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Agenda - Final

Wednesday, June 16, 2021

1:30 PM

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

Finance, Budget and Audit Committee

James Butts, Chair

Kathryn Barger, Vice Chair

Fernando Dutra

Paul Krekorian

Holly Mitchell

Tony Tavares, non-voting member

Stephanie Wiggins, Chief Executive Officer

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(ALSO APPLIES TO BOARD COMMITTEES)

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

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

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

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323.466.3876

x2 *Español (Spanish)*

x3 *中文 (Chinese)*

x4 *한국어 (Korean)*

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Dial-in: 888-251-2949 and enter
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Please include the Item # in your comment.

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Los Angeles, CA 90012

CALL TO ORDER

ROLL CALL

APPROVE Consent Calendar Item: 5, 6, and 7.

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

CONSENT CALENDAR

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

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer (CEO) or their designee to execute an easement to The Metropolitan Water District of Southern California (MWD) in which the Los Angeles County Metropolitan Transportation Authority (LACMTA) agrees to grant to MWD, and take all necessary steps to record, certain "Real Estate Interests" in the LACMTA-owned property located at the southernmost end of Union Station adjacent to MWD-owned property ("Permanent Easement"); and
- B. AUTHORIZING the CEO or their designee to execute a Second Amendment to the Agreement and Declaration of Covenants, Conditions, and Restrictions (CC&Rs) recorded on May 31, 1996 between MWD and Catellus Development Corporation.

Attachments: [Attachment A - Fencing Plan & Alternatives- Final](#)
[Attachment B - Fence Design and Bollard Look](#)
[Attachment C - Design Plan](#)
[Attachment D - Proposed Easement Map](#)

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

RECOMMENDATION

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

Account(s) as detailed in Attachment A by:

- A. AMENDING the termination date of the Proposition A and Proposition C Local Return funded Capital Reserve Accounts for the City of Arcadia;
- B. AMENDING the termination date of the Proposition C Local Return funded Capital Reserve Account for the City of Bell;
- C. AMENDING the Proposition C Local Return funded Capital Reserve Account for the City of Beverly Hills by adding \$750,000 to the already approved \$2 million to a total of \$2.75 million; and
- D. ESTABLISHING new Local Return funded Capital Reserve Account for the Cities of Beverly Hills (Proposition A, Measure R), Bradbury (Measure M and Measure R), El Segundo (Proposition C and Measure R), Hermosa Beach (Proposition C), Lomita, (Proposition C), Norwalk (Proposition C), Pomona (Proposition C), and San Marino (Proposition C).

Attachments: [Attachment A - Project Summary 2021 for Proposed New Capital Reserve Acco](#)

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

[2021-0269](#)

RECOMMENDATION

ADOPT:

- A. Findings and Recommendations (Attachment A) for allocating FY22 Transportation Development Act (TDA) Article 8 funds estimated at \$29,346,452 as follows:
 - 1. In the City of Avalon there are no unmet transit needs that are reasonable to meet, therefore TDA Article 8 funds (Attachment B) in the amount of \$169,483 may be used for street and road projects, or transit projects, as described in Attachment A;
 - 2. In the Cities of Lancaster and Palmdale, there are no unmet transit needs that are reasonable to meet; in the Cities of Lancaster and Palmdale and the unincorporated portions of North County transit needs can be met through using other existing funding sources. Therefore, the TDA Article 8 funds in the amount of \$6,975,098 and \$6,761,056 (Lancaster and Palmdale, respectively) may be used for street and road purposes and/or transit, as long as their transit needs continue to be met;
 - 3. In the City of Santa Clarita, there are no unmet transit needs that are reasonable to meet; in the City of Santa Clarita, and the unincorporated

portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds in the amount of \$9,573,328 for the City of Santa Clarita may be used for street and road and/or transit, as long as their transit needs continue to be met;

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

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

Attachments: [Attachment A - FY22 Proposed Findings and Recommendations](#)
[Attachment B - TDA 8 Apportionments FY21-22](#)
[Attachment C - FY2021-22 TD Article 8 Resolution](#)
[Attachment D - History and Definitions TDA 8](#)
[Attachment E - FY22 TDA Article 8 Public Hearing process](#)
[Attachment F - FY21 Summary of the Comments\(1\)](#)
[Attachment G - Summary of Recommendations and Actions Taken FY22](#)
[Attachment H - Proposed Recommendation of SSTAC](#)

NON-CONSENT

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

[2021-0277](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING \$2.4 billion in FY 2021-22 (FY22) Transit Fund Allocations for Los Angeles County jurisdictions, transit operators and Metro operations as shown in Attachment A. These allocations comply with federal, state, and local regulations and LACMTA Board approved policies and guidelines.
- B. APPROVING fund exchanges in the estimated amount of \$1,467,453 of Metro's TDA Article 4 allocation with Municipal Operators' shares of Low Carbon Transit Operations Program. Funding will be adjusted based on

LCTOP actual allocations.

- C. APPROVING fund exchanges in the estimated amount of \$332,916 of Metro's Prop C 40% allocation with Antelope Valley and Santa Clarita's shares of Low Carbon Transit Operations Program. Funding will be adjusted based on LCTOP actual allocations.
- D. APPROVING Two-year lag funding for \$420,856 to Torrance Transit and Commerce Transit for the transitioned services from Metro as follows:
 - 1. The transfer of Metro Line 256 to City of Commerce Municipal Bus Lines consisting of 56,682 Revenue Miles and corresponding funding in the amount of \$80,496.
 - 2. The transfer of Metro Line 130 to Torrance Transit consisting of 239,789 Revenue Miles and corresponding funding in the amount of \$346,360.
- E. APPROVING base funding increase from \$6.0 million to \$6.8 million in FY22 for Tier 2 Operators to accommodate local fund exchanges of Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Funding as approved by the LACMTA Board of Directors.
- F. APPROVING the execution of local fund exchanges as appropriate in order to implement the Board approved CRRSAA allocations.
- G. APPROVING fund exchange of Federal Section 5307 discretionary fund awarded to the Southern California Regional Transit Training Consortium (SCR TTC) through Long Beach Transit in the amount of \$330,000 with Metro's TDA Article 4 allocation.
- H. APPROVING fund exchanges in the amount totaling \$13.2 million of Metro's Federal Section 5307 share with Municipal Operators' shares of Federal Sections 5337 and 5339.
- I. APPROVING fund exchanges in the amount of \$1,429,026 of Metro's TDA Article 4 allocation with the city of La Mirada's shares of FY2016 Federal Section 5307 discretionary fund.
- J. AUTHORIZING the Chief Executive Officer to adjust FY22 Federal Section 5307 (Urbanized Formula), Section 5339 (Bus and Bus Facilities) and Section 5337 (State of Good Repair) allocations upon receipt of final apportionments from the Federal Transit Authority and amend FY22 budget as necessary to reflect the aforementioned adjustment.
- K. AUTHORIZING a \$1.26 million allocation to LIFE Program Administrators,

FAME Assistance Corporation (FAME) and the International Institute of Los Angeles (IILA) to fund the FY22 Taxi Voucher component of the LIFE Program.

- L. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements to implement the above funding programs.
- M. ADOPTING a resolution designating Transportation Development Act (TDA) and State Transit Assistance (STA) fund allocations are in compliance with the terms and conditions of the allocations (Attachment B).

Attachments: [Attachment A - FY2022 Transit Fund Allocations Proposed](#)
 [Attachment B - Resolution](#)
 [Attachment C - Summary of Significant](#)

9. SUBJECT: ACCESS SERVICES PROPOSED FISCAL YEAR 2022 [2021-0324](#)
BUDGET

RECOMMENDATION

CONSIDER:

- A. APPROVING local funding request for Access Services (Access) in an amount not to exceed \$122,582,419 for FY22. This amount includes:
 - Local funds for operating and capital expenses in the amount of \$120,217,213;
 - Local funds paid directly to Metrolink for its participation in Access' Free Fare Program in the amount of \$2,365,206; and
- B. AUTHORIZING the Chief Executive Officer (CEO) to negotiate and execute all necessary agreements to implement the above funding programs.

Attachments: [Attachment A - FY22 Access Services ADA Program](#)
 [Presentation](#)

10. SUBJECT: MANAGEMENT AUDIT SERVICES FY 2021 THIRD [2021-0242](#)
QUARTER REPORT; AND FY 2022 AUDIT PLAN

RECOMMENDATION

CONSIDER:

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

B. APPROVING the FY 2022 Audit Plan.

Attachments: [Attachment A - Management Audit Services Third Quarterly FY 2021 Report](#)
 [Attachment B - FY 2022 Audit Plan](#)

11. SUBJECT: REAL ESTATE ACQUISITION, RELOCATION, AND PROPERTY MANAGEMENT BENCH [2021-0289](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

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

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

Attachments: [Attachment A - Procurement Summary](#)
 [Attachment A-1 - Recommended Firms](#)
 [Attachment B - DEOD Summary](#)

12. SUBJECT: EXCESS LIABILITY INSURANCE PROGRAM [2021-0048](#)

RECOMMENDATION

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

Attachments: [Attachment A - Options Premiums and Loss History](#)
 [Attachment B - Proposed Public Entity Carriers and Program Structure](#)

39. SUBJECT: UNION STATION LIFE OF PROJECT BUDGETS [2021-0113](#)

RECOMMENDATION

CONSIDER:

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

B. AMENDING the FY22 budget for Union Station capital projects to include

\$2,700,000 for the Union Station capital projects; and

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

SUBJECT: GENERAL PUBLIC COMMENT

[2021-0384](#)

RECEIVE General Public Comment

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

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

Adjournment



Board Report

File #: 2021-0285, **File Type:** Agreement

Agenda Number: 5.

**FINANCE, BUDGET, AND AUDIT COMMITTEE
JUNE 16, 2021**

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

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer (CEO) or their designee to execute an easement to The Metropolitan Water District of Southern California (MWD) in which the Los Angeles County Metropolitan Transportation Authority (LACMTA) agrees to grant to MWD, and take all necessary steps to record, certain “Real Estate Interests” in the LACMTA-owned property located at the southernmost end of Union Station adjacent to MWD-owned property (“Permanent Easement”); and
- B. AUTHORIZING the CEO or their designee to execute a Second Amendment to the Agreement and Declaration of Covenants, Conditions, and Restrictions (CC&Rs) recorded on May 31, 1996 between MWD and Catellus Development Corporation.

ISSUE

In February 2018, MWD’s Board authorized final design of the physical security improvements to MWD headquarters. To expedite completion of the most critical upgrades, the upgrade work was prioritized and staged. Stage 1 upgrades improved exterior surfaces. Stage 2 upgrades enhanced access control and interior security protection. Stage 3 improvements will enhance perimeter security.

For MWD to move forward with stage 3 of MWD headquarter physical security improvements, MWD requires LACMTA to grant a Permanent Easement and amend the current CC&Rs for Union Station.

BACKGROUND

MWD acquired its headquarters site in 1996, which predates LACMTA’s acquisition in 2011. In 1996 easements were granted to MWD for the roadway, utility, north sewer and storm drain. During the

same year, CC&Rs were established between Catellus Development Corporation and MWD to ensure that the properties were developed, used and maintained as a high quality, unified development and to establish certain reciprocal rights for uses of common areas.

The MWD Headquarters Building is a 522,682 square-foot, concrete-frame structure consisting of a 12-story high-rise tower attached to a five-story wing. The building is located next to the Union Station transportation hub. The business functions located in this building are critical for maintaining the continuity of MWD's day-to-day operations. The Headquarters Building includes office space for approximately 840 MWD staff and meeting space for the Board of Directors and members of the public. MWD began occupying the Headquarters Building in 1998.

A threat and physical security assessment of the Headquarters Building was completed by MWD consultants in 2016. This assessment recommended the addition of several physical features to enhance the building's perimeter security, access control, and interior security protection systems. These recommendations are in conformity with best security practices for government buildings as stated in guidelines provided by the U.S. Department of Homeland Security. The recommended features to be added in a multi-phased approach include additional cameras, sensors and barriers, improved access control, and improved communication systems. Stage 3 improvements will enhance perimeter security along the exterior of the MWD site and courtyard and require real property rights from LACMTA.

DISCUSSION

Temporary fencing was installed around the MWD courtyard in 2018. MWD is now finalizing phase 3 of their security project which includes permanent physical security enhancements to the MWD courtyard and front entrance to the MWD HQ building. Permanent fencing will eventually replace the current temporary fencing. The transition is expected to be seamless as temporary fencing will remain up until the new permanent fencing is installed.

The permanent fencing design proposed will include four gates total, three main access gates and one after-hours gate. All gates will remain opening during business hours, except during lunch hours. During lunch hours, visitors will still have access to MWD cafeteria and courtyard through the West Visitors' entrance. Gates will be closed and locked after business hours. In addition to fencing, 23 bollards (10 stationary, 13 removable) are proposed to be installed throughout the easement. All fencing and bollards are subject to LACMTA standard guidelines and LACMTA will be given a set of keys to unlock the new removable bollards. The location of the improvements is depicted as Option 1 on Attachment A and further depicted in Attachments B, C and D.

Permanent Easement

The above-described improvements require a permanent easement of 1,148 square feet for MWD to install, construct, maintain, repair, replace, reconstruct and operate fences, gates and bollards.

The easements are mutually beneficial and in conformity with best security practices for government buildings as stated in guidelines provided by the U.S. Department of Homeland Security. Staff proposes to provide them at no charge to MWD. The fees for temporary rights during construction were waived by LACMTA.

Description of Amendment to Union Station CC&Rs

A second amendment to the CC&Rs is required to allow the closure of MWD's courtyard during lunch hours and after business hours. Currently, the CC&Rs allow partial closure of the courtyard during lunch hours.

Equity Platform

This addresses LACMTA's equity platform by focusing and delivering improvements, management and organized use of MWD plaza on Union Station property for the safety of businesses and transit customers.

DETERMINATION OF SAFETY IMPACT

This project will increase safety throughout plaza areas at Union Station.

FINANCIAL IMPACT

There is no financial impact to LACMTA. All construction and maintenance costs for fence, gates and bollards shall be borne by MWD.

Impact to Budget

No impact to budget

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan Goal 2: Outstanding trip experience for all users of the transportation system. 2.1 Metro is committed to improving security. Action: Explore and implement prevention tactics, promote prevention as a first measure to reduce frequency and severity of crimes.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the recommendations. This is not recommended as it will hamper safety and security improvements at the MWD Plaza.

NEXT STEPS

Once the easement is granted, recorded and the CC&Rs are updated, MWD will obtain its building permits to construct the MWD Project.

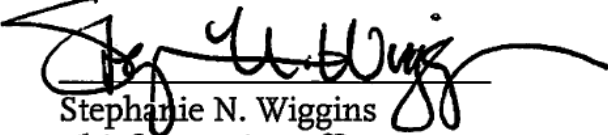
ATTACHMENTS

- Attachment A - Fencing Plan & Alternatives
- Attachment B - Fence Design and Bollard Look
- Attachment C - Design Plan
- Attachment D - Proposed Easement Map

Prepared by: Ken Pratt, DEO, Countywide Planning & Development, (213) 922-6288

John Potts, Executive Officer, Countywide Planning & Development, (213) 928-3397
Holly Rockwell, SEO - Real Estate, Transit Oriented Communities and Transportation
Demand Management, (213) 922-5585

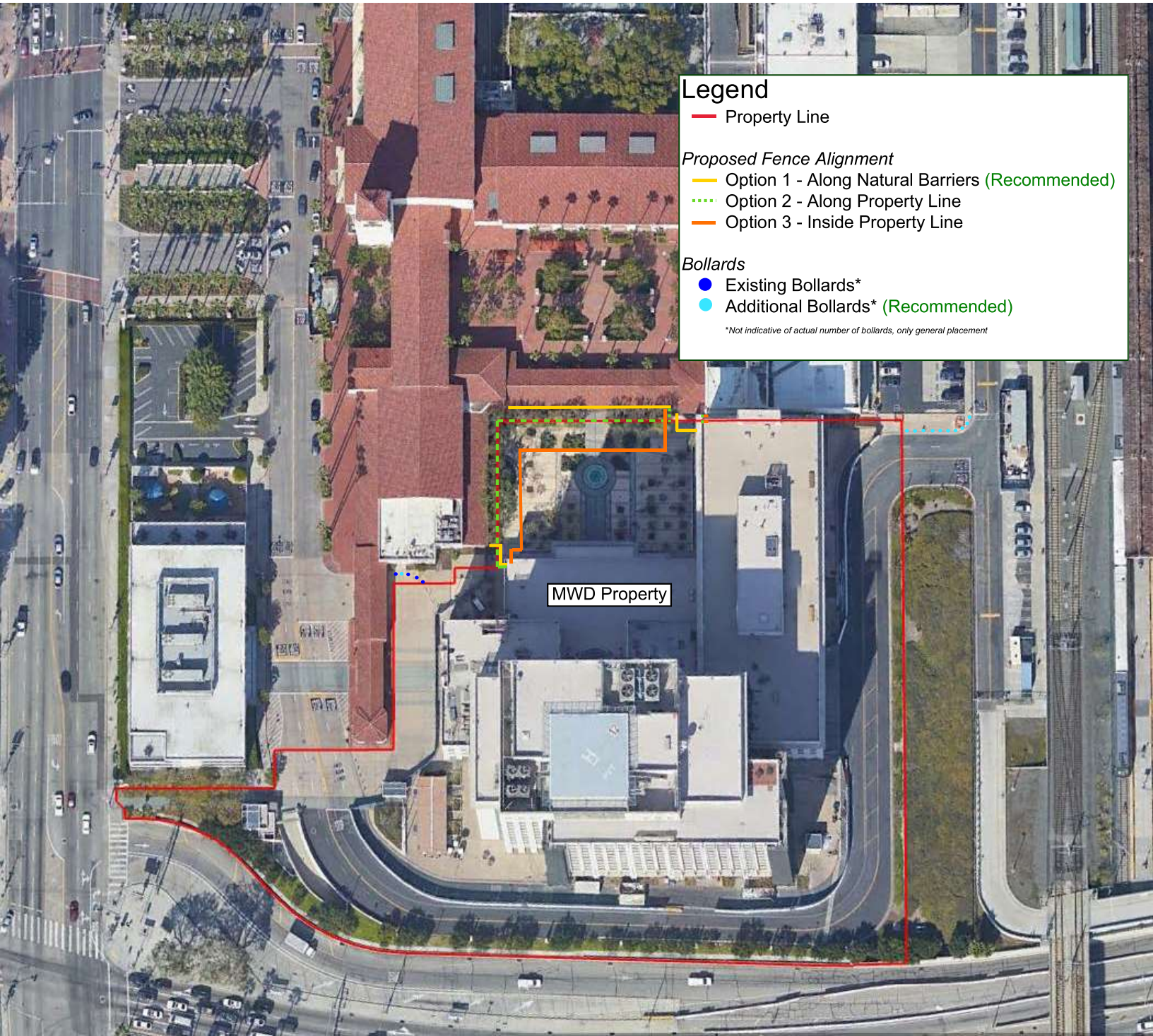
Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

Fencing Plan & Alternatives



Legend

— Property Line

Proposed Fence Alignment

— Option 1 - Along Natural Barriers (Recommended)

