rail and active transportation. These benefits will be grouped by modes throughout the design document to maximize eligible fund sources contributing to the design and to capture related data for the improvements.

As the focal point of commuter rail travel in Southern California, LAUS serves an average 178 passenger trains each weekday, consisting of 140 Metrolink commuter trains and 38 Amtrak Pacific Surfliner and long distance trains. LAUS is the main stop on the Amtrak Pacific Surfliner, which is the second busiest Amtrak intercity service nationwide.

Major rail and passenger improvements include:

1. Throat and Elevated Rail Yard - New track and subgrade improvements would increase the elevation of the tracks leading to LAUS known as the "throat" and an elevated rail yard including seven new passenger platforms and canopies, accommodating Metro Gold Line, Metrolink, Amtrak Pacific Surfliner and long-distance service, and potentially California High-Speed Rail (HSR) service and West Santa Ana Transit Corridor.

2. Run-Through Tracks - Up to ten run-through tracks would be constructed with a new viaduct structure over US-101 that extends run-through tracks for Metrolink and Amtrak (referred to thereafter as Regional Rail) and potentially HSR services south along the west bank of the Los Angeles River, and a separate viaduct structure for a loop track turning north to Keller Yard for Regional Rail trains.

3. New Multi-Modal Passenger Concourse - The new passenger concourse would enhance Americans with Disabilities Act (ADA) accessibility at LAUS and include new vertical

circulation elements (stairs, escalators, and elevators) for passengers between the elevated platforms (including the Gold Line, Regional Rail and HSR platforms) and the new passenger concourse under the rail yard. The passenger concourse would contain up to 600,000 square feet (passenger circulation and waiting areas, passenger support functions and retail amenities, and building functional support areas), including up to 100,000 square feet of transit -serving retail amenities, to meet the demands of a multi-modal world class transit station.

Other transit improvements include:

1. U.S. 101 Freeway Improvements - Several existing non-standard design features (including curve radius, sight distance, lane and shoulder widths, and deceleration distance) on northbound U.S. 101, northbound off-ramp to Alameda Street, and southbound on and off-ramps to and from Commercial Street would be eliminated or improved. The modifications to U.S. 101 would be needed to accommodate the proposed run-through track viaduct and the associated bridge columns.

2. Local/Arterial Roadway Improvements - Center Street would be widened and upgraded to include bike lanes between U.S. 101 and Ducommun Street in accordance with the Connect US Action Plan. Commercial Street would be widened and upgraded between Garey Street and Center Street to meet City of Los Angeles street classification standards.

3. Active Transportation Improvements - Active transportation connections from LAUS to the Los Angeles River and the surrounding neighborhoods via the proposed run-through tracks viaduct structure are being evaluated and could be potentially accommodated.

Funding

The Link US project is currently estimated to cost a total of $2.75 billion in the year of expenditure (YOE) dollars. Staff is continuing to apply value engineering methods to further reduce the costs of the project to $2 billion or less using an integrated approach that accommodates phasing in high-speed rail over time. The final design and corresponding construction costs will directly match CHSRA's total contribution to the Link US project so that Metro does not incur any costs related to high speed rail.

To date, project development activities for environmental and preliminary engineering have been funded through a combination of Measure R 3% and CHSRA contributions. CHSRA is committed to using majority of the $500 million appropriated for early action projects in Southern California by State Senate Bill 1029 as their initial investment for final design and construction of the Link US project (refer to Attachment G, Letter from the Office of the Governor).

Since all capital improvements in LAUS rail yard are all share costs by the operators, staff will be working with Southern California Regional Rail Authority (SCRRA), LOSSAN and Amtrak, for funding up to $200 million or more. Staff is exploring different mechanisms for SCRRA and Los Angeles - San Diego - San Luis Obispo (LOSSAN) Rail Corridor Agency and Amtrak financial participation in the

Link US project. Furthermore, to bridge the gap, staff is pursuing a comprehensive Federal, State, and regional funding strategy, with targeted contribution amounts from Federal Railroad Administration (FRA) discretionary grants, Federal Transit Administration (FTA) Capital Investment Grant New Starts and/or Core Capacity programs, Proposition 1A bond funds and/or the 25% ongoing Cap and Trade allocation to High Speed Rail, and Transit and Intercity Rail Capital Program (TIRCP) grants. Staff is also pursuing private public partnership opportunities.

In addition to securing major contributions from our Federal, State, and regional partners, staff will pursue innovative financing options to deliver Link US in the most cost-effective manner possible. Accordingly, Metro is investigating the potential for Link US to qualify for an Emerging Projects Agreement (EmPA) under a newly-initiated program from the US DOT Build America Bureau. An EmPA will allow Metro to benefit from enhanced technical assistance in seeking federal financing assistance for the project through either a Transportation Infrastructure Financing Innovation Act (TIFIA) or Railroad Rehabilitation & Improvement Financing (RRIF) loan. As a multimodal transit and commuter facility, Link US qualifies for both loan programs.

Metro could leverage non-federal funding sources secured for Link US through a TIFIA or RRIF loan. Eligible sources of loan repayment include multiple Metro sales tax expenditure categories, such as Measure R 3% Regional Rail, Measure M 1% Regional Rail, and Measure M 2% System-wide Transit Connectivity Projects. These expenditure categories are forecast to generate over $4.3 billion YOE from FY 2018 through FY 2057, according to the revenue forecasts prepared for the Draft Potential Ballot Measure Expenditure Plan.

Community Outreach/Stakeholder Coordination

In June 2016, the environmental process for the Link US Project began with a public scoping meeting during the Notice of Intent (NOI) and Notice of Preparation (NOP) comment periods. Metro staff and project team conducted outreach to key community groups, agencies, elected officials and stakeholders. A comprehensive public outreach plan was developed and implemented, resulting in over 40 project briefings to stakeholders to date. A Community Update Meeting was held on November 15, 2016 to provide an update on the project, present the four build alternatives carried forward in the Draft EIR/EIS, and obtain feedback from members of the public. The most common feedback received is summarized below:

- Minimize traffic impacts during construction;
- Lack of funding for construction may result in delay of project completion;
- Make job opportunities available to local communities;
- Minimize noise impacts during construction (temporary) and after project completion (permanent);
- Avoid disproportionate impacts to disadvantaged communities;
- Incorporate art and aesthetics early in the design of the project;
- Historic and cultural characteristics of the study area should be preserved.

All stakeholder agencies (e.g., Metrolink, California High Speed Rail Authority (CHSRA), Caltrans, Amtrak, City of Los Angeles), interested agencies, and members of the public (including the Chinatown, Boyle Heights, Lincoln Heights, Arts District, Little Tokyo neighborhoods) were invited to

provide feedback on the four EIR/EIS Build Alternatives. A community meeting was also held on November 15, 2016 to present the four EIR/EIS Build Alternatives to obtain feedback. Staff has taken all public feedback into consideration in the recommendation on the proposed alternative to be carried forward in the Draft EIR/EIS.

Alternatives Analysis

A total of 74 alternatives were developed to meet the project goals and objectives. A two-step alternative screening process, course-level and fine-level screening, was implemented to advance four alternatives of the total 74 into the EIR/EIS analysis. All four alternatives included the following elements:

- A new expanded passenger concourse that will include new vertical circulation elements (stairs, escalators, and elevators) and up to 600,000 square feet (passenger circulation and waiting areas, passenger support functions and retail amenities, and building functional support areas) including up to 100,000 square feet of transit serving retail amenities to meet the demands of a multi-modal transit station;
- Run-through tracks extending from an elevated rail yard with a new viaduct or viaducts over US 101 to accommodate the new expanded passenger concourse and vertical clearance requirements over the El Monte Busway and US 101;
- Incorporation of a loop track;

Three of the four alternatives include potential accommodation for the planned HSR system within the limits of the Project. Below is a more detailed description of the four build alternatives to be carried forward in the Draft EIR/EIS. Attachment E provides a graphical representation of each of the four build alternatives.

Alternative 1: Six Regional Rail run-through tracks and four HSR run-through tracks (Integrated)

Alternative 1 includes six Regional Rail run-through tracks and four HSR run-through tracks extending south of LAUS over US-101. The four HSR run-through tracks and two associated platforms are designed to also be used by LOSSAN/Amtrak's Pacific Surfliner. The new expanded passenger concourse will include HSR-related elements and the throat will be reconstructed. Other improvements include the permanent realignment of the Gold Line north of LAUS. In addition, portions of Commercial Street and Center Street, and the intersection of Center Street at Commercial Street, will be lowered to accommodate the proposed viaduct, an elevated rail bridge that supports the run-through tracks over Commercial Street. Alternative 1 has the largest environmental study limits compared to the other three alternatives.

Alternative 2: Six Regional Rail run-through tracks and two HSR run-through tracks (Integrated Design and Phased Construction)

Alternative 2 includes six Regional Rail run-through tracks and two HSR run-through tracks extending south of LAUS. The two HSR run-through tracks and the associated platform are designed to also be used by LOSSAN/Amtrak's Pacific Surfliner. Alternative 2 includes similar improvements as Alternative 1 at the throat and rail yard, new passenger concourse, and Commercial Street and Center Street. The key differences between Alternatives 1 and 2 are related to the distribution of platforms at the rail yard (Regional Rail and HSR) and the number of run-through tracks proposed to

extend south of LAUS. This alternative will look into feasibility of accommodating the West Santa Ana Branch Light Rail Line on platform level.

Alternative 2 includes an integrated design and phased construction for six regional rail run-through tracks and two HSR run-through tracks. The phased construction approach will accommodate HSR-related infrastructure to be built at a later date, when funding is available. The physical area for the planned HSR system and related infrastructure may include a HSR double deck platform with two run-through tracks as the maximum limits of construction. The tracks and platforms constructed would be limited to the Regional Rail infrastructure, but the maximum limits of construction would include the subsequent modification and extension of the dedicated HSR double deck platforms and two tracks as required for the planned HSR system.

Alternative 3: Six Regional Rail run-through tracks and four HSR run-through tracks (Phased)

Similar to Alternative 1, Alternative 3 includes six Regional Rail run-through tracks and four HSR run-through tracks extending south of LAUS, but Alternative 3 would involve the implementation of a phased construction approach to accommodate HSR-related infrastructure. As part of Alternative 3, the physical area for the planned HSR system and related infrastructure is accommodated within the maximum limits of construction; however, HSR-related infrastructure would not be constructed by Metro concurrent with Link US Regional Rail infrastructure. The tracks and platforms constructed would be limited to the Regional Rail infrastructure, but the maximum limits of construction would include the subsequent modification and extension of the two dedicated HSR platforms and four tracks as required for the planned HSR system.

Alternative 4: Six Regional Rail run-through tracks and no HSR run-through tracks

Alternative 4 assumes HSR's Burbank to Los Angeles and Los Angeles to Anaheim project sections do not utilize LAUS. Alternative 4 includes six Regional Rail run-through tracks extending south of LAUS over US-101. This alternative will look into feasibility of accommodating the West Santa Ana Branch Light Rail Line on platform level. The new expanded passenger concourse would not include HSR related elements and the throat would not be realigned and reconstructed. Similar improvements at Commercial Street and Center Street would also be included to accommodate the proposed viaduct.

A numeric evaluation score was assigned to each alternative to compare the performance of each. Alternative 1 received the highest score and therefore was considered the highest performing alternative. Alternatives 2 and 3 were also amongst the highest ranked alternatives with at least six regional rail run-through tracks. Alternative 4 is being recommended for further evaluation as part of the EIS/EIR process in the event that HSR does not elect to utilize LAUS as a station location. This potential circumstance is possible and therefore this alternative is considered to be reasonable.

Third Party Costs

Third party costs for Link US were not included in previous Board actions. As the preliminary engineering and environmental work is underway, third party costs have been identified and determined to be necessary. In addition, Southern California Regional Rail Authority (SCRRA) requested funding to cover efforts in attendance at meetings, reviewing and commenting on technical

reports, environmental studies, conceptual and preliminary design drawings to ensure compliance with SCRRA standards and specification, providing data and inputs for rail modeling including SCRRA's operational and maintenance requirements, providing flagging services for access to the right-of-way, and providing support for community outreach activities, etc. Additional third party costs have been identified from Caltrans, the City of Los Angeles Bureau of Engineering (BOE), Department of Transportation (DOT), Department of Water and Power (DWP), and other agencies and utility companies. This additional third party cost is in amount of $3 million and will cover the entire preliminary engineering and environmental certification phase of the Link US Project.

Other anticipated costs of up to $1 million include additional real estate and legal support, sampling, testing and disposal of soils from subsurface geotechnical, utility and environmental investigations to support the preliminary engineering and environmental studies. Refer to Attachment F-Third Party Costs.

DETERMINATION OF SAFETY IMPACT

The project is being designed in accordance with Metrolink and Metro standards, federal requirements, and state requirements and will be compliant with the Americans with Disabilities Act. There are no pedestrian crossings of the proposed tracks so no safety impacts are expected.

FINANCIAL IMPACT

The total project cost to complete the Preliminary Engineering and Environmental Certification phase of the Link US project is $70,398,000, as follows (refer to Attachment F for sources and uses of funds):

Preliminary Engineering and Environmental Certification	$ 66,397,345 (including Contract Modification Authority amount of $4,356,715)
Third Party Costs	$ 3,000,000
Other Anticipated Costs	$ 1,000,000
TOTAL PROJECT COST:	$ 70,397,345 (round to $70,398,000)

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A total of $37.7 million has been programmed and approved to-date, consisting of $19 million of Measure R 3% funds programmed in prior board actions, and $18.7 million committed by the CHSRA, up to $15 million for project development work related to the previously approved Contract Modification No. 3 and up to $3.7 million for project development work related to Contract Modification No. 4.

Staff is utilizing the work of the consultant to identify each mode of transit affected by the expansion and capacity improvements of an improved Los Angeles Union Station in order to identify additional or alternative funding sources including all eligible Federal, State or other Local funding. An additional $32.7 million in funding will be required in order to complete the environmental and design phase of this project.

The cash flow for the Link US Project is anticipated to be as follows:

Project	Expenditure from prior years	FY 17	FY 18	FY 19	TOTAL
Link Union Station	$14,793,000	$18,500,000	$27,500,000	$9,605,000	$70,398,000

The amount of $9.3 million for these services is included in the FY17 budget for cost center 2415 Regional Rail under SCRIP 460089. For the fiscal year to-date, the project has incurred $6.4 million in expenditures and pending invoices are in an amount of $2.8 million. Staff is requesting to amend the FY 17 budget an additional $9.2 million to cover pending invoices and other anticipated costs through the end of the FY 17. Since this is a multi-year project, the Chief Program Management Officer, Program Management and Senior Executive Officer, Program Management/Regional Rail will be accountable for budgeting the costs in future years.