... Option 2 - Along Property Line

— Option 3 - Inside Property Line

Bollards

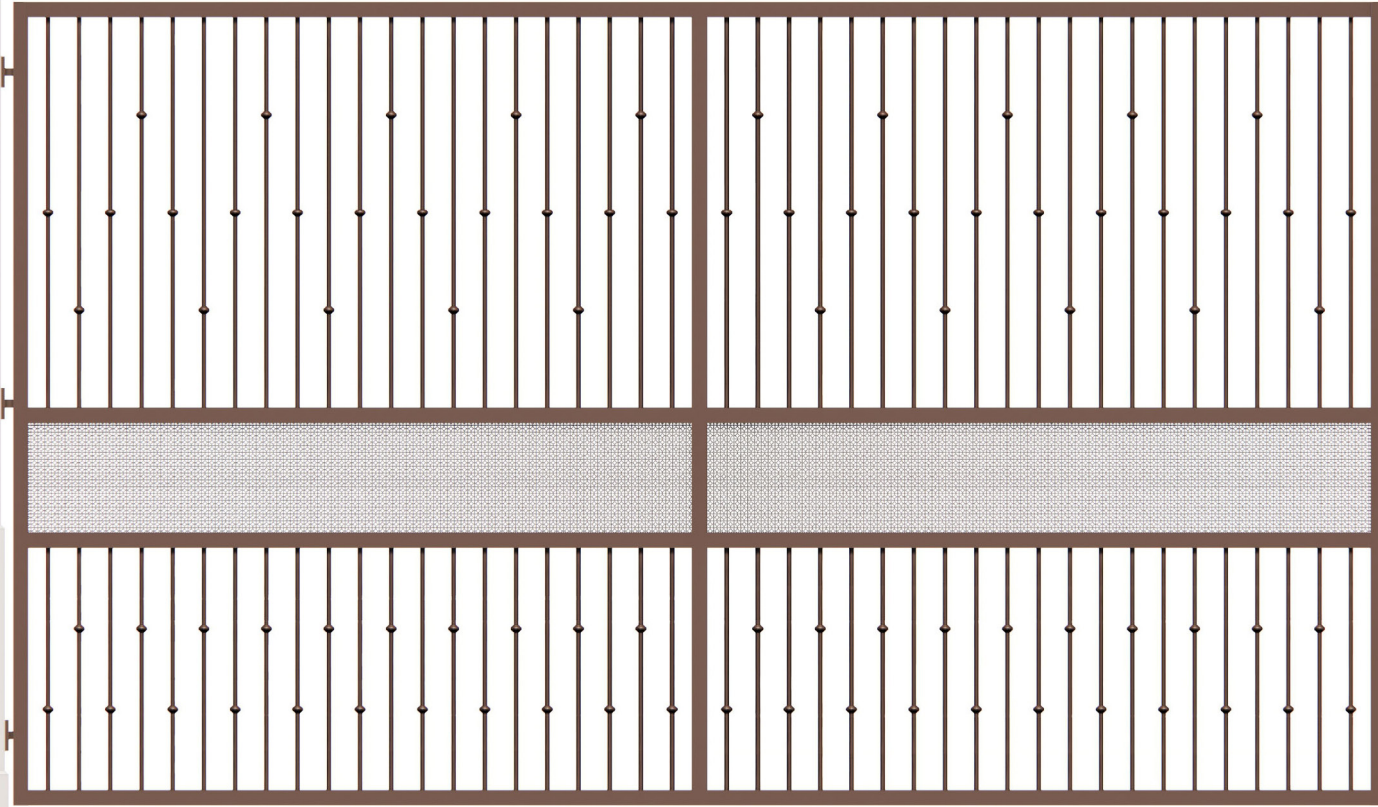
● Existing Bollards*

● Additional Bollards* (Recommended)

*Not indicative of actual number of bollards, only general placement

MWD Property

ATTACHMENT B
Fence Design and Bollard Look



Typical Fence Elevation at Arcade

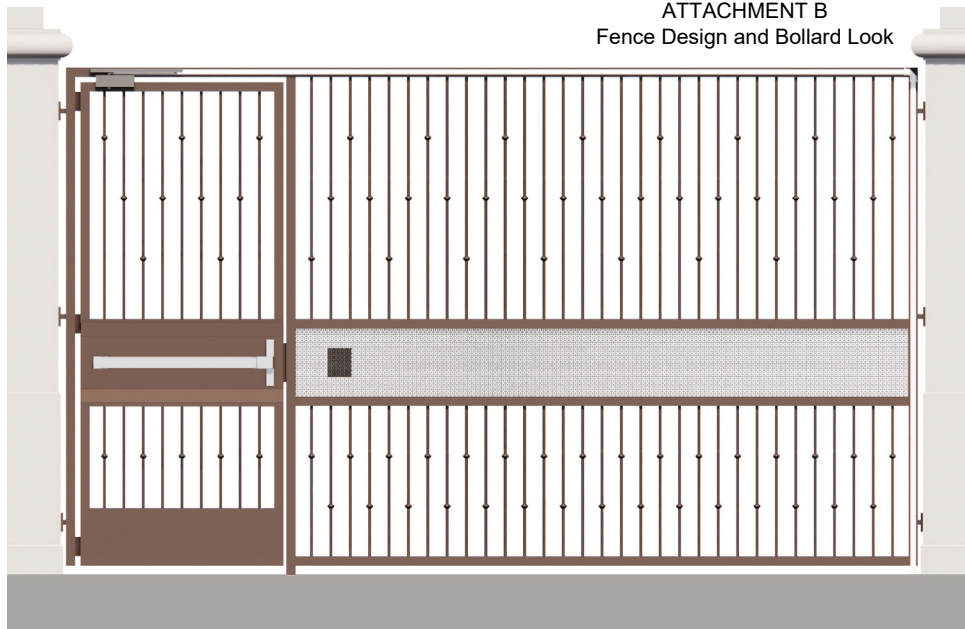
Ornamental Fence Design

Headquarters Building Exterior Physical Security Improvements
116535

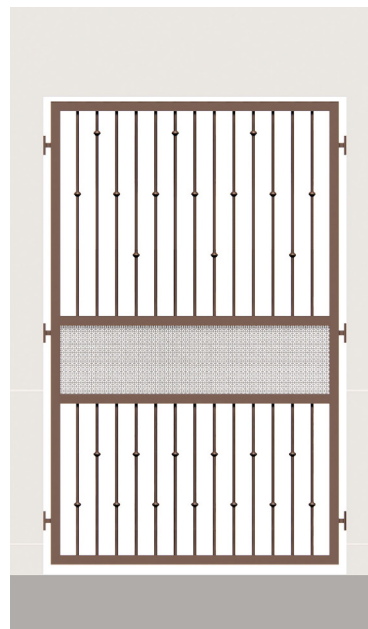
2021/01/28



ATTACHMENT B
Fence Design and Bollard Look



Single Gate Elevation



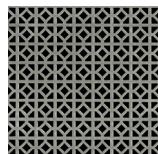
Short Fence Elevation



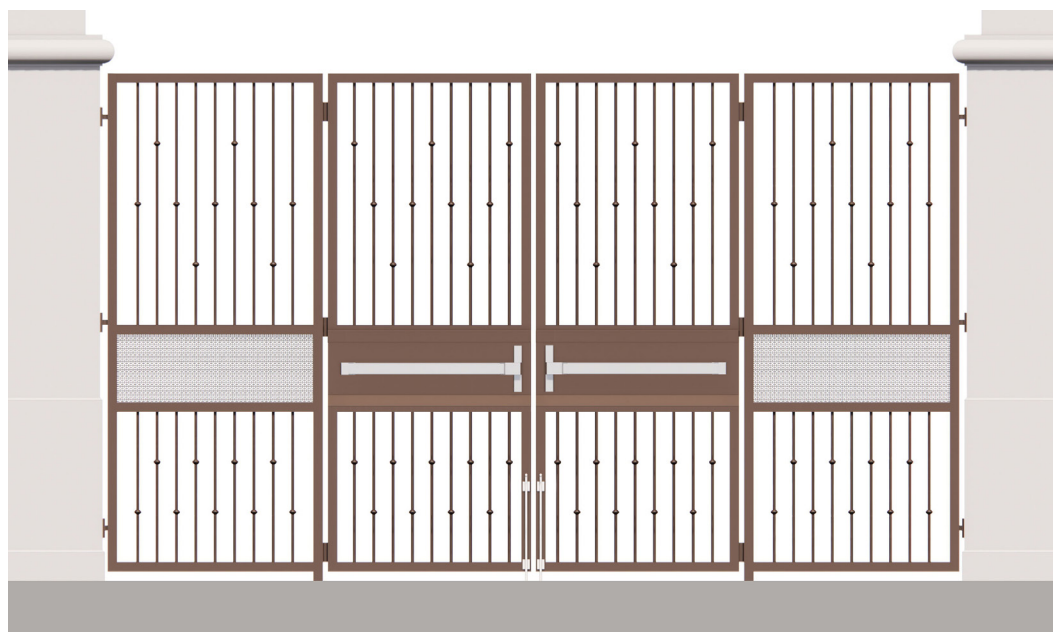
5/8" pickets



1-1/2"W x
1"H



Perforated
Metal Panel



Double Gate Elevation

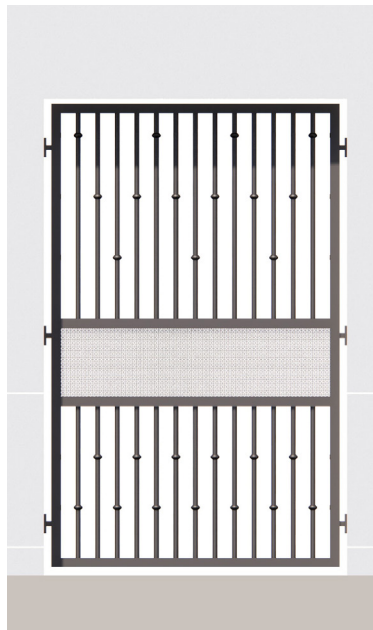
Ornamental Fence Design

Headquarters Building Exterior Physical Security Improvements
116535

2021/01/28



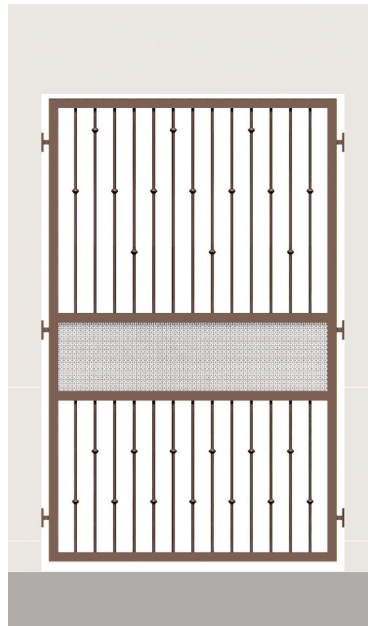
ATTACHMENT B
Fence Design and Bollard Look



Picket Design Option 2



Picket Design Option 3



**Combination
Fence Color: Brown
(Recommended)**

Ornamental Fence Design



Stainless Steel Bollard Designs



Domed Stainless Steel
(Recommended)



Modern Stainless Steel

ATTACHMENT C
Design Plan



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Los Angeles, CA 90017, USA
Tel: 213 789 0011 Fax: 213 789 0016
ibigroup.com

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HEADQUARTERS BUILDING PHYSICAL SECURITY IMPROVEMENTS

PROJECT
HEADQUARTERS BUILDING
EXTERIOR
PHYSICAL SECURITY IMPROVEMENTS

SPECIFICATION NO.: 2003
PROJECT NUMBER: 105168
DRAWING NUMBER:
APPROVAL SHEET NO.:

ADDRESS:
700 N. ALAMEDA ST.
LOS ANGELES, CA 90012

REVISIONS:

DELTA	TITLE	DATE	BY

PROJECT TEAM

OWNER:
METROPOLITAN WATER DISTRICT
700 N. ALAMEDA STREET
LOS ANGELES, CA 90012
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FAX: -
CONTACT: MIKE CLAISSE
PROJECT MANAGER

ARCHITECT:
IBI GROUP
315 W 9TH STREET
LOS ANGELES, CA 90015
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CONTACT: CRAIG ATKINSON
ARCHITECT OF RECORD

STRUCTURAL:
ABS CONSULTING
300 COMMERCE DRIVE, SUITE 150
IRVINE, CA 92602
PHONE: (714) 734-2583
FAX: -
CONTACT: TRACY RICH
PROJECT MANAGER

PM: GENERAL
PE:
SENIOR TECH MGR.:
DRAWN BY: AO
SCALE:
DATE: 04/22/21
JOB NO.: 116535
SHEET TITLE:

COVER SHEET

SHEET NO.:

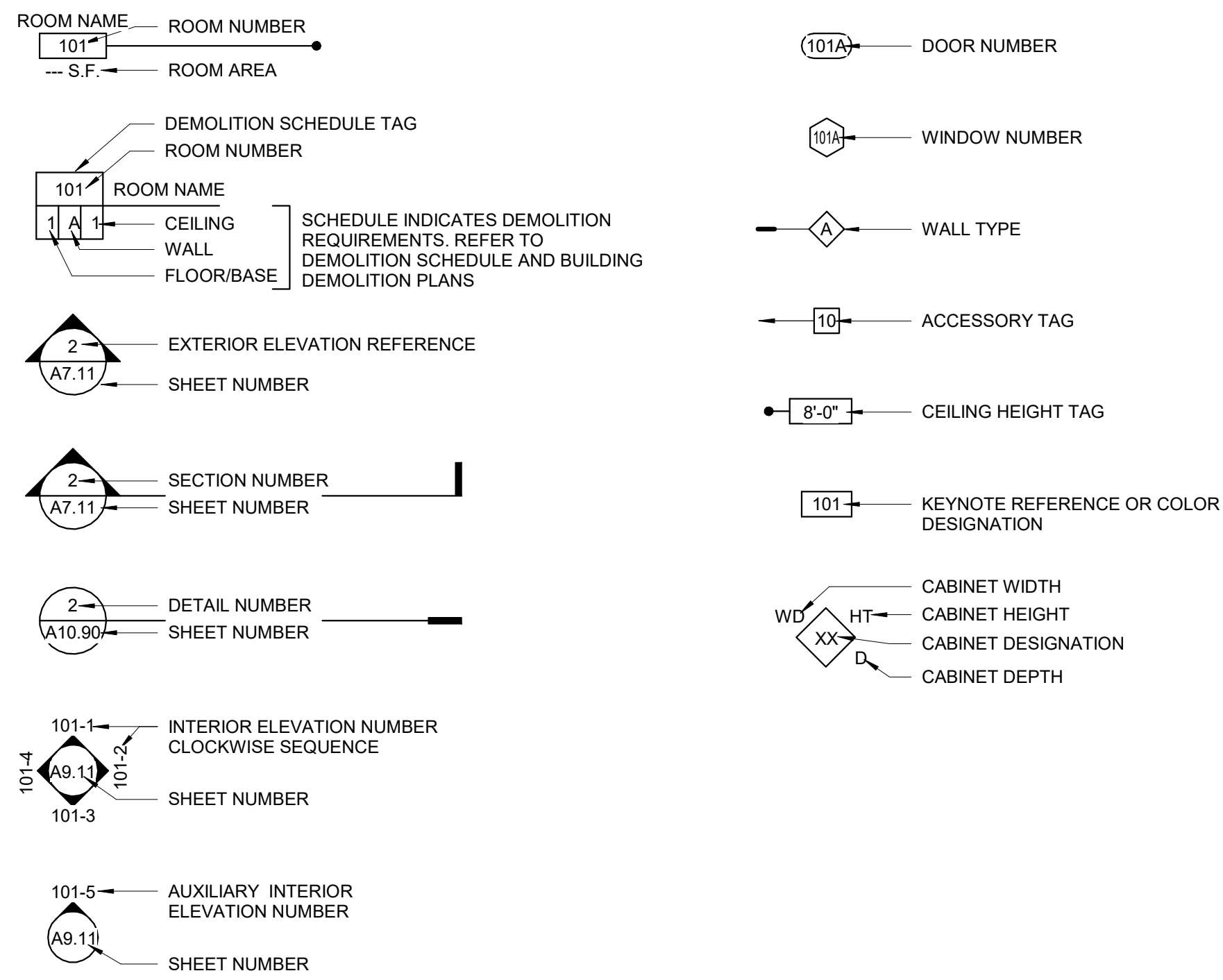
G0000

CONFIDENTIAL METROPOLITAN INFORMATION

ABBREVIATIONS

A	- ACCESSIBLE
AB	- ANCHOR BOLT
AC	- ASPHALT CONCRETE
A/C	- AIR CONDITIONING
ACOUS	- ACOUSTIC
ADD	- ADDENDUM
ADJ	- ADJUTANT or ADJACENT
AGG	- AGGREGATE
ALT	- ALTERNATE
ALUM	- ALUMINUM
APP	- APPROXIMATE
APPROX	- APPROXIMATE
ARCH	- ARCHITECT (URAL)
BD	- BOARD
BEL	- BELOW
BLDG	- BUILDING
BLKG	- BLOCKING
BOT	- BOTTOM
BUR	- BURST UP ROOFING
C	- CARPET
CAB	- CABINET
CB	- CATCH BASIN
CEM	- CEMENT
CF	- CUBIC FOOT
CFE	- COUNTERFLASHING
CHAM	- CHAMFER
CJ	- CONTROL JOINT
CLG	- CEILING
CLR	- CLEAR
CT	- CERAMIC MOSAIC (TILE)
CMU	- CONCRETE MASONRY UNIT
CO	- CLEAN OUT
COL	- COLUMN
CONC	- CONCRETE
CONT	- CONTINUOUS or CONTINUE
CONST	- CONSTRUCTION
COTF	- CLEAN OUT THRU
COTG	- CLEAN OUT TO GRADE
COTW	- CLEAN OUT THRU WALL
CSK	- CASING
CSMT	- CASSEMENT
CTSK	- COUNTERSUNK SCREW
CW	- COLD WATER
DET	- DETAIL
DF	- DRINKING FOUNTAIN
DA	- DIAMETER
DIAG	- DIAGONAL
DM	- DIMENSION
DIV	- DIVISION
DK	- DOOR
DS	- DOWNSPOUT
DWG	- DRAWING
E	- ENAMEL
EA	- EACH
EB	- EXPANSION BOLT
EFS	- EXTERIOR INSULATION FINISHING SYSTEM
EJ	- EXPANSION JOINT
ELEV	- ELEVATION
ELECT	- ELECTRICAL
EMER	- EMERGENCY
ENCL	- ENCLOSURE (URE)
EQ	- EQUAL
EQUIP	- EQUIPMENT
EXH	- EXHAUST
EXP	- EXPOSED
EXT	- EXTERIOR
(F)	- FUTURE
FAB	- FABRICATION
FAC	- FACTORY
FBO	- FURNISHED BY OTHERS
FD	- FLOOR DRAIN
FF	- FINISH FLOOR
FHMS	- FLAT HEAD MACHINE SCREW
FHWS	- FLAT HEAD WOOD SCREW
FIN	- FINISH
FLR	- FLOOR JOIST
FLUOR	- FLUORESCENT
FND	- FOUNDATION
FOF	- FACE OF FINISH
FOP	- FACE OF PLYWOOD
FOS	- FACE OF STUD
FR	- FRAME (D), (ING)
FRP	- FIBERGLASS REINFORCED PLASTIC PANELS
FTG	- FOOTING
FURR	- FIRRED (ING)
GA	- GAUGE
GI	- GYPSUM BOARD
GI	- GALVANIZED IRON
GKT	- GASKET (ED)
GL	- GLASS or GLAZING
GLV	- GALVANIZED
GSM	- GALVANIZED SHEET METAL
GYP	- GYPSUM
HB	- HOSE BIBB
HDW	- HARDWOOD
HEX	- HEXAGONAL
HM	- HOLLOW METAL (STEEL)
HT	- HORIZONTAL
HOR	- HORIZONTAL
HT	- HEIGHT
HVAC	- HEATING VENTILATING AIR CONDITIONING
HW	- HOT WATER
ID	- INSIDE DIAMETER
INCL	- INCLUDE (D), (ING)
INSTR	- INSTRUCTION (S)
INSUL	- INSULATE (D), (ION)
INT	- INTERIOR
INV	- INVERT
JST	- JOIST
JT	- JOINT
LAM	- LAMINATE (D)
LAV	- LAVATORY
LB	- LAG BOLT
LVR	- LOWER
LCP	- LAY-IN CEILING PANEL
MAS	- MASONRY
MATL	- MATERIAL
MAX	- MAXIMUM
MB	- MACHINE BOLT

SYMBOLS LEGEND



APPLICABLE CODES

CALIFORNIA CODE OF REGULATIONS, TITLE 24 - BUILDING STANDARDS

2019	CALIFORNIA ADMINISTRATIVE CODE (CAC) (Title 24, Part 1, CCR)
2019	CALIFORNIA BUILDING CODE (CBC) (Volumes 1 & 2) (Title 24, Part 2, CCR) (2018 International Building Code with 2018 California amendments)
2019	CALIFORNIA ELECTRICAL CODE (Title 24, Part 3, CCR) (2018 National Electrical Code with 2018 California amendments)
2019	CALIFORNIA MECHANICAL CODE (CMC) (Title 24, Part 4, CCR) (2018 Uniform Mechanical Code with 2018 California amendments)
2019	CALIFORNIA PLUMBING CODE (CPC) (Title 24, Part 5, CCR) (2018 Uniform Plumbing Code with 2018 California amendments)
2019	CALIFORNIA ENERGY CODE (Title 24, Part 6)
2019	CALIFORNIA HISTORICAL BUILDING CODE (Title 24, Part 8, CCR) (2018 International Building Code with 2018 California amendments)
2019	CALIFORNIA FIRE CODE (CFC) (Title 24, Part 9, CCR) (2018 International Fire Code with 2018 California amendments)
2019	CALIFORNIA EXISTING BUILDING CODE (Title 24, Part 10, CCR) (2018 International Existing Building Code with 2018 California amendments)
2019	CALIFORNIA GREEN BUILDING STANDARDS CODE (CALGREEN) (Title 24, Part 11, CCR) - 2018 California Green Building Standards Code applies at those portions designated by California Building Standards Commission
2019	CALIFORNIA REFERENCE STANDARDS CODE (Title 24, Part 12, CCR)
2010	ADA STANDARDS FOR ACCESSIBILITY DESIGN, U.S. Department of Justice
2016	NFPA 13, STANDARD FOR THE INSTALLATION OF SPRINKLER SYSTEMS, 2015 Edition
2016	NFPA 72, NATIONAL FIRE ALARM CODE AND SIGNALING CODE, 2015 Edition

NOTE: SOME CODES MAY NOT APPLY IF WORK REGULATED BY SUCH CODES IS NOT WITHIN THE SCOPE OF THIS PROJECT.

GENERAL NOTES

- THE CONTRACTOR SHALL BECOME FAMILIAR WITH THE WORK PRIOR TO BID. CONTRACTOR SHALL VERIFY EXISTING CONDITIONS AND DIMENSIONS AND SHALL REPORT ANY DISCREPANCIES OR UNIDENTIFIED CONDITIONS TO THE METROPOLITAN WATER DISTRICT FOR RESOLUTION BEFORE BEGINNING WORK.
- ANY DAMAGE TO EXISTING IMPROVEMENTS IN THE EXECUTION OF THE WORK IN THIS CONTRACT SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA.
- DO NOT SCALE THE DRAWINGS. CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS.
- DIMENSIONS, DETAILS, NOTES AND SYMBOLS THAT APPLY TO ONE UNIT, APPLY TO ALL UNITS IN LIKE SITUATIONS.
- UNLESS SPECIFICALLY SHOWN OR NOTED ON THE DRAWINGS, NO STRUCTURAL MEMBER SHALL BE CUT, NOTCHED, BORED OR OTHERWISE MODIFIED WITHOUT THE PERMISSION OF THE STRUCTURAL ENGINEER OF RECORD. SEE MECHANICAL AND PLUMBING DRAWINGS FOR LOCATIONS OF FLOOR OR AREA DRAINS, LOUVERS, HEATING UNITS AND WET UTILITIES.
- INSTALLATION SHALL FOLLOW THE MANUFACTURER'S PUBLISHED SPECIFICATIONS AND/OR TRADE STANDARDS IN ADDITION TO MEETING OR EXCEEDING THE REFERENCED STANDARDS IDENTIFIED IN THE SPECIFICATIONS.
- ALL PIPING AND CONDUIT SHALL BE LOCATED WITHIN WALLS AND AS HIGH AS POSSIBLE ABOVE CEILING. MECHANICAL, PLUMBING, AND ELECTRICAL DRAWINGS ARE DIAGRAMMATIC AND DO NOT SHOW EXACT LOCATIONS.
- ALL DIMENSIONS ARE TO FACE OF STUD OR CENTERLINE OF COLUMN UNLESS NOTED OTHERWISE.
- THE CONTRACTOR SHALL NOTIFY THE METROPOLITAN WATER DISTRICT OF ANY DISCREPANCIES IN THE DOCUMENTS PRIOR TO PROCEEDING WITH ANY WORK INVOLVED.
- MATERIALS CONTAINING ASBESTOS ARE STRICTLY PROHIBITED FROM USE IN THIS PROJECT.
- ALL WORK IS NEW UNLESS OTHERWISE NOTED. REVIEW EXISTING DRAWINGS AND SITE TO DETERMINE WHAT SELECTIVE DEMOLITION MUST TAKE PLACE IN ORDER TO INSTALL NEW WORK. (SEE SPECIFICATIONS SECTION 02010)
- SF AREAS IF PROVIDED ON CONTRACT DOCUMENTS ARE NOT FOR BIDDING PURPOSES. CONTRACTOR TO DO HIS OWN TAKEOFFS.
- REFERENCES TO ANY DETAIL OR DRAWINGS IS FOR CONVENIENCE ONLY AND DOES NOT LIMIT THE APPLICATION OF SUCH DETAIL OR DRAWINGS. DIMENSIONS AND CONDITIONS AT THE JOB SITE SHALL BE VERIFIED BY THE CONTRACTOR.
- THE CONTRACTOR SHALL PROVIDE THE NECESSARY BLOCKING, BACKING, FRAMING, HANGERS OR OTHER SUPPORT FOR ALL FIXTURES, EQUIPMENT, PIPING, CABINETRY, FURNISHINGS, WINDOW COVERINGS, RAILINGS AND ALL OTHER ITEMS REQUIRING THE ABOVE.
- THE CONTRACTOR SHALL INCLUDE IN THEIR BID ALL CORING, PATCHING AND REPAIRING REQUIRED FOR THE JOB INCLUDING (BUT NOT LIMITED TO) STRUCTURAL ITEMS, MECHANICAL, ELECTRICAL AND PLUMBING LINES, FIXTURE AND SITE WORK.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ACCURATE PLACEMENT OF WORK REQUIRED AS PART OF THESE CONSTRUCTION DOCUMENTS.
- THE CONTRACTOR SHALL VERIFY THE EXACT LOCATIONS OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MAY BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL DAMAGES WHICH MAY BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.
- AREAS SUCH AS WALLS, DOORS AND FRAMES THAT ARE PART OR AFFECTED BY NEW WORK SHALL BE THOROUGHLY CLEANED AND PREPARED TO RECEIVE NEW PAINT IN ACCORDANCE WITH SPECIFICATION SECTION 09500.
- "PROVIDE" = "FURNISH AND INSTALL"

PROJECT DESCRIPTION

THE FOLLOWING IS A BRIEF DESCRIPTION OF THE SCOPE OF WORK. CONTRACTOR SHALL DETERMINE/VERIFY THE ENTIRE SCOPE AS SHOWN ON THE DRAWINGS AND SPECIFICATIONS PRIOR TO SUBMITTING BIDS.

- PHYSICAL SECURITY IMPROVEMENTS AT THE MWD HEADQUARTERS BUILDING. THE SCOPE OF THE PROJECT INCLUDES THE INSTALLATION OF NEW BOLLARDS AROUND THE PERIMETER OF THE SITE AND THE INSTALLATIONS OF AN ORNAMENTAL FENCE AT THE NORTH, NORTHEAST AND SOUTHWEST PORTIONS OF THE SITE.

ATTACHMENT C Design Plan

SHEET INDEX

GENERAL	
G0000	COVER SHEET
G1000	GENERAL NOTES

ARCHITECTURAL	
A1000	SITE DEMOLITION PLAN
A1100	SITE PLAN
A1200	SITE ENLARGED PLAN - ORNAMENTAL FENCE
A1201	SITE ENLARGED SITE PLANS - PHYSICAL SECURITY
A1202	ENLARGED SITE PLANS - PHYSICAL SECURITY
A8001	DETAILS
A8002	DETAILS
Grand total:	9

IBI GROUP
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CONSULTANT:

STATE SEAL:

PROJECT HEADQUARTERS BUILDING EXTERIOR PHYSICAL SECURITY IMPROVEMENTS

SPECIFICATION NO.: 2003
PROJECT NUMBER: 105168
DRAWING NUMBER:
APPROVAL SHEET NO.:

ADDRESS:
700 N. ALAMEDA ST.
LOS ANGELES, CA 90012

REVISIONS:			
DELTA	TITLE	DATE	BY
15%	CHECKSET	MARCH 2021	IBI

PM:	GENERAL
PE:	
SENIOR TECH. MGR.:	
DRAWN BY:	AO
SCALE:	12" = 1'-0"
DATE:	04/22/21
JOB NO.:	116535
SHEET TITLE:	

GENERAL NOTES

SHEET NO.:

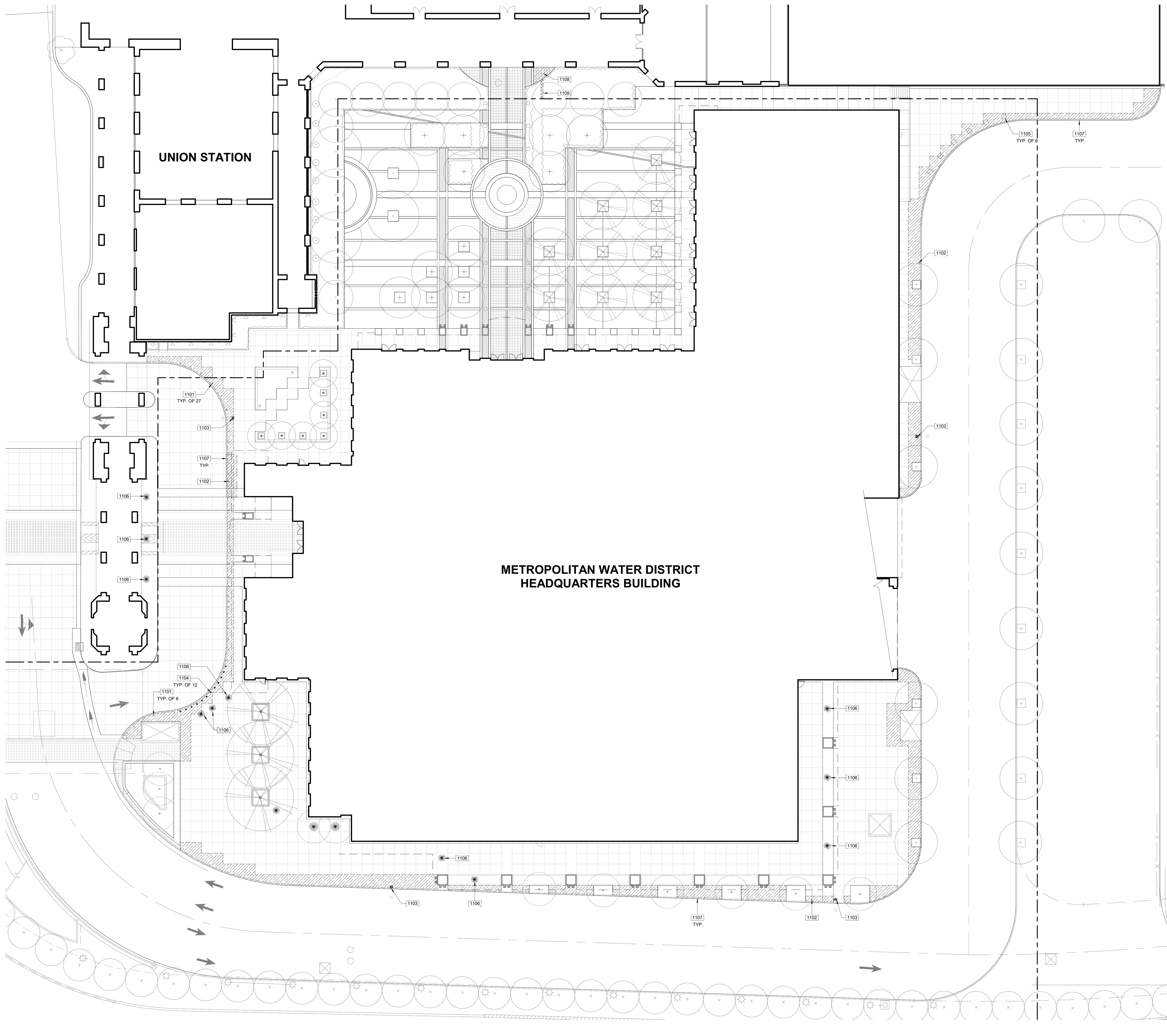
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CONFIDENTIAL METROPOLITAN INFORMATION

NOT FOR
CONSTRUCTION

ATTACHMENT C Design Plan

**NOT FOR
CONSTRUCTION**



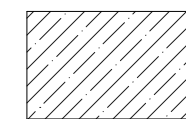
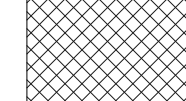
1000-GENERAL NOTES

1. PRIOR TO ANY UNDERGROUND SITE WORK, VERIFY LOCATION OF ALL EXISTING UTILITIES WITH UNDERGROUND SERVICE ALERT.
2. BOLLARDS SHALL BE SPACED EQUIDISTANTLY SO THAT THE CLEAR DISTANCE BETWEEN BOLLARDS DOES NOT EXCEED 40". CENTER OF BOLLARD SHALL BE NO MORE THAN 24" FROM CURB LINE AND INSTALLED SUCH THAT THE TOP SURFACE IS LEVEL.
3. MAINTAIN 3'-0" CLEAR AROUND ALL (E) FIRE HYDRANTS, TYP.

1000 - DEMOLITION KEYNOTES

- 1101 REMOVE (E) BOLLARD AND ALL ASSOCIATED FOOTINGS AND ANCHORS
- 1102 (E) SIGNAGE, REMOVE AND REPLACE AS REQUIRED FOR NEW WORK
- 1103 (E) FIRE HYDRANT TO REMAIN
- 1104 REMOVE (E) CONCRETE DOT MARKER
- 1105 REMOVE AND RELOCATE (E) MOVEABLE CONCRETE BOLLARD
- 1106 REMOVE AND RELOCATE (E) PLANTER, REFER TO SITE PLAN FOR NEW LOCATION
- 1107 (E) CONCRETE CURB TO REMAIN, SEE DETAILS 101A8002 AND 111A8002
- 1108 REMOVE (E) HARDSCAPE
- 1109 TRENCHING OF (E) LANDSCAPING FOR CONDUIT PLACEMENT

LEGEND

-  REMOVE (E) PAVEMENT, PATCH AND PREPARE FOR NEW WORK
-  TRENCHING OF (E) LANDSCAPING FOR CONDUIT PLACEMENT

PROJECT HEADQUARTERS BUILDING EXTERIOR PHYSICAL SECURITY IMPROVEMENTS

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ADDRESS:
700 N. ALAMEDA ST.
LOS ANGELES, CA 90012

REVISIONS:	DELTA	TITLE	DATE	BY
	150% CHECKSET		MARCH 2021	IBI

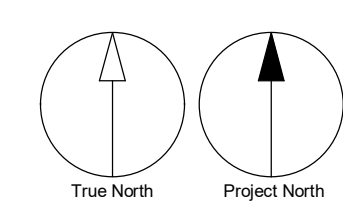
PM:	ARCHITECTURAL
PE:	
SENIOR TECH. MGR.:	AO
DRAWN BY:	As Indicated
DATE:	04/22/21
JOB NO.:	116535
SHEET TITLE:	SITE DEMOLITION PLAN

SHEET NO.:

A1000

1 SITE DEMOLITION PLAN
A1000 Scale: 1/16" = 1'-0"

0 8' 16' 32'



CONFIDENTIAL METROPOLITAN INFORMATION

ATTACHMENT C Design Plan

CONSULTANT:

STATE SEAL:

**NOT FOR
CONSTRUCTION**

PROJECT
HEADQUARTERS BUILDING EXTERIOR PHYSICAL SECURITY IMPROVEMENTS

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APPROVAL SHEET NO.:
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700 N. ALAMEDA ST.
LOS ANGELES, CA 90012

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DELTA	15% CHECKSET	MARCH 2021	IBI

PM:	ARCHITECTURAL
SENIOR TECH. MGR.:	AO
DRAWN BY:	As Indicated
DATE:	04/22/21
JOB NO.:	116535
SHEET TITLE:	SITE PLAN

SHEET NO.:

A1100

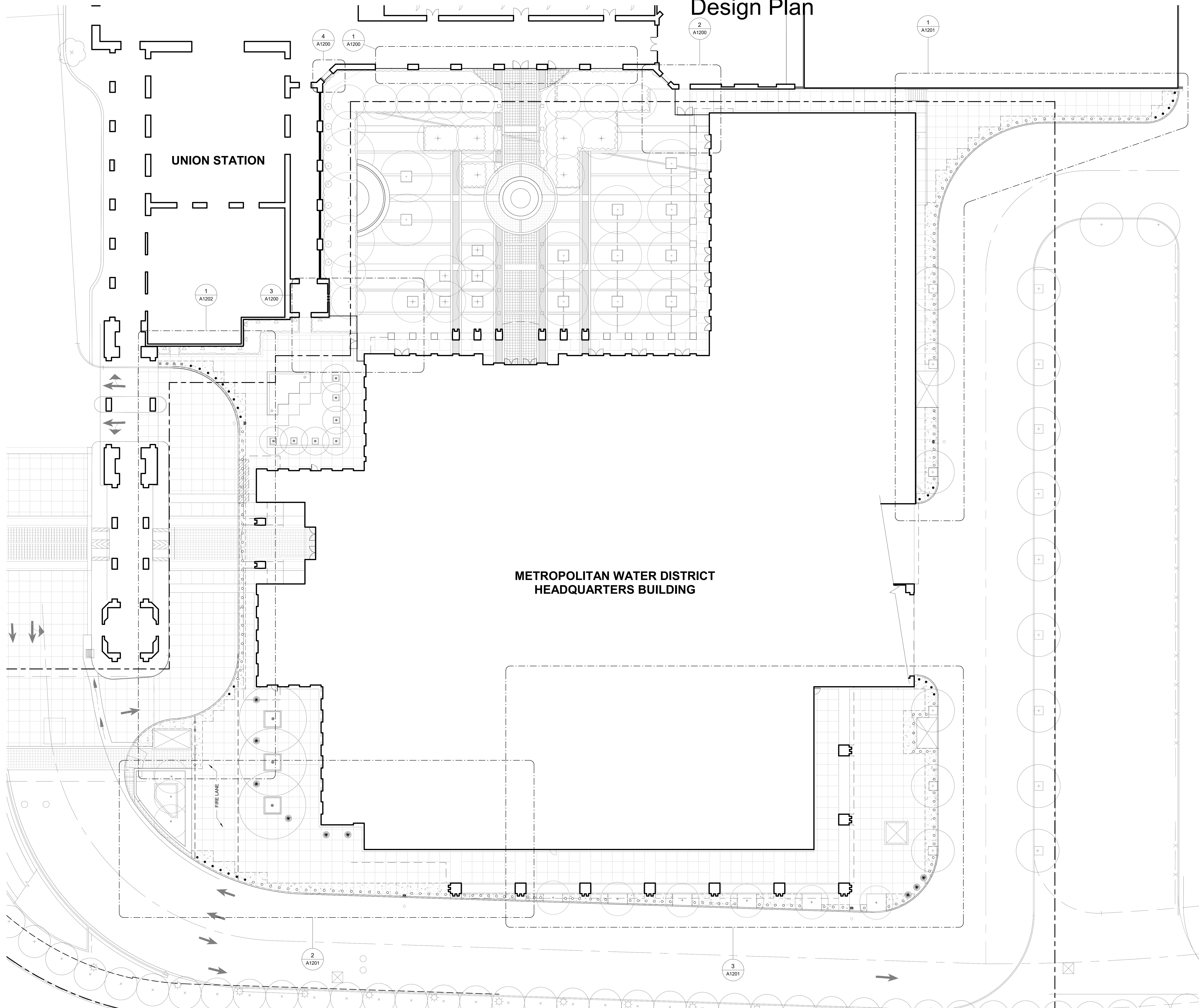
CONFIDENTIAL METROPOLITAN INFORMATION

1000-GENERAL NOTES

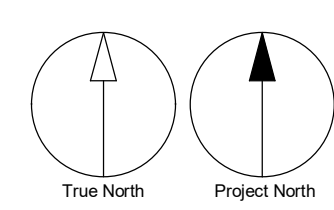
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- BOLLARDS SHALL BE SPACED EQUIDISTANTLY SO THAT THE CLEAR DISTANCE BETWEEN BOLLARDS DOES NOT EXCEED 40". CENTER OF BOLLARD SHALL BE NO MORE THAN 24" FROM CURB LINE AND INSTALLED SUCH THAT THE TOP SURFACE IS LEVEL.
- MAINTAIN 3'-0" CLEAR AROUND ALL (E) FIRE HYDRANTS, TYP.

LEGEND

-----	ORNAMENTAL FENCE
-----	PROPERTY LINE
-----	FIRE DEPARTMENT ACCESS, WIDTH 20'-0"
○	STAINLESS STEEL BOLLARD, SEE DETAIL 5/A8002
●	REMOVABLE STAINLESS STEEL BOLLARD, SEE DETAIL 7/A8002
●	REMOVABLE STAINLESS STEEL BOLLARD, SEE DETAIL 13/A8002
●	(E) RELOCATED PLANTER
■	PATCH AND REPAIR CONCRETE WALK TO NEAREST JOINT, SEE DETAIL 11/A8002
■	NATIVE SOIL BACKFILL O' CONDUIT TRENCH, SEE DETAIL 16/A8002



1 SITE PLAN
A1100 Scale: 1/16" = 1'-0"



ATTACHMENT C Design Plan

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- MAINTAIN 3'-0" CLEAR AROUND ALL (E) FIRE HYDRANTS, TYP.