Impact to Budget

The source of funds for the requested amendment consist of previously approved and programmed Measure R3% funds and CHSRA funds discussed above. Measure R 3% Metrolink Commuter Rail Capital Improvements and CHSRA funds are not eligible for Metro bus/rail operating or capital budget expenses.

ALTERNATIVES CONSIDERED

An alternative could be not to execute Contract Modification No. 4 and third party agreements and not advance the Link US Project. However, this will not increase the commuter and intercity rail capacity at LAUS causing significant delays and operational challenges.

The Board could elect to proceed with the Link US Project without expanding the project limits to connect the proposed passenger concourse with the Patsoauras Transit Plaza and the historic Union Station. The expansion of the passenger concourse and rail yard will likely create bottlenecks in pedestrian circulation at the existing passageway to the historic station and the east portal, which could also lead to potential safety concerns during peak periods and emergency situations. In addition, this would not provide for opportunities for transit optimization and future commercial developments at LAUS.

NEXT STEPS

With this Board approval, staff will begin preliminary engineering of the recommended alternative and continue to develop the draft EIR/S. Staff anticipates returning to the Board for a full funding agreement with CHSRA by June 2017. Staff anticipates public circulation of the draft EIR/S document in Summer 2017.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary
Attachment D - Comparison between Contract Modifications #3 and #4 Study Areas
Attachment E - EIR/EIS Build Alternatives
Attachment F - Third Party Costs & Sources and Uses of Funds
Attachment G - Letter from the Office of the Governor

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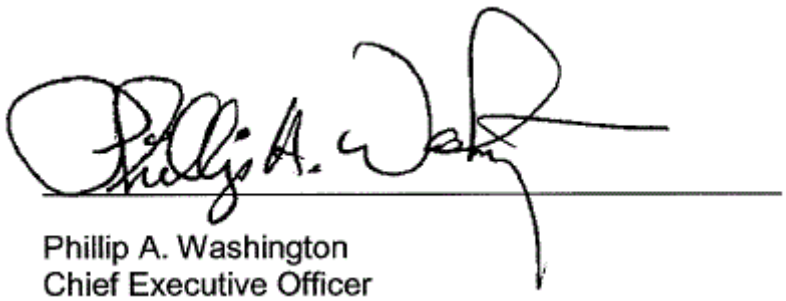


Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

LINK UNION STATION (LINK US) PROJECT
PS2415-3172

1.	**Contract Number**: PS2415-3172			
2.	**Contractor**: HDR Engineering, Inc.			
3.	**Mod. Work Description**: Environmental and preliminary engineering services for the expansion of Link US to connect the Link US project with Patsaouras Transit Plaza to the east and the historic Union Station to the west.			
4.	**Contract Work Description**: Professional environmental and engineering services for Link US			
5.	**The following data is current as of**: 02/07/17			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	08/21/14	**Contract Award Amount:**	$29,805,884
	Notice to Proceed (NTP):	04/25/14 (Limited NTP) 08/21/14 (Full NTP)	**Total of Modifications Approved:**	$18,473,473
	Original Complete Date:	08/21/20	**Pending Modifications (including this action):**	Not-To-Exceed $13,761,273
	Current Est. Complete Date:	02/28/19	**Current Contract Value (with this action):**	$62,040,630
7.	**Contract Administrator**: Lily Lopez		**Telephone Number**: (213) 922-4639	
8.	**Project Manager**: Jeanet Owens		**Telephone Number**: (213) 922-6877	

A. Procurement Background

This Board Action is to approve Contract Modification No. 4 issued in support of Link US for environmental and preliminary engineering services for the expansion of Link US to connect the Link US project with Patsaouras Transit Plaza to the east and the historic Union Station to the west. Contract Modification No. 3 deleted Phase 2, Plans, Specifications and Estimates, and Phase 3, Bid and Construction Support, and changed the completion date from August 21, 2020 to August 21, 2018. This Contract Modification extends the period of performance from August 21, 2018 through February 28, 2019.

This Contract Modification was processed in accordance with Metro's Acquisition Policy and maintains a cost plus fixed fee contract structure. All other terms and conditions remain unchanged.

On April 24, 2014, the Board authorized staff to negotiate and execute a four-year, with two, one-year options, Contract No. PS2415-3172 with HDR Engineering, Inc. for the Link Union Station Project, formerly known as Southern California Regional Interconnector Project (SCRIP).

A total of three modifications have been issued to date. Refer to Attachment B – Contract Modification/Change Order Log.

B. Cost Analysis

The recommended not-to-exceed amount has been determined to be fair and reasonable based upon an independent cost estimate, cost analysis, technical evaluation, and fact finding. All direct labor rates and fee remain unchanged from the original contract.

The reduction in efforts associated with coordination with the LA Union Station Master Plan Program Environmental Impact Report and the efficiency in the Contractor's team approach with the design of the US 101 viaduct structure are the primary factors for the difference between the ICE and the not-to-exceed amount.

Proposal Amount	Metro ICE	Not-To-Exceed Amount
$13,761,273	$13,799,625	$13,761,273

CONTRACT MODIFICATION/CHANGE ORDER LOG

LINK UNION STATION (LINK US) PROJECT/PS2415-3172

Mod. No.	Description	Status (approved or pending)	Date	$ Amount
1	No cost administrative changes.	Approved	09/04/14	$0
2	Additional requirement to include the Los Angeles Union Station (LAUS) Master Plan concourse engineering study.	Approved	09/18/14	$831,520
3	Authorize the revised Scope of Work to include LAUS Master Plan passenger concourse and accommodate HSR. Adjustments to Phase 1; and deletion of Phases 2 and 3	Approved	04/12/16	$17,641,953
4	Environmental and preliminary engineering services for the expansion of Link US to connect the Link US project with Patsaouras Transit Plaza to the east and the historic Union Station to the west.	**Pending**	**Pending**	**$**13,761,273
	Modification Total:			**$32,234,746**
	Original Contract:	**08/21/14**		**$29,805,884**
	Total:			**$62,040,630**

DEOD SUMMARY

Link Union Station (LINK US) Project / PS-2415-3172

A. Small Business Participation

In accordance with Federal Railroad Administration (FRA) and American Recovery and Reinvestment Act (ARRA) funds through the California High Speed Rail Authority (CHSRA), Metro incorporated CHSRA's Small Business (SB) Program.

HDR, Inc. made an overall SB goal commitment of 28.61%, which is inclusive of a 14.92% DBE, 3.04% DVBE, 9.45% SBE, and a 1.20% SB Microbusiness. HDR confirmed that the project is 53% complete. Current overall SB participation is 23.54%, which is inclusive of an 11.10% DBE, 1.83% DVBE, 9.84% SBE, and 0.77% SB Microbusiness, representing a shortfall of 5.07% in the DBE, DVBE, and SB Microbusiness commitments.

For this pending contract modification, HDR listed five additional firms, inclusive of a 10.11% DBE, 1.17% DVBE, 13.89% SBE, and 0.95% SB Microbusiness, which will bring DBE participation to 26.11%. To date, HDR's team is made up of 40 subconsultants, including 11 DBEs, 17 SBEs, 8 DVBEs and 4 SB Microbusinesses. HDR confirmed that they will meet their overall SB commitment throughout the life of the contract.