1100 - KEYNOTES

- 1210 GARD READER
1212 (E) CONCRETE COLUMN WITH PLASTER FINISH. PATCH AND REPAIR FINISH AS NECESSARY FOR NEW WORK
1215 ORNAMENTAL FENCE PER DETAIL 6/A8001
1216 ORNAMENTAL FENCE PER DETAIL 6/A8001
1221 (E) CONCRETE WALL WITH PLASTER FINISH. PATCH AND REPAIR FINISH AS NECESSARY FOR NEW WORK
1222 ELECTRICAL CONDUIT

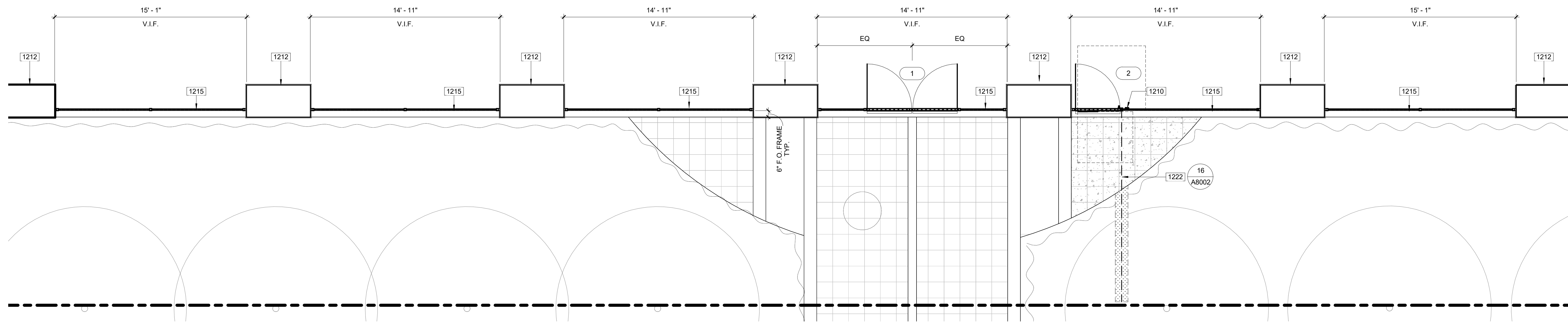
LEGEND

- ORNAMENTAL FENCE
- PROPERTY LINE
- FIRE DEPARTMENT ACCESS, WIDTH 20'-0"
- STAINLESS STEEL BOLLARD, SEE DETAIL 6/A8002
- REMOVABLE STAINLESS STEEL BOLLARD, SEE DETAIL 7/A8002
- REMOVABLE STAINLESS STEEL BOLLARD, SEE DETAIL 13/A8002
- (E) RELOCATED PLANTER
- PATCH AND REPAIR CONCRETE WALK TO NEAREST JOINT, SEE DETAIL 11/A8002
- NATIVE SOIL BACKFILL OF CONDUIT TRENCH, SEE DETAIL 16/A8002
- 60" DIA. ACCESSIBLE FLOOR SPACE LOCATION
- 30" X 48" ACCESSIBLE FLOOR SPACE LOCATION
- 60" X 60" ACCESSIBLE FLOOR SPACE LOCATION

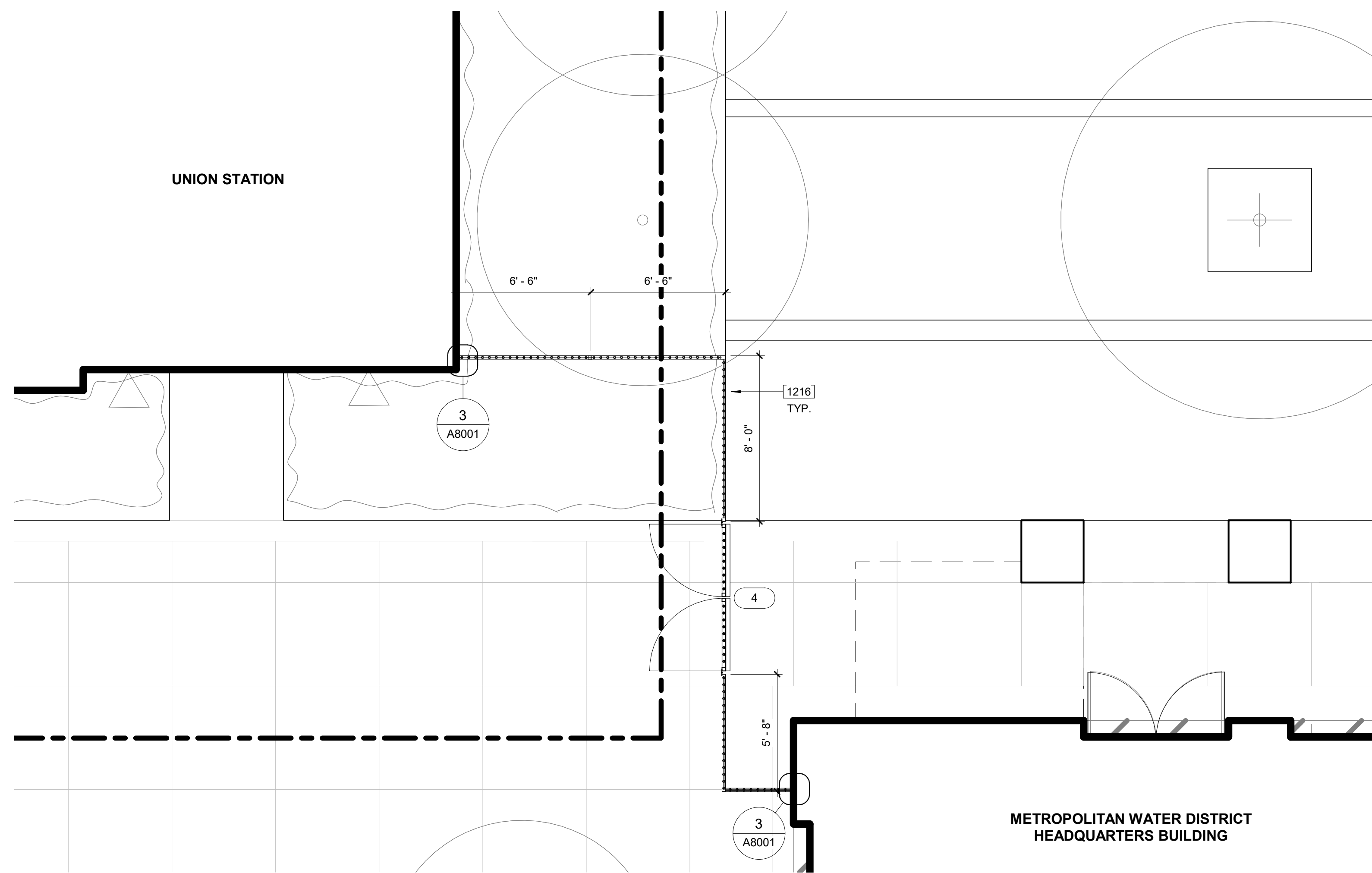
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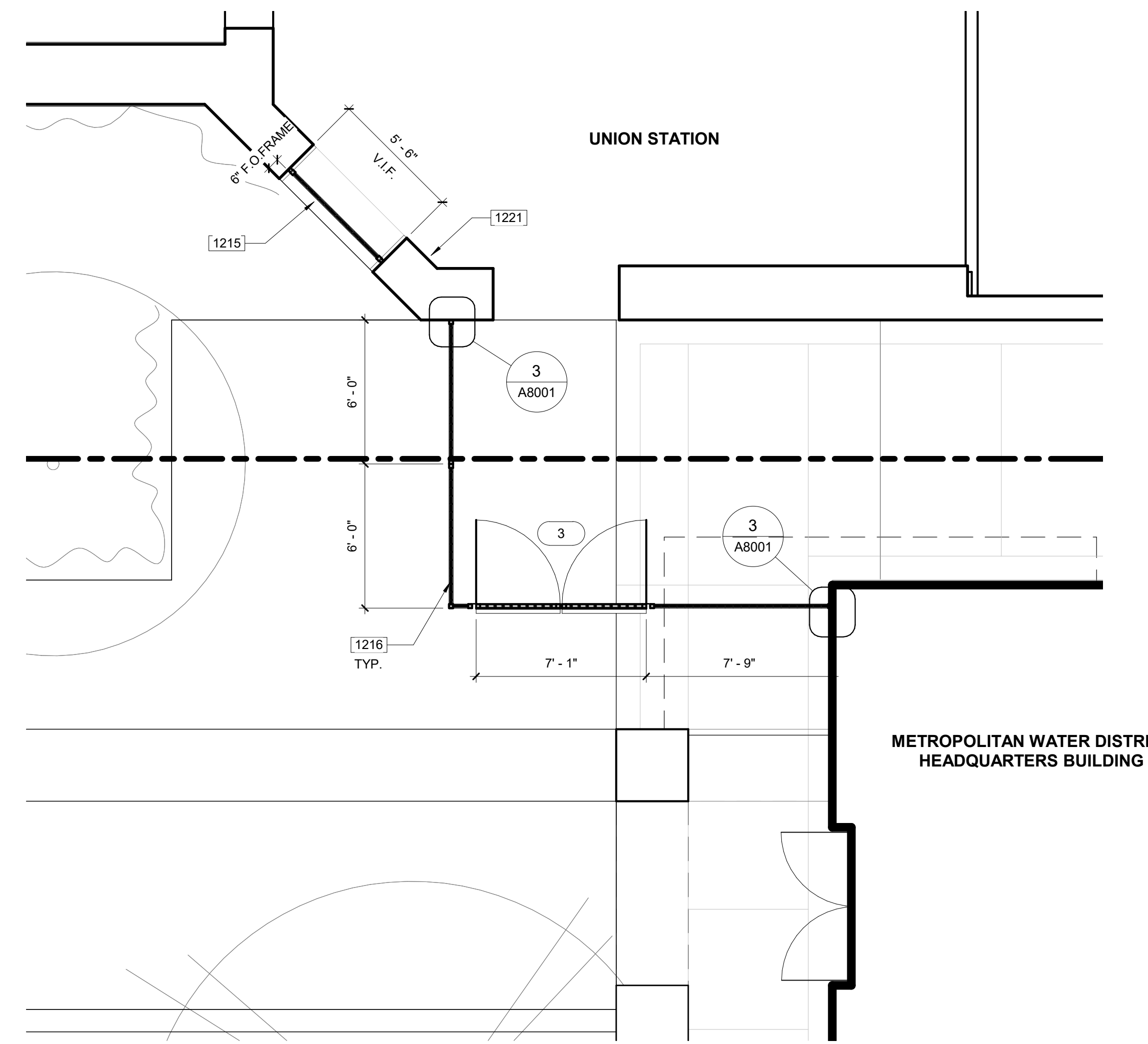
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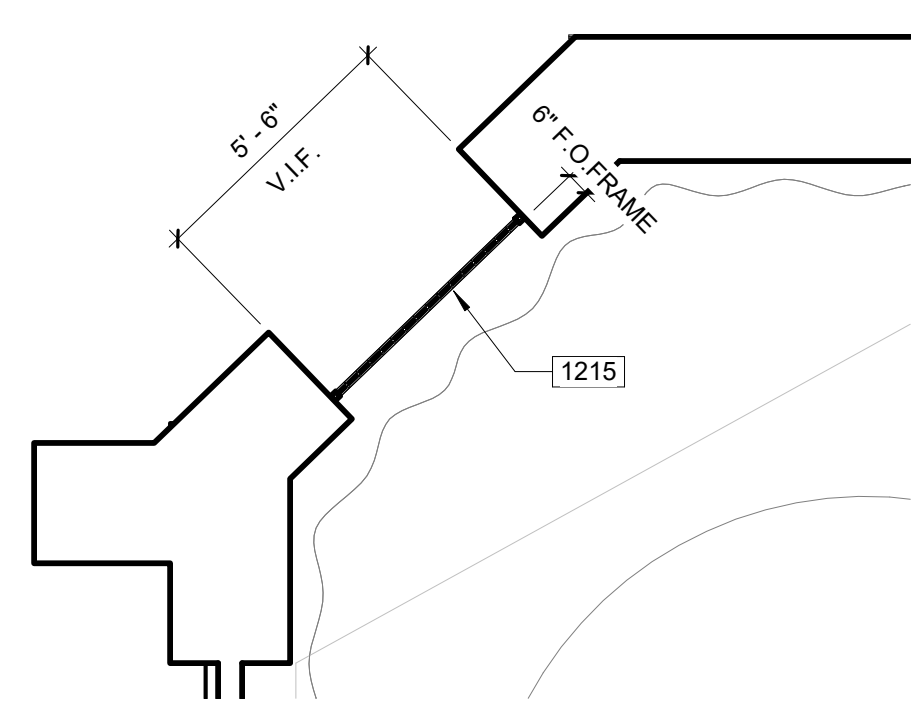
1 ENLARGED SITE PLAN - ORNAMENTAL FENCE NORTH
A1200 Scale: 1/4" = 1'-0"



3 ENLARGED SITE PLAN - ORNAMENTAL FENCE SOUTH
A1200 Scale: 1/4" = 1'-0"



2 ENLARGED SITE PLAN - ORNAMENTAL FENCE WEST
A1200 Scale: 1/4" = 1'-0"



4 ENLARGED SITE PLAN - ORNAMENTAL FENCE NORTH WEST
A1200 Scale: 1/4" = 1'-0"

GATE SCHEDULE											
DOOR No.	TYPE	MAT	FINISH	WIDTH	HEIGHT	HARDWARE	PANIC	SIGNAGE	DETAIL	REMARKS	DOOR No.
1	AA			7'-0"	8'-9"		Yes		16/A8001		1
2	BB			3'-6"	8'-4"		Yes		17/A8001		2
3	AA			7'-0"	8'-9"		Yes		16/A8001		3
4	AA			7'-0"	8'-9"		Yes		16/A8001		4

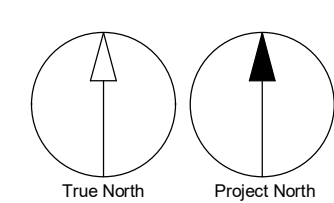
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PM: ARCHITECTURAL
PE:
SENIOR TECH. MGR.: AO
DRAWN BY:
SCALE: As Indicated
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SITE ENLARGED PLAN -
ORNAMENTAL FENCE

SHEET NO.:

A1200



ATTACHMENT C Design Plan

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CONSTRUCTION**

1000-GENERAL NOTES

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- BOLLARDS SHALL BE SPACED EQUIDISTANTLY SO THAT THE CLEAR DISTANCE BETWEEN BOLLARDS DOES NOT EXCEED 40". CENTER OF BOLLARD SHALL BE NO MORE THAN 24" FROM CURB LINE AND INSTALLED SUCH THAT THE TOP SURFACE IS LEVEL.
- MAINTAIN 3'-0" CLEAR AROUND ALL (E) FIRE HYDRANTS, TYP.

1100 - KEYNOTES

- 1201 STAINLESS STEEL BOLLARD
- 1202 STAINLESS STEEL REMOVABLE BOLLARD
- 1203 (E) PLANTER
- 1204 (E) FIRE HYDRANT, MAINTAIN 3'-0" CLEAR AROUND
- 1205 (E) CURB LINE
- 1206 RELOCATED (E) PLANTER, SPACE AT 40" CLR. MAX. 18" FROM CURB LINE
- 1213 (E) SIGNAGE, REMOVE AND REPLACE AS REQUIRED FOR NEW WORK
- 1218 (E) CONCRETE CURB

LEGEND

- ORNAMENTAL FENCE
- - - - - PROPERTY LINE
- - - - - FIRE DEPARTMENT ACCESS, WIDTH 20'-0"
- STAINLESS STEEL BOLLARD, SEE DETAIL 5/A8002
- REMOVABLE STAINLESS STEEL BOLLARD, SEE DETAIL 7/A8002
- REMOVABLE STAINLESS STEEL BOLLARD, SEE DETAIL 13/A8002
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- ▨ PATCH AND REPAIR CONCRETE WALK TO NEAREST JOINT, SEE DETAIL 11/A8002
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- 60" DIA. ACCESSIBLE FLOOR SPACE LOCATION
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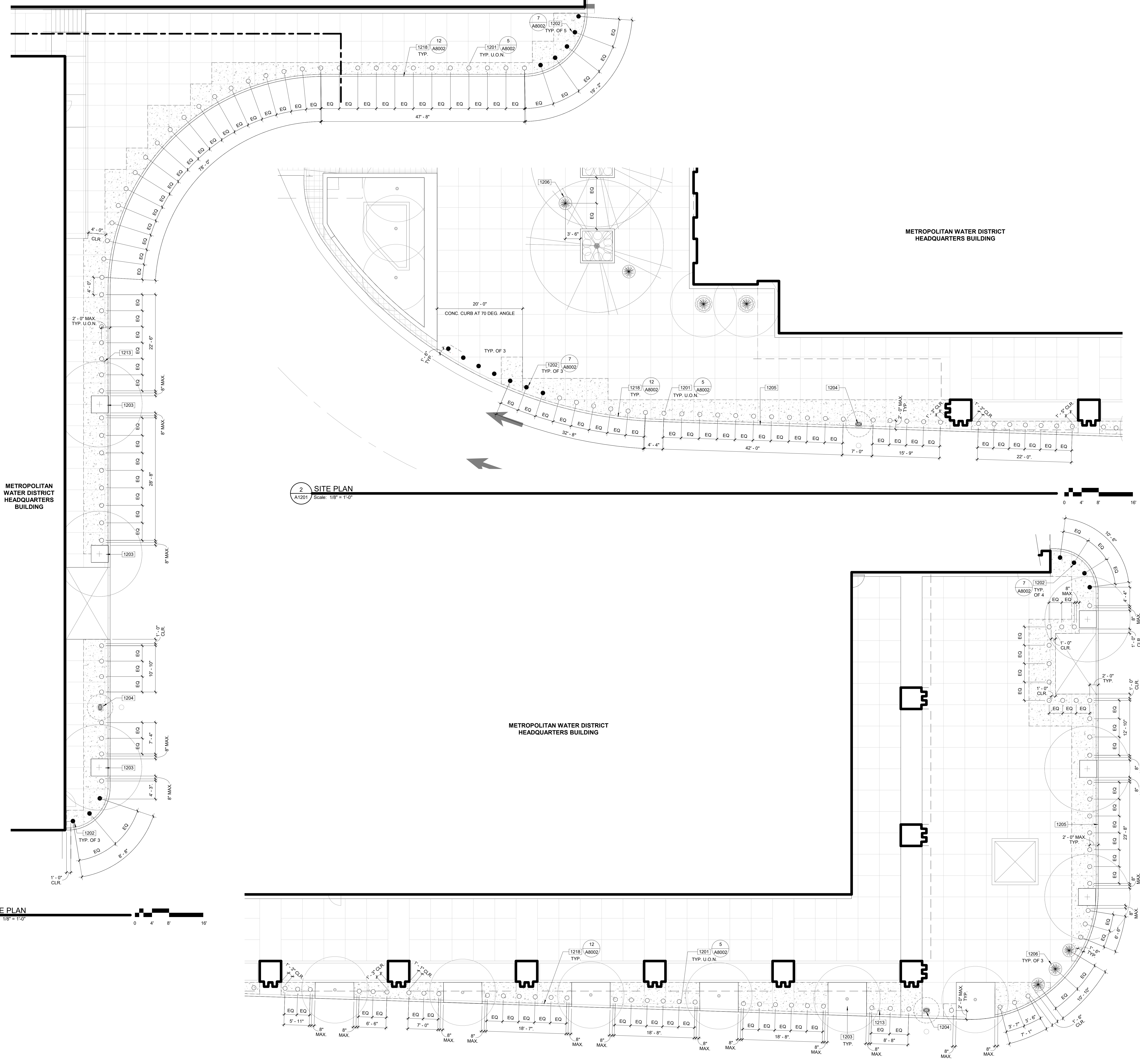
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15%	CHECKSET	MARCH 2021	IBI

PM:	ARCHITECTURAL
PE:	
SENIOR TECH. MGR.:	AO
DRAWN BY:	As Indicated
DATE:	04/22/21
JOB NO.:	116535
SHEET TITLE:	ENLARGED SITE PLANS - PHYSICAL SECURITY

SHEET NO.:

A1201

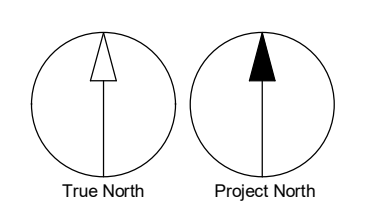
CONFIDENTIAL METROPOLITAN INFORMATION



1 SITE PLAN
A1201 Scale: 1/8" = 1'-0"
0 4' 8' 16'

2 SITE PLAN
A1201 Scale: 1/8" = 1'-0"
0 4' 8' 16'

3 SITE PLAN
A1201 Scale: 1/8" = 1'-0"
0 4' 8' 16'



C:\work\delphi\delphi\Documents\IBI\2021\16535_MWD_CurbsPhysicalSecurityImprovements_12002_digital\sheet\A1201.rvt
2021/04/22 9:56:11 AM

ATTACHMENT C Design Plan

**NOT FOR
CONSTRUCTION**

PROJECT
HEADQUARTERS
BUILDING
EXTERIOR
PHYSICAL
SECURITY
IMPROVEMENTS

SPECIFICATION NO.: 2003
PROJECT NUMBER: 105168
DRAWING NUMBER:
APPROVAL SHEET NO.:
ADDRESS:
700 N. ALAMEDA ST.
LOS ANGELES, CA 90012

REVISIONS:			
DELTA	TITLE	DATE	BY
150%	CHECKSET	MARCH 2021	IBI

PM:	ARCHITECTURAL
PE:	
SENIOR TECH. MGR.:	AO
DRAWN BY:	As Indicated
DATE:	04/22/21
JOB NO.:	116535
SHEET TITLE:	

ENLARGED SITE PLANS -
PHYSICAL SECURITY

SHEET NO.:

A1202

1000-GENERAL NOTES

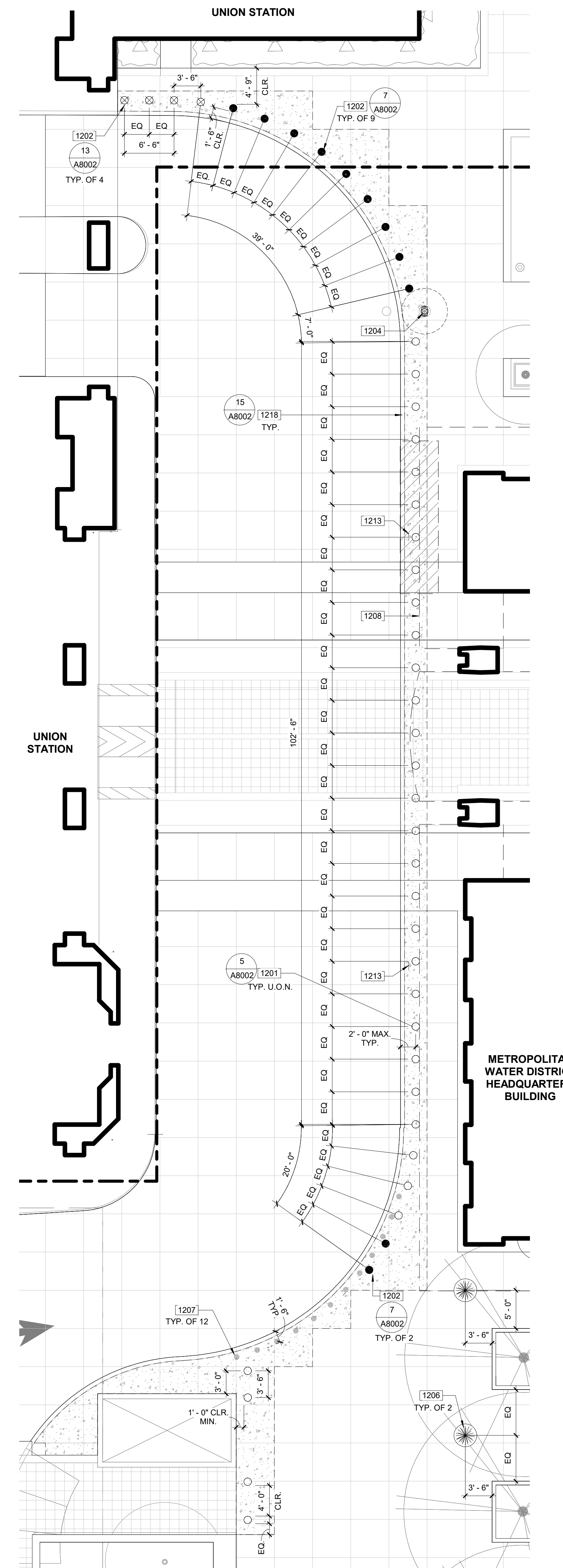
- PRIOR TO ANY UNDERGROUND SITE WORK, VERIFY LOCATION OF ALL EXISTING UTILITIES WITH UNDERGROUND SERVICE ALERT.
- BOLLARDS SHALL BE SPACED EQUIDISTANTLY SO THAT THE CLEAR DISTANCE BETWEEN BOLLARDS DOES NOT EXCEED 40". CENTER OF BOLLARD SHALL BE NO MORE THAN 24" FROM CURB LINE AND INSTALLED SUCH THAT THE TOP SURFACE IS LEVEL.
- MAINTAIN 3'-0" CLEAR AROUND ALL (E) FIRE HYDRANTS, TYP.

1100 - KEYNOTES

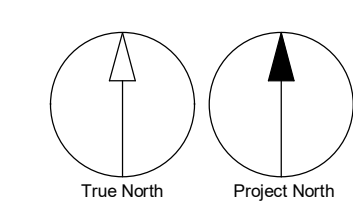
- | | |
|------|--|
| 1201 | STAINLESS STEEL BOLLARD |
| 1202 | STAINLESS STEEL REMOVABLE BOLLARD |
| 1204 | (E) FIRE HYDRANT, MAINTAIN 3'-0" CLEAR AROUND |
| 1206 | RELOCATED (E) PLANTER, SPACE AT 40" CLR. MAX. 18" FROM CURB LINE |
| 1207 | (E) LANE MARKER |
| 1208 | (E) CANOPY ABOVE |
| 1213 | (E) SIGNAGE, REMOVE AND REPLACE AS REQUIRED FOR NEW WORK |
| 1218 | (E) CONCRETE CURB |

LEGEND

-----	ORNAMENTAL FENCE
-----	PROPERTY LINE
-----	FIRE DEPARTMENT ACCESS, WIDTH 20'-0"
o	STAINLESS STEEL BOLLARD, SEE DETAIL 5/A8002
•	REMOVABLE STAINLESS STEEL BOLLARD, SEE DETAIL 7/A8002
•	REMOVABLE STAINLESS STEEL BOLLARD, SEE DETAIL 13/A8002
•	(E) RELOCATED PLANTER
□	PATCH AND REPAIR CONCRETE WALK TO NEAREST JOINT, SEE DETAIL 11/A8002
□	NATIVE SOIL BACKFILL OF CONDUIT TRENCH, SEE DETAIL 16/A8002
○	60" DIA. ACCESSIBLE FLOOR SPACE LOCATION
□	30" X 48" ACCESSIBLE FLOOR SPACE LOCATION
□	60" X 60" ACCESSIBLE FLOOR SPACE LOCATION



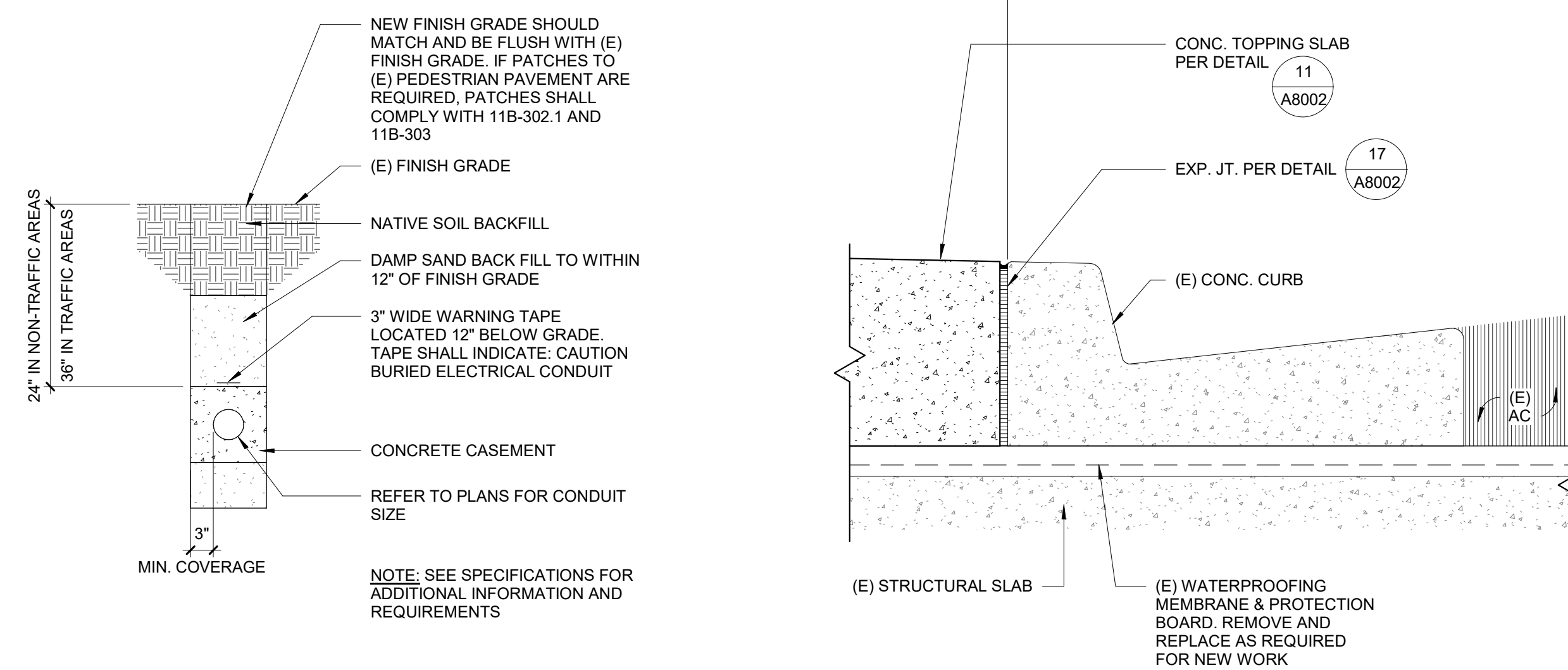
1 SITE PLAN
A1202 Scale: 1/8" = 1'-0"
0 4' 8' 16'



CONFIDENTIAL METROPOLITAN INFORMATION

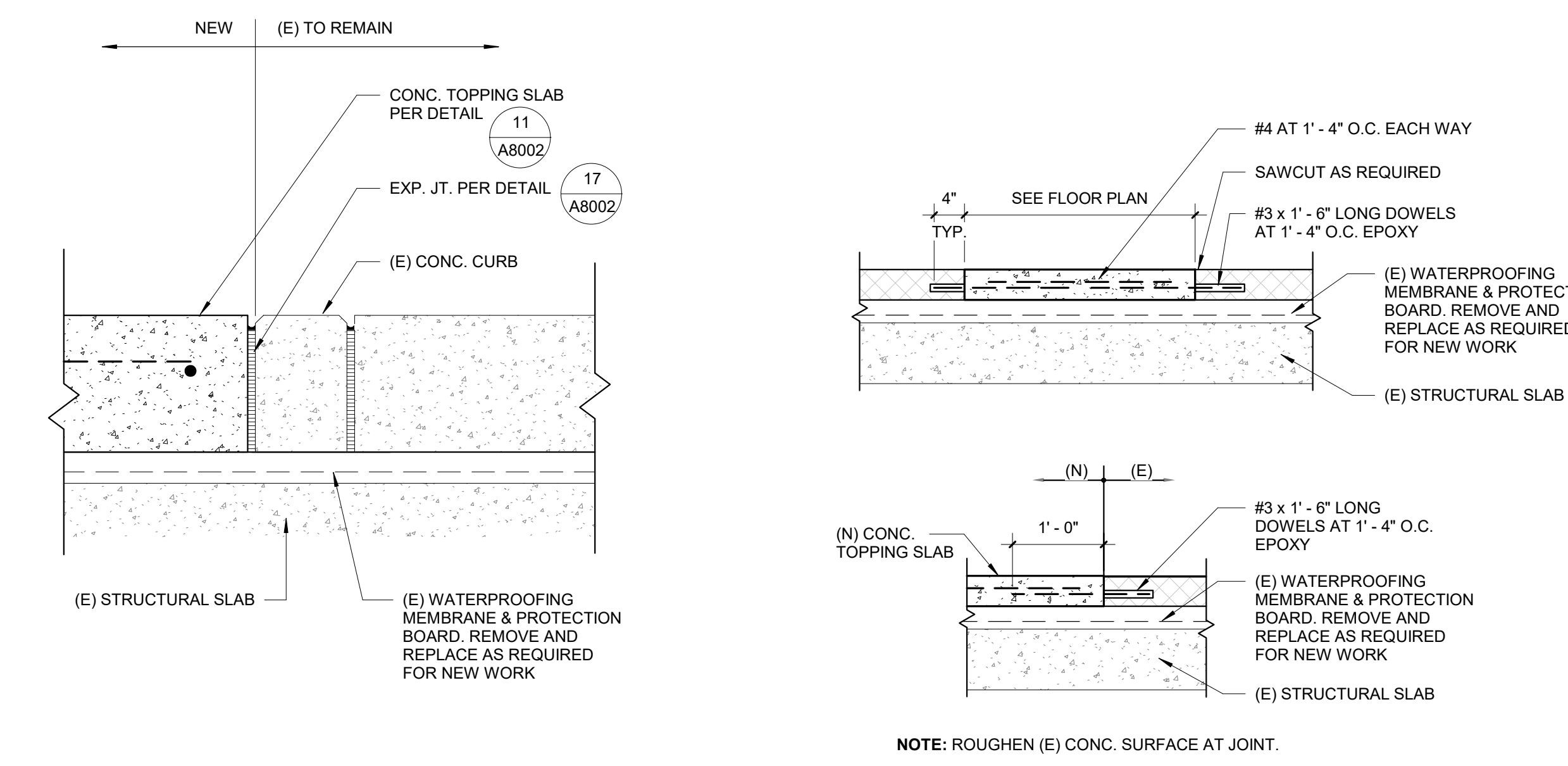
ATTACHMENT C

Design Plan



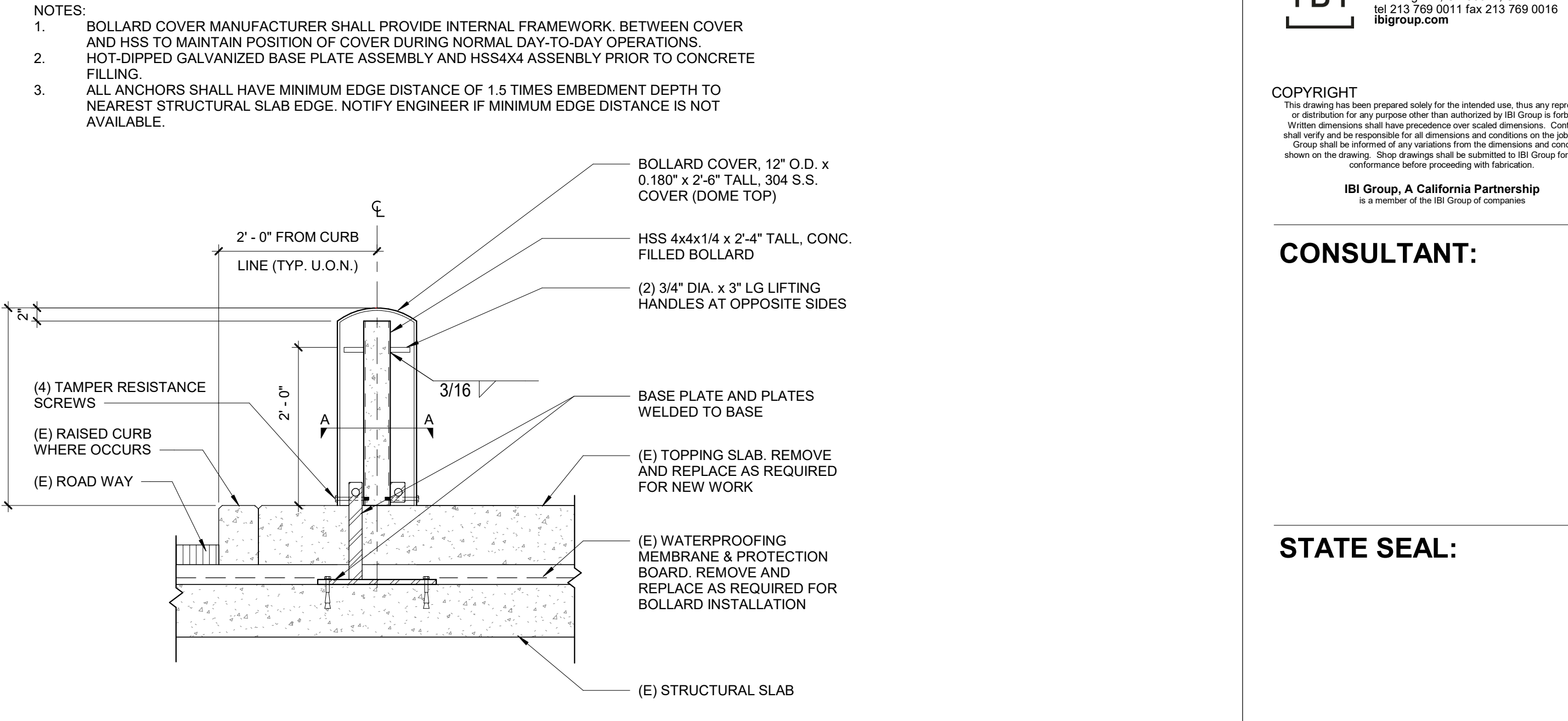
16 ELEC CONDUIT DUCT BANK
Scale: 3/4" = 1'-0"