SMALL BUSINESS COMMITMENT	28.61%	SMALL BUSINESS PARTICIPATION	23.54%

	DBE/DVBE/SBE/SB (Micro) Subcontractors	% Commitment	% Participation
1.	Atwell Consulting Group (DBE)	0.33%	0.19%
2.	BA Inc. (DBE)	0.79%	1.81%
3.	Earth Mechanics (DBE)	1.74%	0.53%
4.	MBI Media (DBE)	1.14%	2.58%
5.	Pacific Railway Enterprises (DBE)	4.91%	0.37%
6.	PacRim Engineering (DBE)	0.48%	0.63%
7.	Rail Surveyors & Engineers (DBE)	4.88%	3.68%
8.	V & A Inc. (DBE)	0.65%	0.94%
9.	Resource Sciences/Planning (DBE)	added	0.23%
10.	The Alliance Group (DBE)	added	0.01%
11.	T.A. Group (DBE)	added	0.13%
	Sub Total DBE*	**14.92%**	**11.10%**

12.	Abacus/Rubicon Engineering (DVBE)	0.33%	0.00%
13.	Cal Vada Surveying (DVBE)	0.34%	0.20%
14.	The REM Engineering (DVBE)	1.76%	0.04%
15.	Schwab Engineering (DVBE)	0.24%	0.63%
16.	Value Management Institute (DVBE)	0.25%	0.00%
17.	Aurora Industrial Hygiene (DVBE)	0.12%	0.00%
18.	ZMAssociates Environmental (DVBE)	added	0.47%
19.	OhanaVets, Inc. (DVBE)	added	0.49%
	Sub Total DVBE*	**3.04%**	**1.83%**
20.	WKE, Inc. (SBE)	8.01%	2.00%
21.	FPL & Associates (SBE)	1.13%	0.50%
22.	Blair, Church & Flynn (SBE)	0.31%	0.14%
23.	GPA Consulting (SBE)	added	0.81%
24.	Paleo Solutions (SBE)	added	0.09%
25.	Thomas Frawley Consulting (SBE)	added	0.00%
26.	S&K Engineers (SBE)	added	0.28%
27.	W2 Designs, Inc. (SBE)	added	0.50%
28.	IDC Consulting Engineers (SBE)	added	0.22%
29.	D'Leon Consulting (SBE)	added	0.45%
30.	Aguilar Associates (SBE)	added	0.83%
31.	Guida Surveying (SBE)	added	1.20%
32.	Penco Engineering (SBE)	added	1.36%
33.	C2PM (SBE)	added	1.10%
34.	VCA Engineers (SBE)	added	0.36%
35.	Fariba Nation Consulting (SBE)	added	0.00%
36.	Lentini Design & Marketing (SBE)	added	0.00%
	Sub Total SBE*	**9.45%**	**9.84%**
37.	AirX Utility Surveyors (SB Micro)	0.13%	0.23%
38.	Jacobus & Yuang, Inc. (SB Micro)	0.30%	0.35%
39.	Morcos Group (SB Micro)	0.48%	0.02%
40.	Acoustic Strategies Inc.	0.29%	0.17%
	Sub Total SB Micro*	**1.20%**	**0.77%**
	TOTAL	**28.61%**	**23.54%**

** Defined as Small Business under the CHSRA SB Program*

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will continue to monitor contractors' compliance with the State of California Department of Industrial

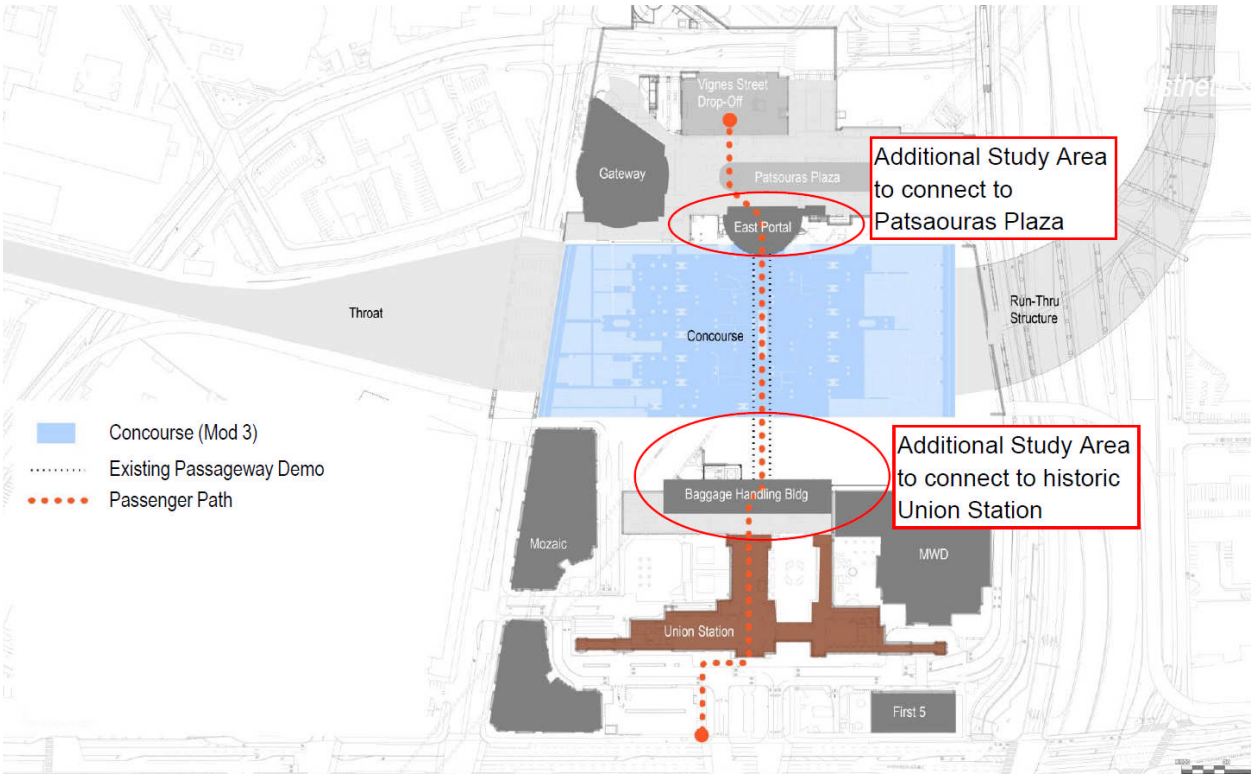
Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).Trades that may be covered include: surveying, potholing, field, soils and materials testing, building construction inspection, construction management and other support trades.