12 WALK - CONCRETE - CURB & GUTTER
Scale: 1 1/2" = 1'-0"

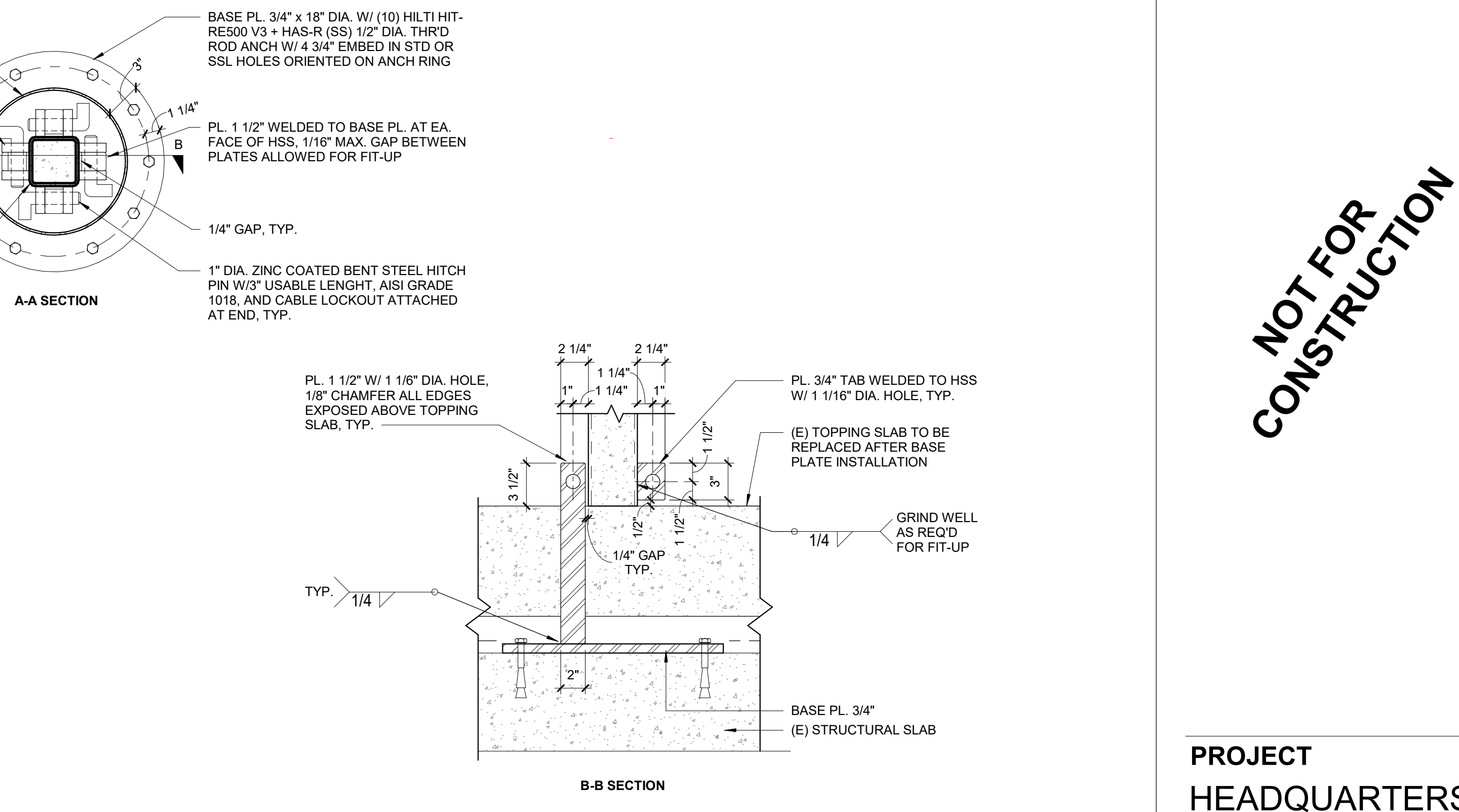


15 WALK - CONCRETE - FLUSHED CURB
Scale: 1 1/2" = 1'-0"

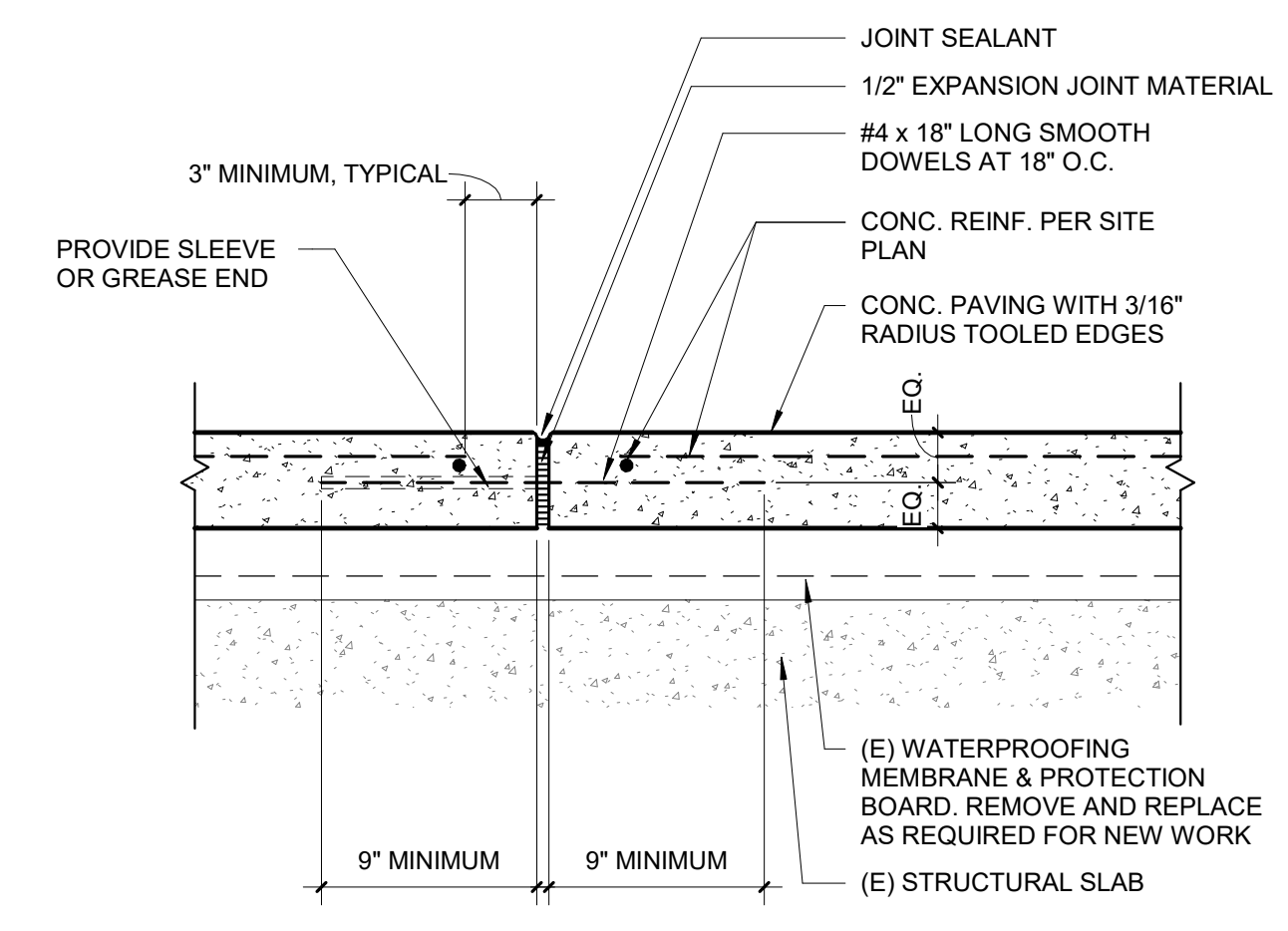
11 WALK - TYP. SLAB REPAIR
Scale: 3/4" = 1'-0"



7 BOLLARD - REMOVABLE
Scale: 3/4" = 1'-0"



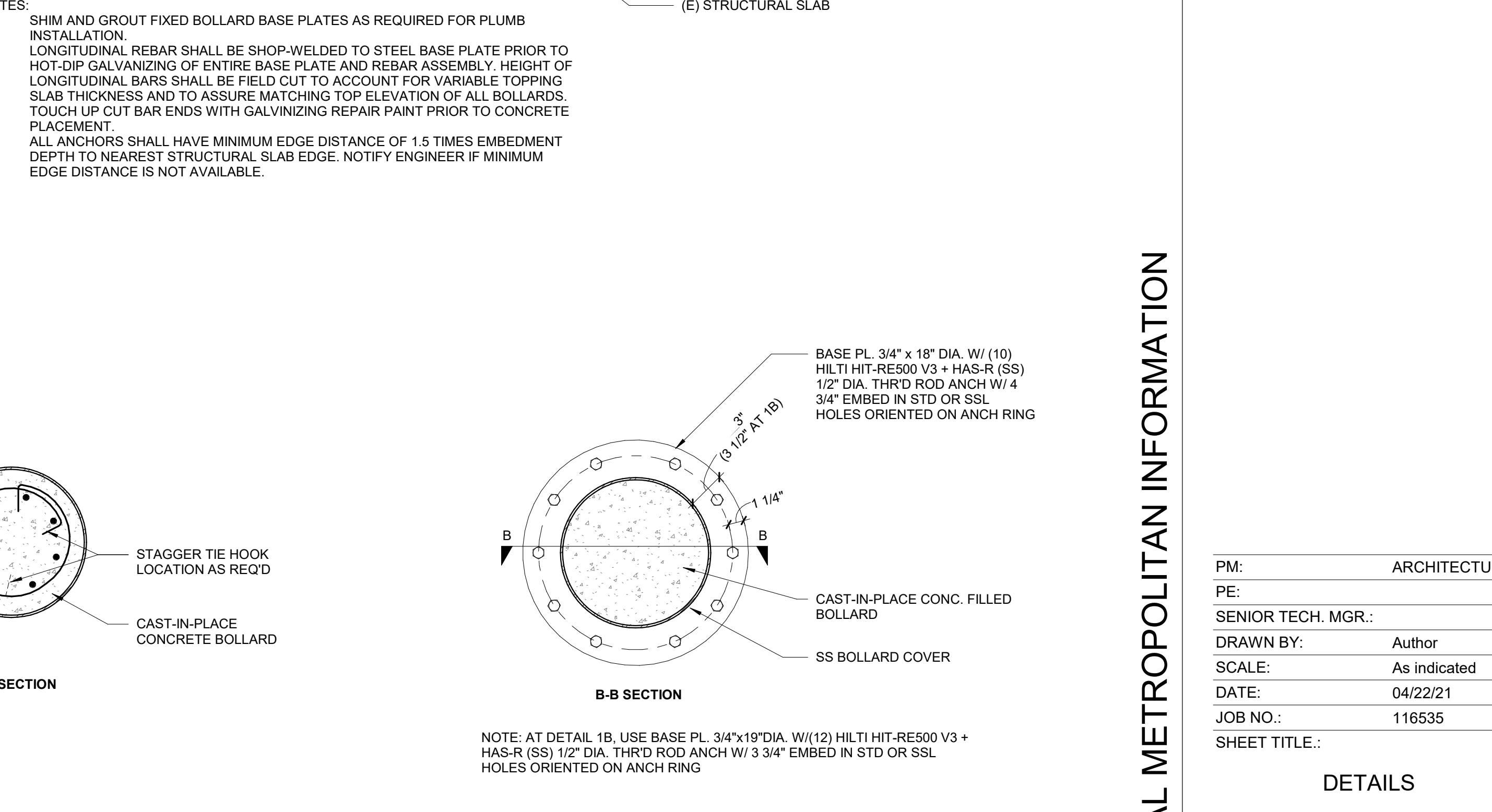
5 BOLLARD - FIXED
Scale: 3/4" = 1'-0"



17 WALK - EXPANSION JOINT
Scale: 1 1/2" = 1'-0"

13 BOLLARD - REMOVABLE
Scale: 1 1/2" = 1'-0"

PENDING DETAIL COORDINATION



5 BOLLARD - FIXED
Scale: 3/4" = 1'-0"

REVISIONS:

DELTA	TITLE	DATE	BY

PM: ARCHITECTURAL
PE: SENIOR TECH. MGR.:
DRAWN BY: Author
SCALE: As Indicated
DATE: 04/22/21
JOB NO.: 116535
SHEET TITLE:

DETAILS

SHEET NO.:

A8002

CONFIDENTIAL METROPOLITAN INFORMATION

NOT FOR CONSTRUCTION

ATTACHMENT D - Proposed Easement Map

HISTORICAL MONUMENTS:

- ◆ = MONUMENT IN MEMORY OF THE GABRIELENO MISSION INDIANS THAT INHABITED THE PUEBLO OF LOS ANGELES. DEDICATED ON DECEMBER 20, 1998.
- ◆ = MONUMENT HONORING THE LIVES LOST ON JUNE 24, 1971, IN A TUNNEL EXPLOSION TAKING SEVENTEEN LIVES, ONE METROPOLITAN EMPLOYEE AND SIXTEEN EMPLOYEES FROM LOCKHEED.
- ◆ = A BRICK LINE DEPICTING THE OLD CHINATOWN BOUNDARY FROM 1887.

MWD CONTROL POINTS:

- 23859 LEAD AND TAG, STAMPED "LS 5113", FLUSH IN CONCRETE, PER R.S.B. 166/041 AND JOB NUMBER 98-350.
N= 1842570.49
E= 6490032.59
- 23868 1-1/2" IRON PIPE WITH TAG IN CONCRETE, STAMPED "LS 5113", IN DIRT, PER R.S.B. 166/041 AND JOB NUMBER 98-350.
N= 1842686.40
E= 6490053.46

NOTES:

1. THIS MAP REPRESENTS DATA OBTAINED FROM A FIELD SURVEY PERFORMED BY MWD PERSONNEL IN JULY 2020, USING 3D SCAN SURVEYING METHODS, MWD SURVEY JOB NUMBER 20-095, MWDFB 2601-01/105-108.
2. HORIZONTAL CONTROL FOR THIS TOPOGRAPHIC MAP IS BASED UPON THE CALIFORNIA COORDINATE SYSTEM, NAD83 ZONE 5 (1991.35 EPOCH), MWD SURVEY JOB NUMBER 98-350.

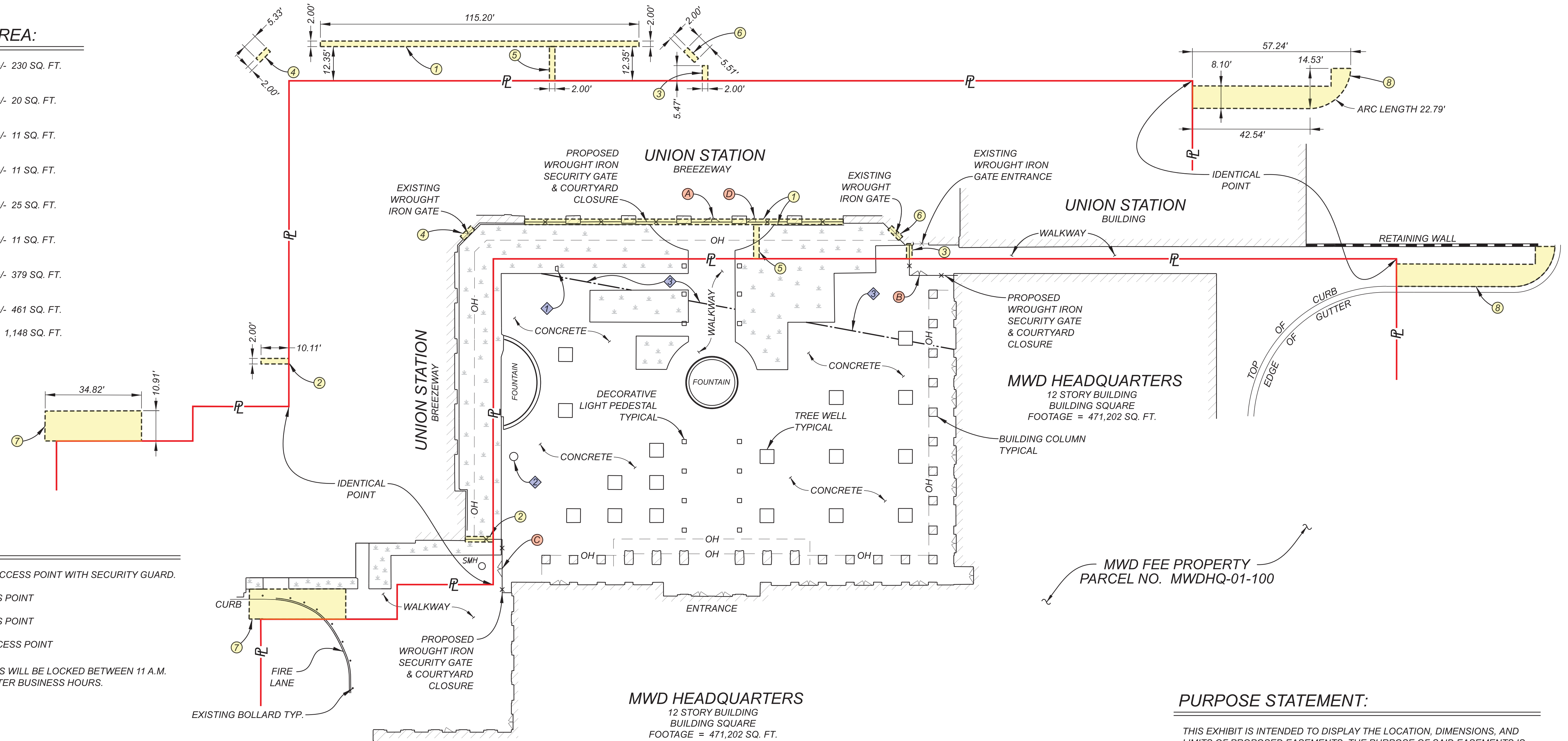
LEGEND:

- OH — CANOPY / OVERHANG
- X — X — EXISTING GATE
- P — P — PROPERTY LINE
- PROPOSED EASEMENTS
- X — X — PROPOSED SECURITY GATE & COURTYARD CLOSURE
- ▨ BUILDING / STRUCTURE
- ▨ LANDSCAPED AREA
- O — DOOR / GATE
- SMH SEWER MANHOLE

ACQUISITION AREA:

- ① CONSTRUCTION = +/- 230 SQ. FT.
 - ② CONSTRUCTION = +/- 20 SQ. FT.
 - ③ CONSTRUCTION = +/- 11 SQ. FT.
 - ④ CONSTRUCTION = +/- 11 SQ. FT.
 - ⑤ CONSTRUCTION = +/- 25 SQ. FT.
 - ⑥ CONSTRUCTION = +/- 11 SQ. FT.
 - ⑦ CONSTRUCTION = +/- 379 SQ. FT.
 - ⑧ CONSTRUCTION = +/- 461 SQ. FT.
- TOTAL = +/- 1,148 SQ. FT.

DETAIL OF PROPOSED EASEMENTS



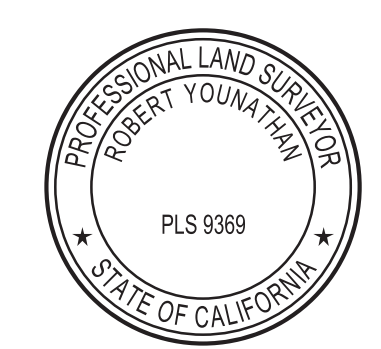
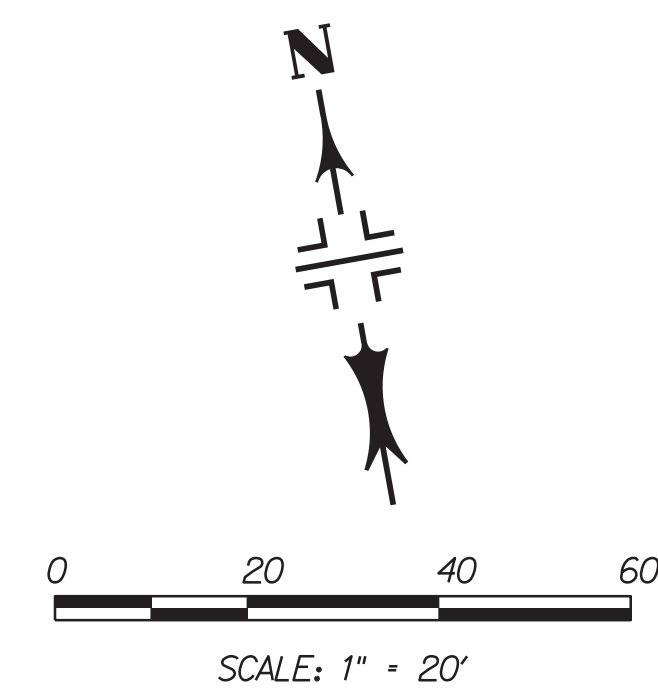
GATE ACCESS:

- Ⓐ = ENTRY AND EXIT ACCESS POINT WITH SECURITY GUARD.
- Ⓑ = EXIT ONLY ACCESS POINT
- Ⓒ = EXIT ONLY ACCESS POINT
- Ⓓ = AFTER HOURS ACCESS POINT

NOTE: ALL ACCESS POINTS WILL BE LOCKED BETWEEN 11 A.M. AND 2 P.M. DAILY, AND AFTER BUSINESS HOURS.

PURPOSE STATEMENT:

THIS EXHIBIT IS INTENDED TO DISPLAY THE LOCATION, DIMENSIONS, AND LIMITS OF PROPOSED EASEMENTS. THE PURPOSE OF SAID EASEMENTS IS TO ESTABLISH RIGHTS AND PERMISSION TO CONSTRUCT AND MAINTAIN A SECURITY GATE AROUND THE PERIMETER OF THE COURTYARD ON METROPOLITAN'S (MWD'S) PARCEL.



MWD METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA		
SURVEYED	VERTICAL DATUM	SURVEY JOB NUMBER
MS, EM	N/A	20-111
DRAWN	HORIZONTAL DATUM (EPOCH)	CCS ZONE
RDY	NAD83 (1991.35)	5
CHECKED	LATITUDE	LONGITUDE
NDE	34.055411	-118.236214

M.W.D. UNION STATION HEADQUARTERS PROPOSED SECURITY GATE IMPROVEMENTS EXHIBIT MAP	
DATE	APRIL 2021
PROJECT NUMBER	900986
SHEET	1 OF 1
DWG	B-171000
REV	6



Board Report

File #: 2021-0284, **File Type:** Formula Allocation / Local Return

Agenda Number: 6.

**FINANCE, BUDGET, AND AUDIT COMMITTEE
JUNE 16, 2021**

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

ACTION: AMEND EXISTING CAPITAL RESERVE PERIOD FOR ARCADIA, BELL, AND BEVERLY HILLS; AND ESTABLISH NEW ACCOUNTS FOR THE CITIES OF BEVERLY HILLS, BRADBURY, EI SEGUNDO, LOMITA, NORWALK, POMONA, AND SAN MARINO

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to negotiate and execute all necessary agreements between Los Angeles County Metropolitan Transportation Authority (LACMTA) and the Cities for their Capital Reserve Account(s) as detailed in Attachment A by:

- A. AMENDING the termination date of the Proposition A and Proposition C Local Return funded Capital Reserve Accounts for the City of Arcadia;
- B. AMENDING the termination date of the Proposition C Local Return funded Capital Reserve Account for the City of Bell;
- C. AMENDING the Proposition C Local Return funded Capital Reserve Account for the City of Beverly Hills by adding \$750,000 to the already approved \$2 million to a total of \$2.75 million; and
- D. ESTABLISHING new Local Return funded Capital Reserve Account for the Cities of Beverly Hills (Proposition A, Measure R), Bradbury (Measure M and Measure R), El Segundo (Proposition C and Measure R), Hermosa Beach (Proposition C), Lomita, (Proposition C), Norwalk (Proposition C), Pomona (Proposition C), and San Marino (Proposition C).

ISSUE

A local jurisdiction may need additional time to accumulate sufficient funding to implement a project, or to avoid lapsing of funds. This year in particular, many cities may require a lapsing extension due to the limited spending caused by project shut down during the Safer at Home Order.

BACKGROUND

According to the Local Return Guidelines, Board approval is required if there is a need to extend beyond the normal lapsing deadline for Local Return funds. Typically, the local jurisdiction requests that funding be dedicated in a Capital Reserve Account. Once approved, a local jurisdiction may be allowed additional years to accumulate and expend its Local Return funds from the date that the funds are made available.

DISCUSSION

Findings

Staff uses a First-In-First-Out (FIFO) calculation to determine if a city may be in jeopardy of losing their Local Return Funds. Proposition A and Proposition C utilizes a “three year plus current year” period for a total of four years for the timely use of funds. Measure R and Measure M utilizes a five-year period for the timely use of funds.

Considerations

Local Return Guidelines have a timely-use-of funds requirement with a lapsing deadline. However, Capital Reserve Accounts are permitted with approval from the Board of Directors. These accounts may be established so that Los Angeles County local jurisdictions may extend the life of their Local Return revenue to accommodate longer term financial and planning commitments for specific capital projects.

Should Local Return funds lapse due to time constraints, per Local Return Guidelines, those lapsed funds would then be returned to LACMTA so that the Board may redistribute the funds to jurisdictions for discretionary programs of county-wide significance or redistribute to each Los Angeles County local jurisdiction by formula on a per capita basis.

DETERMINATION OF SAFETY IMPACT

Approval of the new Capital Reserve Accounts will allow for projects such as, Transit Center, Intersection, and Street and Road improvements, that would provide for additional safety features with local communities. (See Attachment A for detailed list of projects.)

FINANCIAL IMPACT

Adoption of staff recommendations would have no impact on the LACMTA Budget, or on LACMTA's Financial Statements. The Capital Reserve Account funds originate from Propositions A & C, Measure R and Measure M funds, as specified that are allocated to each Los Angeles County local jurisdiction by formula and are held by each City. Some of the city's funds could lapse due to time constraints and other cities with small apportionments may need additional time to accumulate the needed funds for capital projects.

Impact to Budget

Adoption of staff recommendations would have no impact on the LACMTA Budget as these funds

have been previously disbursed to the cities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports Metro's Strategic Plan Goals #1 and #2 by improving mobility, ease of travel, and safety. These are the Local Jurisdictions' apportionment of the funds as on Attachment A have determined the identified improvement projects assist in achieving those goals.

ALTERNATIVES CONSIDERED

Should the Board choose not to approve the recommendations above, which staff does not recommend, the Cities may not be able to accumulate sufficient funds necessary to implement the capital projects as described in Attachment A and the projects may not be constructed in a timely manner.

NEXT STEPS

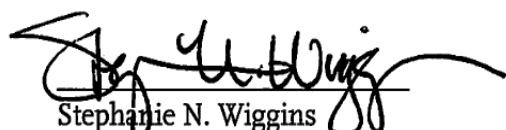
With Board approval of our recommendation, staff will negotiate and execute all necessary agreements between LACMTA and the listed cities for their Capital Reserve Accounts as approved. We will continue to monitor the accounts, including our annual Local Return audit, to ensure that the cities comply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

ATTACHMENTS

Attachment A - Project Summary for Proposed Capital Reserve Accounts

Prepared by: Susan Richan, Director, Budget, (213) 922-3017
Drew Phillips, Senior Director, Finance, (213) 922-2109

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


Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

**PROJECT SUMMARY FOR PROPOSED NEW
CAPITAL RESERVE ACCOUNTS**

JURISDICTION	PROJECT	AMOUNT	FUND	AGREEMENT TERMINATION/ REVIEW DATE
City of Arcadia (Extension)	<u>Project:</u> Goldline Foothill Extension – Future Mass Transit Station project	\$2,000,000	Proposition A 25% Local Return	Original date of termination 6/30/21
	<u>Justification:</u> The capital reserve will assist in the accumulation of funds and in the non-lapsing of funds	\$3,000,000	Proposition C 20% Local Return	New date of termination 6/30/26
City Bell (Extension)	<u>Project:</u> Street Intersection Striping and Landscaped and Median Improvements along Atlantic Ave	\$400,000	Proposition C 20% Local Return	Original date of termination 6/30/21
	<u>Justification:</u> The capital reserve will assist in the completion of funding this intersection			New date of termination 6/30/26
City of Beverly Hills (Amend)	<u>Project:</u> Wilshire Blvd Streetscapes	Existing amount \$2,000,000	Proposition C 20% Local Return	Existing 6/30/25
	<u>Justification:</u> The capital reserve will assist in the completion of this long term project and in the non-lapsing of funds	Amend to add \$750,000		
City of Beverly Hills (New)	<u>Project:</u> Wilshire Blvd Subway Streetscape Improvements	\$1,000,000	Measure R 15% Local Return	6/30/26
	<u>Project:</u> Wilshire/Rodeo Station Improvements	\$2,000,000	Proposition A 25% Local Return	6/30/26
	<u>Justification:</u> The capital reserve will assist in the completion of this long term project and in the non-lapsing of funds			
City of Bradbury (New)	<u>Project:</u> Widen Bradbury Road from Winding Oak Lane to Oakleaf Ave	\$84,718	Measure R 15% Local Return	6/30/26
	<u>Justification:</u> The capital reserve will assist in the completion of this long term project and in the non-lapsing of funds	\$58,719	Measure M 17% Local Return	6/30/26

JURISDICTION	PROJECT	AMOUNT	FUND	AGREEMENT TERMINATION/ REVIEW DATE
City of El Segundo (New)	<u>Project:</u> Park Place Extension Street Improvements and Rail Separation	\$1,000,000	Prop C 20% Local Return	6/30/26
	<u>Justification:</u> The capital reserve will assist in the completion of this long term project and in the non-lapsing of funds	\$1,000,000	Measure R 15% Local Return	6/30/26
City of Hermosa Beach (New)	<u>Project:</u> Bus Stop Improvements	\$900,000	Prop C 20% Local Return	6/30/26
	<u>Justification:</u> The capital reserve will assist in the completion of this long term project and in the non-lapsing of funds			
City of Lomita (New)	<u>Project:</u> Narbonne/Lomita Intersection Project	\$883,000	Prop C 20% Local Return	6/30/26
	<u>Justification:</u> The capital reserve will assist in the completion of this long term project and in the non-lapsing of funds			
City of Norwalk (New)	<u>Project:</u> Rosecrans Ave (Pioneer to Studebaker 7184)	\$892,652	Prop C 20% Local Return	6/30/26
	<u>Project:</u> Alondra Blvd. from Gridley Rd to Pioneer Blvd 7921	\$990,000	Prop C 20% Local Return	6/30/26
	<u>Justification:</u> The capital reserve will assist in the completion of this long term project and in the non-lapsing of funds			
City of Pomona (New)	<u>Project:</u> Major Street Rehabilitation	\$6,000,000	Prop C 20% Local Return	6/30/26
	<u>Justification:</u> The capital reserve will assist in the completion of this long term project and in the non-lapsing of funds			
City of San Marino (New)	<u>Project:</u> Westbound Huntington Blvd Improvements Between El Molino and Los Robles	\$419,195	Proposition C 20% Local Return	6/30/26
	<u>Justification:</u> The capital reserve will assist in the completion of this long term project and in the non-lapsing of funds			



Board Report

File #: 2021-0269, File Type: Resolution

Agenda Number: 7.

FINANCE, BUDGET, AND AUDIT COMMITTEE JUNE 16, 2021

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

**ACTION: ADOPT FINDINGS, RECOMMENDATIONS AND RESOLUTION FOR FY 2021-22
(FY22) TDA ARTICLE 8 UNMET TRANSIT NEEDS**

RECOMMENDATION

ADOPT:

- A. Findings and Recommendations (Attachment A) for allocating FY22 Transportation Development Act (TDA) Article 8 funds estimated at \$29,346,452 as follows:
1. In the City of Avalon there are no unmet transit needs that are reasonable to meet, therefore TDA Article 8 funds (Attachment B) in the amount of \$169,483 may be used for street and road projects, or transit projects, as described in Attachment A;
 2. In the Cities of Lancaster and Palmdale, there are no unmet transit needs that are reasonable to meet; in the Cities of Lancaster and Palmdale and the unincorporated portions of North County transit needs can be met through using other existing funding sources. Therefore, the TDA Article 8 funds in the amount of \$6,975,098 and \$6,761,056 (Lancaster and Palmdale, respectively) may be used for street and road purposes and/or transit, as long as their transit needs continue to be met;
 3. In the City of Santa Clarita, there are no unmet transit needs that are reasonable to meet; in the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds in the amount of \$9,573,328 for the City of Santa Clarita may be used for street and road and/or transit, as long as their transit needs continue to be met;
 4. In the Los Angeles County Unincorporated areas of North County, the areas encompassing both the Antelope Valley and the Santa Clarita Valley, transit needs are met with other funding sources, such as Proposition A and Proposition C Local Return. Therefore, TDA Article 8 funds in the amount of \$5,867,487 may be used for street and road purposes and/or transit, as long as their transit needs continue to be met; and
- B. A resolution (Attachment C) making a determination of unmet public transportation needs in the areas of Los Angeles County outside the Metro service area.

ISSUE

State law requires that the Los Angeles County Metropolitan Transportation Authority (LACMTA) make findings regarding unmet transit needs in areas outside Metro's service area. If there are unmet transit needs that are reasonable to meet, then these needs must be met before TDA Article 8 funds may be allocated for street and road purposes.

DISCUSSION

Under the State of California TDA Article 8 statute, state transportation funds are allocated to the portions of Los Angeles County outside Metro's service area. These funds are for "unmet transit needs that may be reasonable to meet". However, if no such needs exist, the funds can be spent for street and road purposes. See Attachment D for a brief summary of the history of TDA Article 8 and definitions of unmet transit needs.

Before allocating TDA Article 8 funds, the Act requires Metro to conduct a public hearing process (Attachment E). If there are determinations that there are unmet transit needs, which are reasonable to meet and we adopt such a finding, then these needs must be met before TDA Article 8 funds can be used for street and road purposes. By law, we must adopt a resolution annually that states our findings regarding unmet transit needs. Attachment C is the FY22 resolution. The proposed findings and recommendations are based on public testimony (Attachment F) and the recommendations of the Social Service Transportation Advisory Council (SSTAC) and the Hearing Board.

POLICY IMPLICATION

Staff has followed state law in conducting public hearings and obtaining input from the SSTAC regarding unmet transit needs. The SSTAC is comprised of social service providers and other interested parties in the North County areas. Attachment G summarizes the recommendations made and actions taken during FY 2019-20 (for the FY 2021-22 allocation estimates) and Attachment H is the proposed recommendations of the FY22 SSTAC.

On April 15, 2021, the TDA Article 8 Hearing Board was convened on behalf of the Board of Directors to conduct the required public hearing process. The Hearing Board developed findings and made recommendations for using TDA Article 8 funds based on the input from the SSTAC and the public hearing process.

Upon transmittal of the Board-adopted findings and documentation of the hearings process to Caltrans Headquarters, and upon Caltrans approval, funds will be released for allocation to the eligible jurisdictions. Delay in adopting the findings, recommendations and the resolution contained in Attachments A and C would delay the allocation of \$29,346,452 in TDA Article 8 funds to the recipient local jurisdictions.

DETERMINATION OF SAFETY IMPACT

Approval of this project will have no impact on Safety.

FINANCIAL IMPACT

The TDA Article 8 funds for FY22 are estimated at \$29,346,452 (Attachment B). The funding for this action is included in the FY22 Proposed Budget in cost center 0443, project number 410059 TDA Subsidies - Article 8.

TDA Article 8 funds are state sales tax revenues that state law designates for use by Los Angeles County local jurisdictions outside of Metro's service area. Metro allocates TDA Article 8 funds based on population and disburse them monthly, once each jurisdiction's claim form is received, reviewed and approved.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports strategic plan goals 2 and 4. Per state requirement, the TDA funds are allotted to the municipal and Tier II operators to support the operation of their services countywide. Also, under this project Metro function as the regional transportation planning agency was reviewed. The findings will assist in achieving Metro's Strategic Plan Goals number 2 and 4 by improving mobility, ease of travel and safety.

ALTERNATIVES CONSIDERED

The Board of Directors could adopt findings or conditions other than those developed in consultation with the Hearing Board, with input from the state-required SSTAC (Attachment H) and through the public hearing process. However, this is not recommended because adopting the proposed findings and recommendations made by the SSTAC and adopted by the Hearing Board have been developed through a public hearing process, as described in Attachment E, and in accordance with the TDA statutory requirements.

NEXT STEPS

Upon Caltrans' review and approval of the Board-adopted resolution and documentation of the hearing process, we will receive TDA Article 8 funds to allocate to the recipient local jurisdictions.

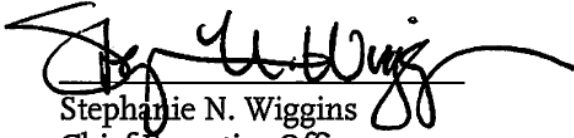
ATTACHMENTS

- A. FY22 Proposed Findings and Recommended Actions
- B. TDA Article 8 Apportionments: Estimates for FY22
- C. FY22 TDA Article 8 Resolution
- D. History of TDA Article 8 and Definitions of Unmet Transit Needs
- E. TDA Article 8 Public Hearing Process
- F. FY22 Comment Summary Sheet - TDA Article 8 Unmet Transit Needs Public Testimony and Written Comments
- G. Summary of Recommendations and Actions Taken
- H. Proposed Recommendations of the FY22 SSTAC

Prepared by: Drew Phillips, Deputy Executive Officer, Budget (213)-922-2109

Armineh Saint, Director, Budget (213) 922-2369

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



Stephanie N. Wiggins
Chief Executive Officer

FY 2021-22 TDA ARTICLE 8

PROPOSED FINDINGS AND RECOMMENDED ACTIONS

CATALINA ISLAND AREA

- Proposed Findings - In the City of Avalon, there are no unmet transit needs that are reasonable to meet; therefore TDA Article 8 funds may be used for street and road projects, or transit projects.
- Recommended Actions - City of Avalon address the following and implement if reasonable to meet: 1) maintain funding sources for transit services.

ANTELOPE VALLEY AREA

- Proposed Findings – There are no unmet transit needs that are reasonable to meet; in the Cities of Lancaster and Palmdale and the unincorporated portions of North Los Angeles County, existing transit needs can be met through using other existing funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.
- Recommended Actions – Antelope Valley Transit Authority (AVTA) address the following: 1) continue to evaluate funding opportunities for transit services.

SANTA CLARITA VALLEY AREA

- Proposed Findings - There are no unmet transit needs that are reasonable to meet; in the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.
- Recommended Actions - Santa Clarita Transit address the following: 1) continue to evaluate funding opportunities for transit services.

Los Angeles County Metropolitan Transportation Authority
FY 2022 TDA ARTICLE 8 APPORTIONMENTS
 (Transit/Streets & Highways)

AGENCY	POPULATION [1]	ARTICLE 8 PERCENTAGE	ALLOCATION OF TDA ARTICLE 8 REVENUE
Avalon	3,929	0.58%	\$ 169,483
Lancaster	161,699	23.77%	6,975,098
Palmdale	156,737	23.04%	6,761,056
Santa Clarita	221,932	32.62%	9,573,328
LA County Unincorporated	[2] <u>136,022</u>	<u>19.99%</u>	<u>5,867,487</u>
Total	680,319	100.00%	\$ 29,346,452
		Estimated Revenues:	\$ 29,346,452

[1] Population estimates are based on State of California Department of Finance census 2020 data-report

[2] The Unincorporated Population figure is based on 2007 estimates by Urban Research

**RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION
AUTHORITY MAKING A DETERMINATION AS TO
UNMET PUBLIC TRANSPORTATION NEEDS IN LOS ANGELES COUNTY
FOR FISCAL YEAR 2021-22**

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (LACMTA) is the designated Transportation Planning agency for the County of Los Angeles and is, therefore, responsible for the administration of the Transportation Development Act, Public Utilities Code Section 99200 et seq.; and

WHEREAS, under Sections 99238, 99238.5, 99401.5 and 99401.6, of the Public Utilities Code, before any allocations are made for local street and road use, a public hearing must be held and from a review of the testimony and written comments received and the adopted Regional Transportation Plan, make a finding that 1) there are no unmet transit needs; 2) there are no unmet transit needs that are reasonable to meet; or 3) there are unmet transit needs, including needs that are reasonable to meet; and

WHEREAS, at its meetings of June 25, 1998 and June 24, 1999, the Board of Directors approved definitions of unmet transit need and reasonable to meet transit need; and

WHEREAS, public hearings were held by LACMTA in Los Angeles County in Santa Clarita on March 8, 2021, Palmdale on March 8, 2021, Lancaster on March 8, 2021, Avalon on March 16, 2021, after sufficient public notice of intent was given, at which time public testimony was received; and

WHEREAS, a Social Service Transportation Advisory Council (SSTAC) was formed by LACMTA and has recommended actions to meet the transit needs in the areas outside the LACMTA service area; and

WHEREAS, a Hearing Board was appointed by LACMTA, and has considered the public hearing comments and the recommendations of the SSTAC; and

WHEREAS, the SSTAC and Hearing Board reaffirmed the definitions of unmet transit need and reasonable to meet transit need; and

WHEREAS, staff in consultation with the Hearing Board recommends the finding that in the City of Avalon there are no unmet transit needs that are reasonable to meet; therefore TDA Article 8 funds may be used for street and road projects, or transit projects; and

ATTACHMENT C

(Page 2 of 3)

WHEREAS, staff in consultation with the Hearing Board recommends the finding that in the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, there are no unmet transit needs that are reasonable to meet. In the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.

WHEREAS, staff in consultation with the Hearing Board recommends the finding that there are no unmet transit needs that are reasonable to meet. In the Cities of Lancaster and Palmdale and the unincorporated portions of North Los Angeles County, existing transit needs can be met through using other existing funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.

NOW THEREFORE,

- 1.0 The Board of Directors approves on an on-going basis the definition of Unmet Transit Needs as any transportation need, identified through the public hearing process, which could be met through the implementation or improvement of transit or paratransit services; and the definition of Reasonable to Meet Transit Need as any unmet transit needs that can be met, in whole or in part, through the allocation of available transit revenue and be operated in a cost efficient and service effective manner, without negatively impacting existing public and private transit options.
- 2.0 The Board hereby finds that, in the City of Avalon, there are no unmet transit needs that are reasonable to meet; therefore TDA Article 8 funds may be used for street and road projects, or transit projects.
- 3.0 The Board hereby finds that in the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, there are no unmet transit needs that are reasonable to meet. In the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.
- 4.0 The Board hereby finds that in the Cities of Lancaster and Palmdale and the unincorporated portions of North Los Angeles County, there are no unmet transit needs that are reasonable to meet. In the Cities of Lancaster and Palmdale and the unincorporated portions of North Los Angeles County, existing transit needs can be met through using other existing funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.

CERTIFICATION

The undersigned, duly qualified and acting as the Board Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on Thursday, June 24, 2021.

COLETTE LANGSTON
LACMTA Board Secretary

DATED: June 24, 2021

History of Transportation Development Act (TDA) 8

The Mills-Alquist-Deddeh act, better known as the Transportation Development Act (SB325), was enacted in 1971 to provide funding for transit or non-transit related purposes that comply with regional transportation plans. Funding for Article 8 was included in the original bill.

In 1992, after the consolidation of SCRTD and LACTC, AB1136 (Knight) was enacted to continue the flow of TDA 8 funds to outlying cities which were outside of the SCRTD's service area.