D. Project Labor Agreement/Construction Careers Policy

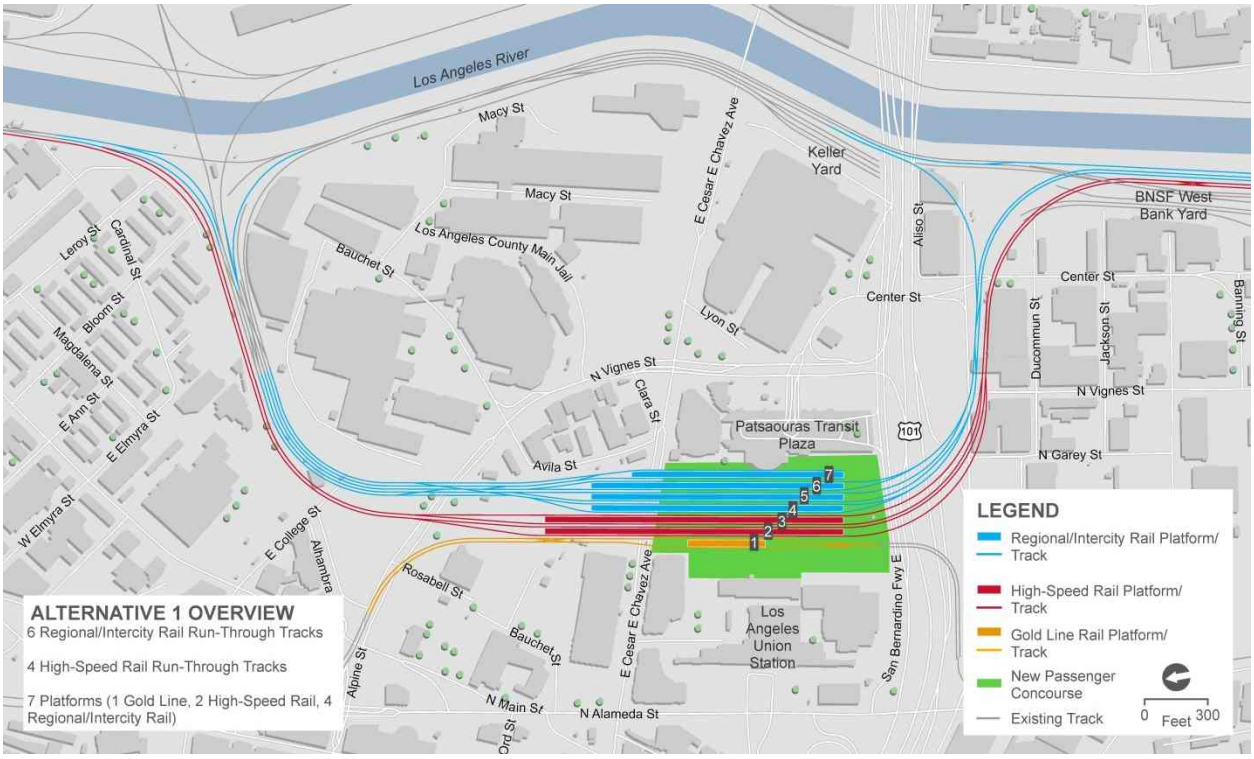
Project Labor Agreement/Construction Careers Policy is not applicable to this contract.

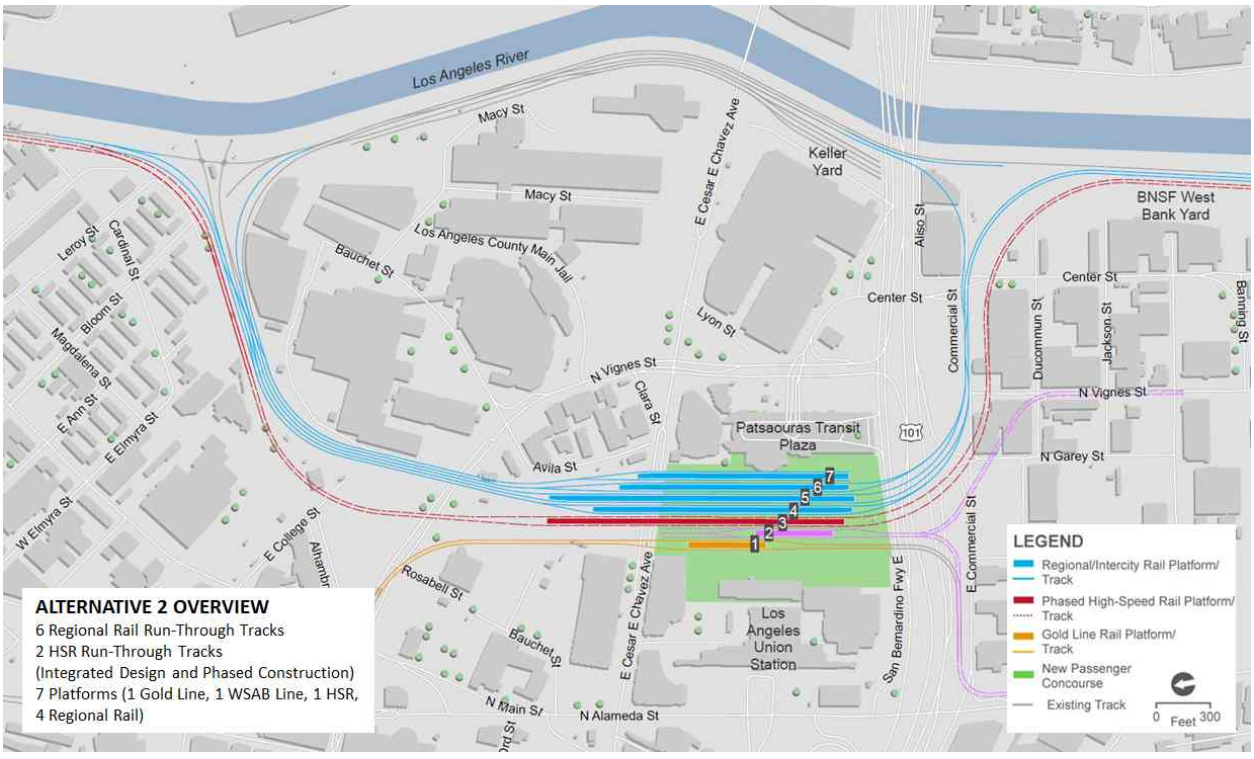
ATTACHMENT D

Additional Study Areas Included in Contract Modification No. 4

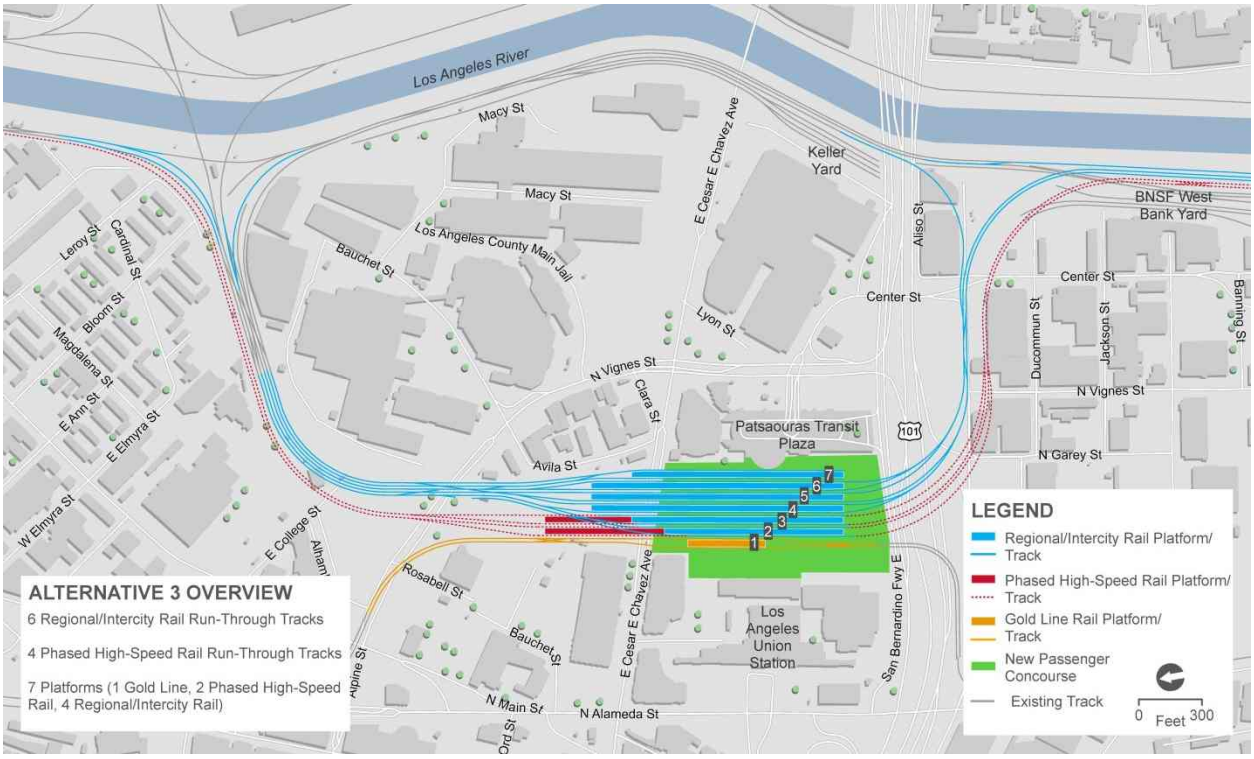


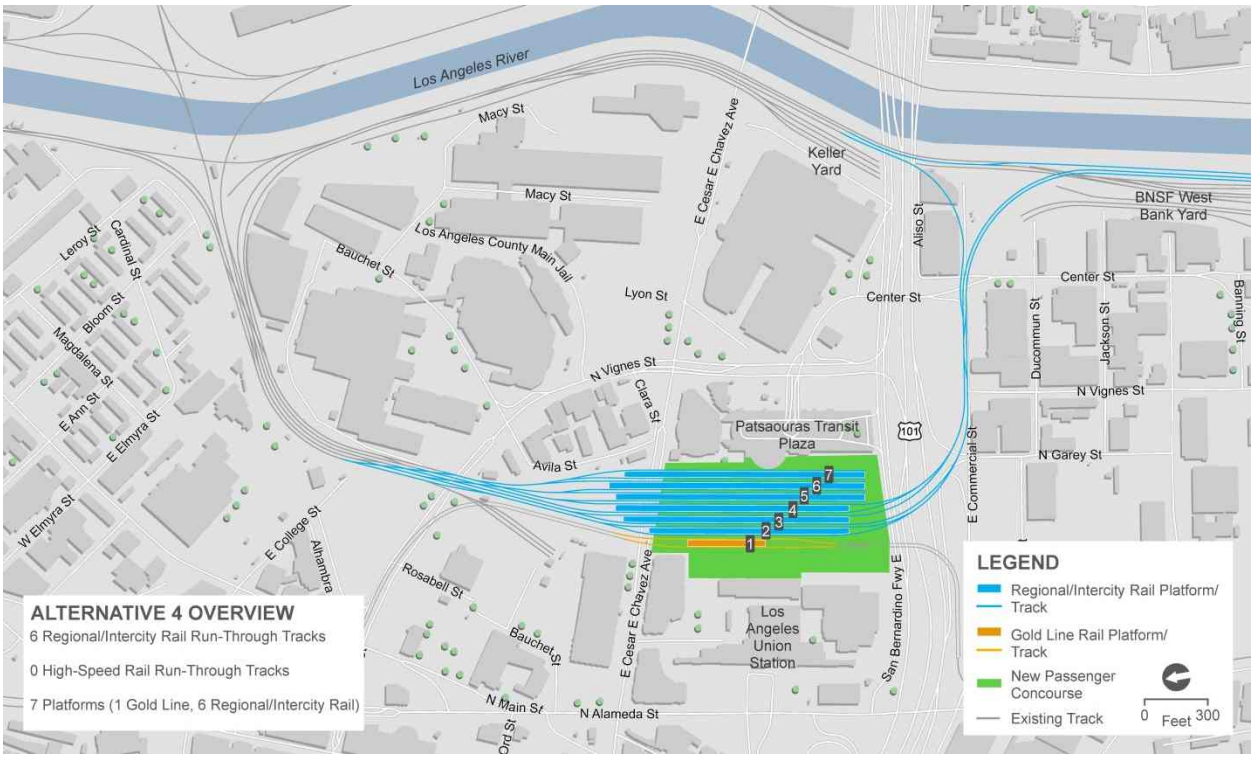
ATTACHMENT E





ATTACHMENT E





ATTACHMENT F

THIRD PARTY COSTS AND OTHER COSTS FOR ENVIRONMENTAL AND PRELIMINARY ENGINEERING

(ALL FIGURES ARE IN THOUSANDS)

SCRRA	$	1,000
CALTRANS	$	500
LABOE	$	500
LADOT	$	200
LADWP	$	300
OTHER AGENCIES	$	500
TOTAL THIRD PARTY COSTS	$	3,000

REAL ESTATE	$	400
LEGAL	$	400
SOIL TESTING AND DISPOSAL	$	200
TOTAL OTHER COSTS	$	1,000

SOURCES AND USES OF FUNDS FOR ENVIRONMENTAL AND PRELIMINARY ENGINEERING

(ALL FIGURES ARE IN THOUSANDS)

SOURCES OF FUNDS			**PRIOR YEARS**		**FY17**		**FY18**		**FY19**
MEASURE R 3%	$	43,698	$	14,793	$ 9,300	$	10,000	$	9,605
METRO OTHER FUNDING	$	8,000				$	8,000		
CHSRA ($15M + $3.7M)	$	18,700			$ 9,200	$	9,500		
	$	70,398	$	14,793	$ 18,500	$	27,500	$	9,605

USES OF FUNDS			**PRIOR YEARS**		**FY17**		**FY18**		**FY19**
HDR CONTRACT - ENVIRONMENTAL AND PRELIMINARY ENGINEERING	$	66,398	$	14,643	$ 17,450	$	26,000	$	8,305
THIRD PARTY COSTS	$	3,000	$	100	$ 900	$	1,000	$	1,000
OTHER COSTS	$	1,000	$	50	$ 150	$	500	$	300
	$	70,398	$	14,793	$ 18,500	$	27,500	$	9,605

Attachment G

OFFICE OF THE GOVERNOR

March 7, 2017

The Honorable John Fasana
Chair, Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Dear Chairman Fasana:

I understand that the Metro Board of Directors is considering an expanded environmental review and design document for improvements to Union Station that will accommodate high-speed rail service. I write today to affirm my commitment to high-speed rail, including early investments for the Burbank-to-Anaheim segment.

Our actions reflect this commitment. The budget I signed in 2012 put $500 million toward early-benefit projects in southern California, including the Rosecrans-Marquardt grade separation and the Link Union Station project. The High-Speed Rail Authority will consider new investments in the project this month. I also asked the White House to expedite any necessary environmental review for the Burbank-to-Anaheim segment and have requested new funding.

High-speed rail will strengthen our economy, promote mobility, and protect our environment. As you consider improvements to Union Station, I urge you to plan for a future with high-speed rail.

Sincerely,

Edmund G. Brown Jr.



Conceptual artwork

Metro

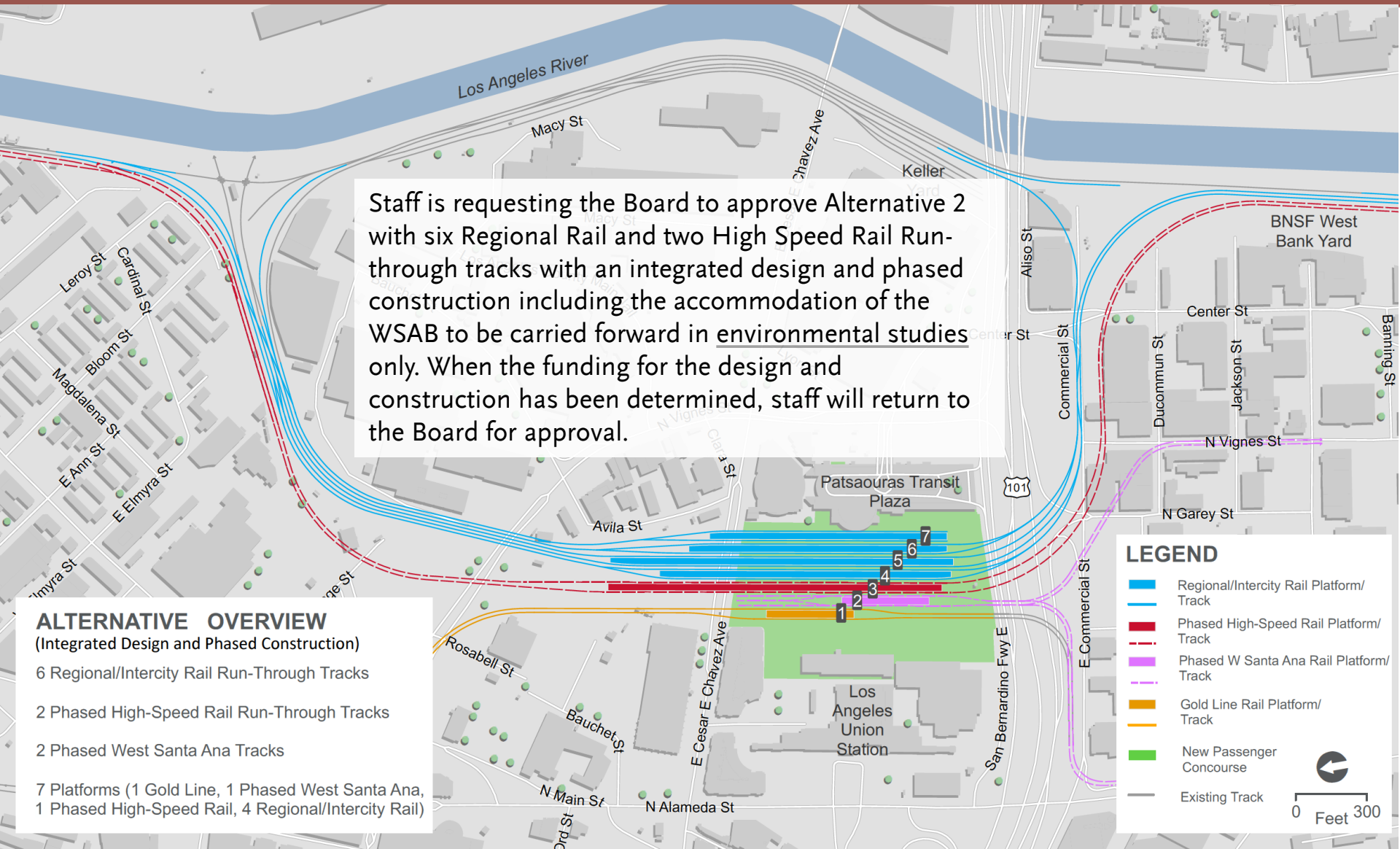
LINK UNION STATION

Metro Board Presentation

March 23, 2017

Link US Staff Recommended Alternative 2

6+2 (6 Regional Rail, 2 HSR Integrated and Phased, WSAB)



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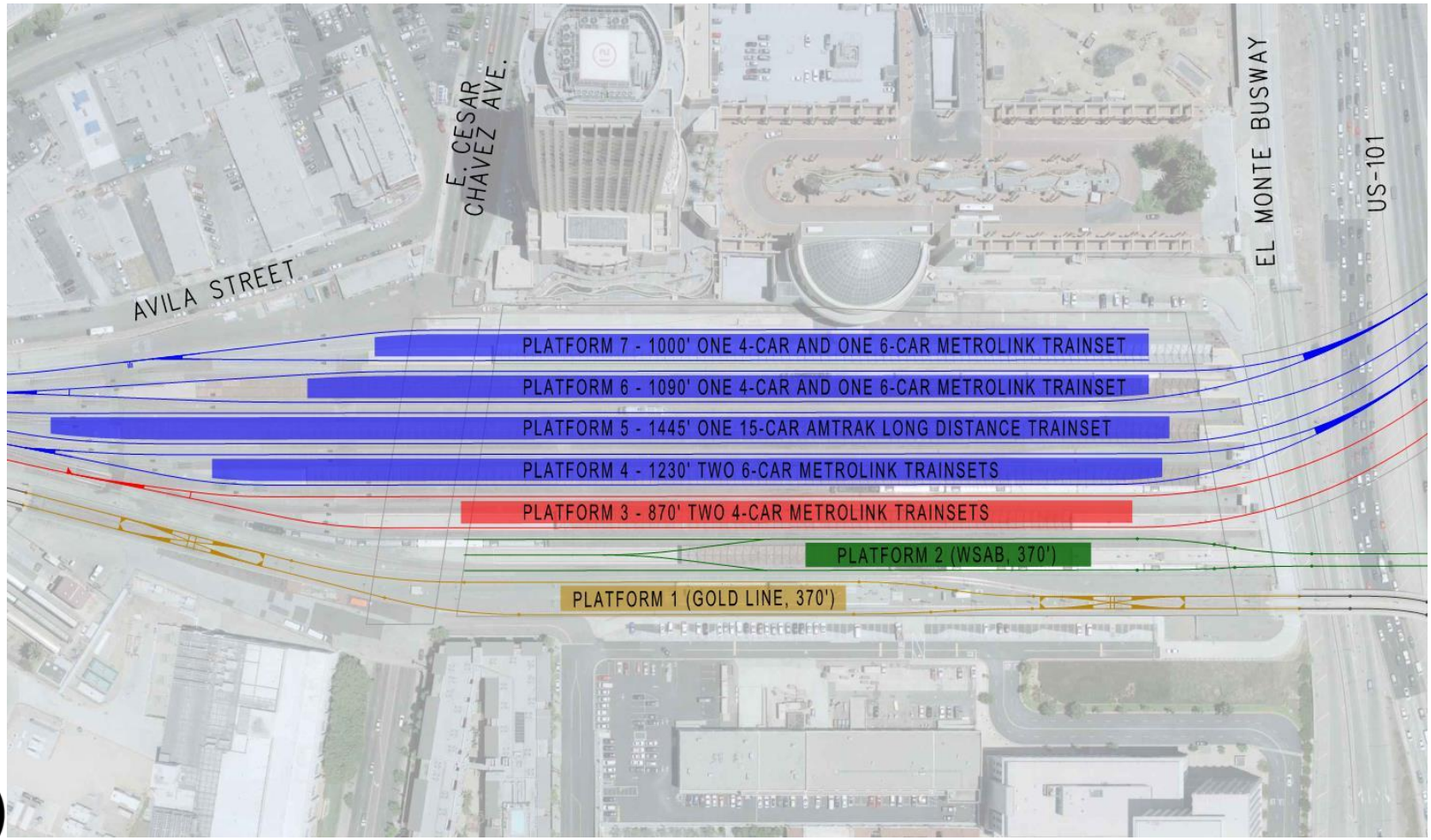


Metro

Link Union Station

1. Reflects an integrated design approach that accommodates phasing in HSR over time. The final design and construction will directly match CAHSRA's financial contribution so that Metro does not incur any costs related to HSR.

2. CAHSRA is financially contributed a total of $18,726,102 million for environmental and preliminary engineering design.

3. CAHSRA's initial contribution to final design and construction is approximately $350 million or more already appropriated by Senate Bill 1029 (Refer to Letter from the Office of the Governor). Staff will return to the Board with a full funding agreement with CAHSR by June 2017.

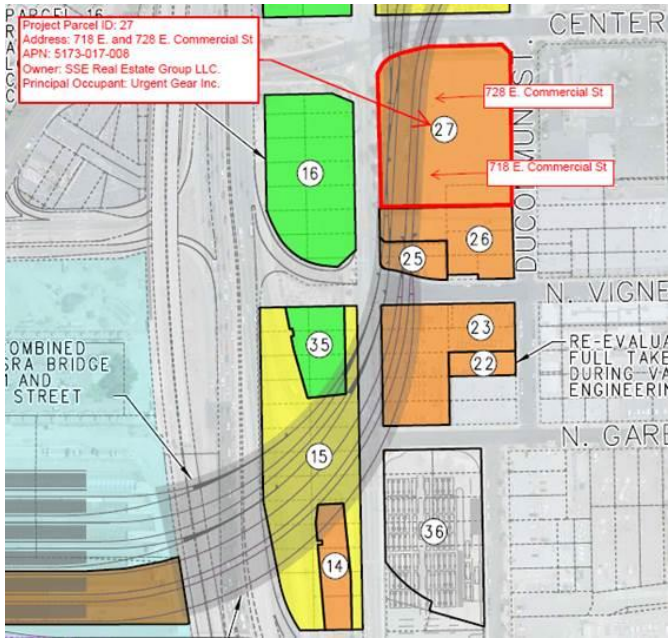
Metro

California High Speed Rail Authority (CHSRA)

1. Off-ramps for Link US- If HSR does not move forward or Metro chooses to change the scope of the project because HSR plans are not advancing, it is stipulated in our funding agreements that CAHSRA is responsible for actual costs incurred without limitation any and all costs due in connection with reducing the scope items added to accommodate HSR.

2. In addition, CAHSRA is in the process of purchasing properties at 718 and 728 East Commercial Street which encompasses more than two acres of land required for Link US.





Metro

Questions

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

Metro

Board Report

File #: 2017-0187, **File Type:** Federal Legislation / State Legislation (Position) **Agenda Number:** 29.

..Meeting_Body

REGULAR BOARD MEETING
MARCH 23, 2017

SUBJECT: STATE LEGISLATION

ACTION: ADOPT STAFF RECOMMENDED POSITION

RECOMMENDATION

ADOPT staff recommended position:

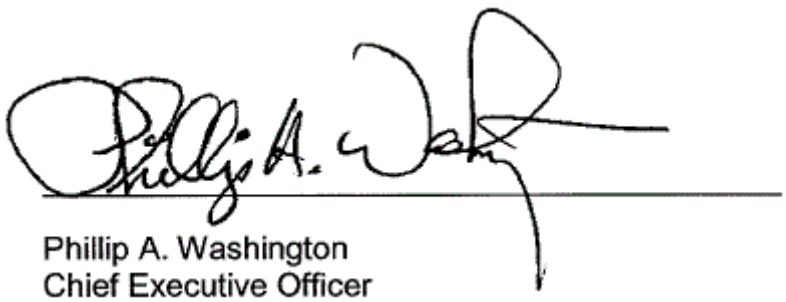
AB 17 (Holden) - Transit Pass Program: Free or Reduced-Fare Transit Passes **SUPPORT**

ATTACHMENTS

Attachment A - AB 17 (Holden) Legislative Analysis

Prepared by: Michael Turner, DEO, Government Relations, (213) 922-2122
Desarae Jones, Government Relations Administrator, (213) 922-2230

Reviewed by: Pauletta Tonilas, Chief Communications Officer, (213) 922-3777



Phillip A. Washington
Chief Executive Officer

powered by Legistar™

ATTACHMENT A

BILL: **ASSEMBLY BILL 17**

AUTHOR: **ASSEMBLYMEMBER CHRIS HOLDEN (D-PASADENA)**

SUBJECT: **TRANSIT PASS PROGRAM: FREE OR REDUCED-FARE TRANSIT PASSES**

STATUS: **ASSEMBLY TRANSPORTATION COMMITTEE**

ACTION: **SUPPORT**

RECOMMENDATION

Staff recommends that the Board adopt a SUPPORT position on AB 17 (Holden).

ISSUE

Assemblymember Chris Holden has introduced Assembly Bill 17, a bill that would allocate funding to the creation and administration of a new Transit Pass Program.

Assembly Bill 17 would:

- Create a new Transit Pass Program to be state-funded and administered by Caltrans;
- Require the state Controller to allocate moneys for the program;
- Set a minimum allocation of $20,000 for each eligible transit provider;
- Provide for the distribution and allocation of remaining moneys by the STA formula to eligible transit providers;
- Require Caltrans to develop guidelines to administer the program;
- Require Caltrans to develop performance measures and reporting requirements to evaluate the effectiveness of the program; and
- Specify that funds can be used to support free or reduced-fare transit passes for students at public schools, community colleges, California State Universities and the University of California.

DISCUSSION

Assembly Bill 17 (Holden) provides an opportunity to expand Metro's universal college student transit pass program with the support of State funding. This program and associated funding could help to provide additional reduced fare transit passes to students, encourage the use of public transit and increase mobility in the region.

The bill creates a program that could benefit the 1.4 million college students in Los Angeles County. The inclusion of the STA formula for allocating any remaining moneys to eligible transit providers will ensure that Los Angeles County receives an appropriate share and ensure that the diversity of the student population is served.

Staff is recommending that the Board of Directors adopt a SUPPORT IF AMENDED position on the measure AB 17 (Holden). This position is identical to the Board approved position on a similar measure, AB 2222 (Holden) which was introduced during the 2015-2016 legislative session.

DETERMINATION OF SAFETY IMPACT

Staff has determined that there is no direct impact to safety as a result of this proposal.

FINANCIAL IMPACT

Staff has determined that there is not an immediate fiscal impact to the agency as the result of the provisions outlined in this bill. As introduced, AB 17 (Holden) would authorize Metro, as an eligible transit provider, to be awarded at least $20,000 from the program, with any remaining funding distributed through the STA formula. The final proposal will be evaluated for specific impacts to the agency.

ALTERNATIVES CONSIDERED

The Board of Directors could consider adopting an OPPOSE position on this legislation; however, this would be inconsistent with our agency's current efforts at increasing mobility throughout the region and the development of a universal college student transit pass program (U-Pass).

NEXT STEPS

Should the Board decide to adopt a SUPPORT position on AB 17, staff will communicate the Board's position to the author and work to ensure passage of the measure. Staff will continue to keep the Board informed as this issue is addressed throughout the legislative session.