Permanent Adoption of Unmet Transit Needs Definitions

Definitions of Unmet Transit Need and Reasonable to meet transit needs were originally developed by the SSTAC and Hearing Board and adopted by Metro Board Resolution in May, 1997 as follows:

- Unmet Transit Need- any transportation need, identified through the public hearing process, that could be met through the implementation or improvement of transit or paratransit services.
- Reasonable to Meet Transit Need - any unmet transit need that can be met, in whole or in part, through the allocation of additional transit revenue and be operated in a cost-efficient and service-effective manner, without negatively impacting existing public and private transit options.

Based on discussions with and recommendations from Caltrans Headquarters' staff, these definitions have been adopted on an ongoing basis by the resolution. The Metro Board did approve the definitions of unmet transit need and reasonable to meet transit need at its meetings June 25, 1998 and June 24, 1999.

These definitions will continue to be used each year until further action by the Metro Board.

ATTACHMENT E

TDA ARTICLE 8 PUBLIC HEARING PROCESS

Article 8 of the California Transportation Development Act (TDA) requires annual public hearings in those portions of the County that are not within the Metro transit service area. The purpose of the hearings is to determine whether there are unmet transit needs which are reasonable to meet. We established a Hearing Board to conduct the hearings on its behalf in locations convenient to the residents of the affected local jurisdictions. The Hearing Board, in consultation with staff, also makes recommendations to the Board of Directors for adoption: 1) a finding regarding whether there are unmet transit needs that are reasonable to meet; and 2) recommended actions to meet the unmet transit needs, if any.

In addition to public hearing testimony, the Hearing Board received input from the Social Service Transportation Advisory Council (SSTAC), created by state law and appointed by staff, to review public hearing testimony and written comments and, from this information, identify unmet transit needs in the jurisdictions.

Hearing Board

Staff secured the following representation on the FY 2021-22 Hearing Board:

Dave Perry represented Supervisor Kathryn Barger; Steven Hofbauer, Mayor, City of Palmdale; Marvin Crist, Vice Mayor, City of Lancaster, represented the North County; Marsha McLean, Mayor Pro Tem, City of Santa Clarita represented Santa Clarita Valley.

Also, membership was formed on the FY 2021 Social Service Transportation Advisory Council (SSTAC) per requisite of the *Transportation Development Act Statutes and California Code of Regulations*. Staff had adequate representation of the local service providers and represented jurisdictions, therefore the SSTAC meeting convened with proposed recommendations as included in Attachment G.

Hearing and Meeting Dates

Virtual public hearings were held by the hearing board for Lancaster, Santa Clarita and the North County area on March 8, 2021 as well as in Avalon in conjunction with the Council meeting on March 16, 2021. A summary sheet that includes the public testimony received at the hearings and the written comments received within two weeks after the hearings is in Attachment F.

The SSTAC met on April 6, 2021. Attachment H contains the SSTAC's recommendations, which were considered by the Hearing Board at its April 15, 2021 meeting.

ATTACHMENT F

FY2020-21 TDA ARTICLE 8 UNMET NEEDS PUBLIC TESTIMONY AND WRITTEN COMMENTS

SUMMARY TABULATION SHEET - ALL HEARINGS

		Santa Clarita	Antelope Valley	Avalon
1	General increase in service, including longer hours, higher frequency, and/or more days of operation			
1.1	Morning/Evening commuter bus with limited stops to/from AV College to West Lancaster			
1.2	Continue summer beach bus	1		
2	Scheduling, reliability, transfer coordination			
2.1	Route 3 and 7 to run every 30 mins			
3	Bus stop or shelter			
3.1	Use of solar lighting at bus stops		1	
3.2	Use of visual display for upcoming routes at bus stops		1	
4	Other issues: better public information needed, bus improvements, upgrades, increase fleet, bus tokens, transit center			
4.1	Easier wheelchair accessibility to services in Sierra Highway and 0-8			
4.2	Funding for Sierra Highway improvements	1		
5	Other, statement - Support			
5.1	Transit needs are met			
	Sub-total:	2	2	-

Totals -

4

Total of 4 comments extracted from verbal and written comments by 3 individuals



Board of Directors

Chairman

Marvin Crist
City of Lancaster

Vice Chair

Dianne M. Knippel
County of Los Angeles

Director

Steven D. Hofbauer
City of Palmdale

Director

Richard Loa
City of Palmdale

Director

Angela E. Underwood-Jacobs
City of Lancaster

Director

Michelle Flanagan
County of Los Angeles

Executive Director/CEO

Macy Neshati

February 24, 2021

TDA Article 8 Hearing Board Chair
c/o Armineh Saint, Program Manager
Metropolitan Transit Authority
One Gateway Plaza
Los Angeles, California 90012

RE: Fiscal Year 2019/20 TDA Article 8 Unmet Needs Hearings

Dear Ms. Saint:

At the 2020 TDA Article 8 Unmet Needs Hearing, the Board found that the Antelope Valley Transit Authority (AVTA) had no unmet needs that could not be addressed through existing funding sources. As a result Antelope Valley Transit Authority continued our focused efforts on being a good community partner and wish to update the board as follows:

Like all our peers, AVTA was profoundly impacted by the onset of the COVID 19 Pandemic and we had to postpone numerous projects and system enhancements as a result. Therefore we felt it worthwhile to provide updates on projects that were in process at the time of last years report.

Item # 1, Develop Stronger TOD districts adjacent to regional rail stations with comprehensive bus network connecting station downtowns with outlying communities:

AVTA is very active in working and coordinating with our jurisdiction partners Palmdale, Lancaster, and the County of Los Angeles in developing new and improved transit hubs adjacent to our two Metrolink stations. We made dramatic capital improvements to our bus charging infrastructure at Palmdale Regional Transportation Center (PTC) alignment with Metrolink as well as finishing a new transit hub/charging station at the North Metrolink station located at Lancaster Blvd. and Sierra Highway. These improvements will provide for increased interconnectivity with the Metrolink stations and efficient transfers to bus routes.

Item #2, Scheduling, Reliability, Transfer Coordination: As discussed previously AVTA commissioned a system wide Regional Transit Study which has resulted in recommendations for sweeping system wide improvements to routes, schedules and service enhancements. However the massive drop in ridership coupled with the strain on our bus operator workforce due to the pandemic forced us to postpone implementation until we are on a course to recovery

Item #3 Demand responsive service, Dial-a-ride availability: AVTA provides an agency funded DAR service in parallel to DAR service provided by Access Services. Throughout 2020 we introduced our customers to an enhanced feature for our DAR system that enabled them to schedule their rides, monitor the arrival of their rides and receive schedule updates using their smart phones. For customers that do not own a smart phone or prefer the traditional call center appointment method, that will still be available to them. We also implemented a demand response micro transit system for our east county area including Lake Los Angeles and Sun Village. This system uses an "Uber-like" hailing software to provide faster, more convenient service reducing wait times from the current 1 ½ hour headways on the fixed route service down to 20 to 40 minutes. The response has been extremely favorable and ridership has grown steadily.

Item #4 Bus maintenance issues: In March of 2020 we transitioned to a 100% battery electric fleet and in December 2020 we surpassed 4 million all electric miles.

Item #5 Security issues: for the safety and security of our bus operators and after a successful pilot program on five buses we retrofitted our entire fleet with drivers barriers. These barriers have had the added benefit of providing another layer of protection for our operators against the spread of COVID 19 germs.

COVID 19 Impacts and responses:

Our management team was one of the first to recognize the fast approaching COVID 19 Pandemic and the need to prepare for the challenges and consequences. Starting in late February 2020 we imposed an agency wide travel ban followed by a rapid succession of preemptive measures that included:

- Adding extra manpower to enable us to disinfect and sanitize every bus every night at the terminal
- Adding extra manpower at our Palmdale and Lancaster Transit centers to board and sanitize buses throughout the day as they passed through the centers
- Clean and sanitize our bus stops and shelters at least daily
- Added hand sterilizers throughout the facility as well as on every bus at both the front and rear door areas.
- Implemented social distancing on our buses by restricting total capacity and closing off every other seat.
- Required masks on our buses and provided them to riders who didn't have them

- Continued service throughout the pandemic to keep our community mobile during the bleakest hours in modern history.

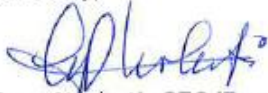
Community Outreach Efforts:

AVTA is dedicated to the community and to providing excellent customer service. Community outreach is a high priority goal and we continually seek to improve our efforts.

- AVTA will return to implementing the year-long Regional Transit Plan (RTP) development project that we completed last year. This plan will be the strategic plan for the authority for the next 5 to 10 years in the future.
- We hosted three grocery giveaways with our community partners and stakeholders.
- We look forward to a return to our pre-COVID ridership and the opportunity to implement the full scope of our Regional Transit Plan.

AVTA values the input of our customers and stakeholders and continues to take a proactive approach to address the transit needs in the Antelope Valley. If have you questions, please contact me at (661) 729-2206.

Sincerely,



Macy Neshati, CEO/Executive Director
Antelope Valley Transit Authority



City of
SANTA CLARITA
TRANSIT

City of Santa Clarita Transit • Transit Maintenance Facility
28250 Constellation Road • Santa Clarita, CA 91355
Phone: (661) 295-6300 • Fax: (661) 295-6393
santa-clarita.com

March 8, 2021

Santa Clarita Valley Area
TDA Article 8 Hearing
March 8, 2021

The City of Santa Clarita continues its efforts to promote public transportation as a viable alternative to the automobile. Because of this continued effort, the only recommendation that resulted from the 2020 TDA Article 8 hearings was for the City to continue to evaluate funding opportunities for transit services.

In the twelve months since the last hearing, the City of Santa Clarita has accomplished a number of key milestones such as:

- Continued construction on the Vista Canyon Transit Center. Despite some COVID related delays, construction continues and the Transit Center is scheduled to be completed June 2021.
- Broke ground on the Vista Canyon Metrolink Station. Construction began in late 2020 and is scheduled to be completed fall 2022.
- Reintroduced the City's on-demand transit service in the eastern Santa Clarita Valley named Go! Santa Clarita. This pilot program, which was suspended temporarily due to COVID, allows riders to book trips using a mobile app and a vehicle will arrive within 15 minutes of the trip being scheduled.
- Expanded Go! Santa Clarita to a second service area in downtown Newhall
- Took delivery of four CNG powered transit buses.
- Council adopted the City's Zero Emission Bus Transition Plan.
- Completed Phase 5 of the City's bus stop improvement program. This phase included the installation of new solar lighting fixtures for improved safety, new e-ink bus arrival displays, and the installation of new benches and shelters at 21 locations within the Santa Clarita Valley.

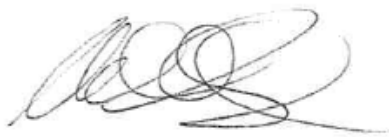
These are just a few of the accomplishments achieved by Santa Clarita Transit despite the challenges related to COVID over the past 12 months.

In the coming year, Santa Clarita Transit will be working toward:

- Securing funding for hydrogen fueling infrastructure and fuel cell buses.
- Introducing service to the new Vista Canyon Transit Center.
- Assess the effectiveness of the City's on demand pilot program.
- Adjusting to a post COVID environment.

The City of Santa Clarita will continue to take a proactive approach to addressing the transit needs of our residents while working closely with our transportation partners. Our goal is to provide effective and efficient service that improves the quality of life for all residents within the Santa Clarita Valley.

Thank you

A handwritten signature in black ink, appearing to read 'Adrian Aguilar', with a stylized flourish at the end.

Adrian Aguilar
Transit Manager

FY 2021-22 TDA ARTICLE 8

SSTAC PROPOSED FINDINGS AND RECOMMENDED ACTIONS

CATALINA ISLAND AREA

- Proposed Findings - that in the City of Avalon there are no unmet transit needs that are reasonable to meet; therefore TDA Article 8 funds may be used for street and road projects, or transit projects.
- Recommended Actions - that the City of Avalon address the following and implement if reasonable to meet: 1) maintain funding sources for transit services.

ANTELOPE VALLEY AREA

- Proposed Findings – there are no unmet transit needs that are reasonable to meet; in the Cities of Lancaster and Palmdale and the unincorporated portions of North Los Angeles County, existing transit needs can be met through using other existing funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.
- Recommended Actions – That Antelope Valley Transit Authority (AVTA) address the following: 1) continue to evaluate funding opportunities for transit services.

SANTA CLARITA VALLEY AREA

- Proposed Findings - There are no unmet transit needs that are reasonable to meet; In the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.
- Recommended Actions - that Santa Clarita Transit address the following: 1) continue to evaluate funding opportunities for transit services.



Metro

Master

File Number: 2021-0269

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

File ID: 2021-0269

Report Resolution
Type:

Status: Passed

In Control: Board of Directors -
Regular Board
Meeting

File Created: 04/21/2021

Final Action: 06/24/2021

Title:

ADOPT:

- A. Findings and Recommendations (Attachment A) for allocating FY22 Transportation Development Act (TDA) Article 8 funds estimated at \$29,346,452 as follows:
1. In the City of Avalon there are no unmet transit needs that are reasonable to meet, therefore TDA Article 8 funds (Attachment B) in the amount of \$169,483 may be used for street and road projects, or transit projects, as described in Attachment A;
 2. In the Cities of Lancaster and Palmdale, there are no unmet transit needs that are reasonable to meet; in the Cities of Lancaster and Palmdale and the unincorporated portions of North County transit needs can be met through using other existing funding sources. Therefore, the TDA Article 8 funds in the amount of \$6,975,098 and \$6,761,056 (Lancaster and Palmdale, respectively) may be used for street and road purposes and/or transit, as long as their transit needs continue to be met;
 3. In the City of Santa Clarita, there are no unmet transit needs that are reasonable to meet; in the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds in the amount of \$9,573,328 for the City of Santa Clarita may be used for street and road and/or transit, as long as their transit needs continue to be met;
 4. In the Los Angeles County Unincorporated areas of North County, the areas encompassing both the Antelope Valley and the Santa Clarita Valley, transit needs are met with other funding sources, such as Proposition A and Proposition C Local Return. Therefore, TDA Article

8 funds in the amount of \$5,867,487 may be used for street and road purposes and/or transit, as long as their transit needs continue to be met; and

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

Sponsors: Finance and Budget and Audit Committee

Attachments: Attachment A - FY22 Proposed Findings and Recommendations, Attachment B - TDA 8 Apportionments FY21-22, Attachment C - FY2021-22 TD Article 8 Resolution, Attachment D - History and Definitions TDA 8, Attachment E - FY22 TDA Article 8 Public Hearing process, Attachment F - FY21 Summary of the Comments(1), Attachment G - Summary of Recommendations and Actions Taken FY22, Attachment H - Proposed Recommendation of SSTAC

History of Legislative File

Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:
OCEO Draft Review	05/26/2021					
Finance, Budget and Audit Committee	06/16/2021	RECOMMENDED FOR APPROVAL	Board of Directors - Regular Board Meeting	06/24/2021		Pass
Board of Directors - Regular Board Meeting	06/24/2021	ADOPTED				Pass

Text of Legislative File 2021-0269

FINANCE, BUDGET, AND AUDIT COMMITTEE
 JUNE 16, 2021

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

ACTION: ADOPT FINDINGS, RECOMMENDATIONS AND RESOLUTION FOR FY 2021-22 (FY22) TDA ARTICLE 8 UNMET TRANSIT NEEDS

RECOMMENDATION

ADOPT:

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

1. In the City of Avalon there are no unmet transit needs that are reasonable to meet, therefore TDA Article 8 funds (Attachment B) in the amount of \$169,483 may be used for street and road projects, or transit projects, as described in Attachment A;
2. In the Cities of Lancaster and Palmdale, there are no unmet transit needs that are reasonable to meet; in the Cities of Lancaster and Palmdale and the unincorporated portions of North County transit needs can be met through using other existing funding sources. Therefore, the TDA Article 8 funds in the amount of \$6,975,098 and \$6,761,056 (Lancaster and Palmdale, respectively) may be used for street and road purposes and/or transit, as long as their transit needs continue to be met;
3. In the City of Santa Clarita, there are no unmet transit needs that are reasonable to meet; in the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds in the amount of \$9,573,328 for the City of Santa Clarita may be used for street and road and/or transit, as long as their transit needs continue to be met;
4. In the Los Angeles County Unincorporated areas of North County, the areas encompassing both the Antelope Valley and the Santa Clarita Valley, transit needs are met with other funding sources, such as Proposition A and Proposition C Local Return. Therefore, TDA Article 8 funds in the amount of \$5,867,487 may be used for street and road purposes and/or transit, as long as their transit needs continue to be met; and

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

ISSUE

State law requires that the Los Angeles County Metropolitan Transportation Authority (LACMTA) make findings regarding unmet transit needs in areas outside Metro's service area. If there are unmet transit needs that are reasonable to meet, then these needs must be met before TDA Article 8 funds may be allocated for street and road purposes.

DISCUSSION

Under the State of California TDA Article 8 statute, state transportation funds are allocated to the portions of Los Angeles County outside Metro's service area. These funds are for "unmet transit needs that may be reasonable to meet". However, if no such needs exist, the funds can be spent for street and road purposes. See Attachment D for a brief summary of the history of TDA Article 8 and definitions of unmet transit needs.

Before allocating TDA Article 8 funds, the Act requires Metro to conduct a public hearing process (Attachment E). If there are determinations that there are unmet transit needs, which are reasonable to meet and we adopt such a finding, then these needs must be met before TDA Article 8 funds can be used for street and road purposes. By law, we must adopt a resolution annually that states our findings regarding unmet transit needs. Attachment C is the FY22 resolution. The proposed findings and recommendations are

based on public testimony (Attachment F) and the recommendations of the Social Service Transportation Advisory Council (SSTAC) and the Hearing Board.

..Policy_Implication
POLICY IMPLICATION

Staff has followed state law in conducting public hearings and obtaining input from the SSTAC regarding unmet transit needs. The SSTAC is comprised of social service providers and other interested parties in the North County areas. Attachment G summarizes the recommendations made and actions taken during FY 2019-20 (for the FY 2021-22 allocation estimates) and Attachment H is the proposed recommendations of the FY22 SSTAC.

On April 15, 2021, the TDA Article 8 Hearing Board was convened on behalf of the Board of Directors to conduct the required public hearing process. The Hearing Board developed findings and made recommendations for using TDA Article 8 funds based on the input from the SSTAC and the public hearing process.

Upon transmittal of the Board-adopted findings and documentation of the hearings process to Caltrans Headquarters, and upon Caltrans approval, funds will be released for allocation to the eligible jurisdictions. Delay in adopting the findings, recommendations and the resolution contained in Attachments A and C would delay the allocation of \$29,346,452 in TDA Article 8 funds to the recipient local jurisdictions.

DETERMINATION OF SAFETY IMPACT

Approval of this project will have no impact on Safety.

FINANCIAL IMPACT

The TDA Article 8 funds for FY22 are estimated at \$29,346,452 (Attachment B). The funding for this action is included in the FY22 Proposed Budget in cost center 0443, project number 410059 TDA Subsidies - Article 8.

TDA Article 8 funds are state sales tax revenues that state law designates for use by Los Angeles County local jurisdictions outside of Metro's service area. Metro allocates TDA Article 8 funds based on population and disburse them monthly, once each jurisdiction's claim form is received, reviewed and approved.

..Implementation of Strategic Plan Goals
IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports strategic plan goals 2 and 4. Per state requirement, the TDA funds are allotted to the municipal and Tier II operators to support the operation of their services countywide. Also, under this project Metro function as the regional transportation planning agency was reviewed. The findings will assist in achieving Metro's Strategic Plan Goals number 2 and 4 by improving mobility, ease of travel and safety.

ALTERNATIVES CONSIDERED

The Board of Directors could adopt findings or conditions other than those developed in consultation with the Hearing Board, with input from the state-required SSTAC (Attachment H) and through the public hearing process. However, this is not recommended because adopting the proposed findings and recommendations made by the SSTAC and adopted by the Hearing Board have been developed through a public hearing process, as described in Attachment E, and in accordance with the TDA statutory requirements.

NEXT STEPS

Upon Caltrans' review and approval of the Board-adopted resolution and documentation of the hearing process, we will receive TDA Article 8 funds to allocate to the recipient local jurisdictions.

ATTACHMENTS

- A. FY22 Proposed Findings and Recommended Actions
- B. TDA Article 8 Apportionments: Estimates for FY22
- C. FY22 TDA Article 8 Resolution
- D. History of TDA Article 8 and Definitions of Unmet Transit Needs
- E. TDA Article 8 Public Hearing Process
- F. FY22 Comment Summary Sheet - TDA Article 8 Unmet Transit Needs Public Testimony and Written Comments
- G. Summary of Recommendations and Actions Taken
- H. Proposed Recommendations of the FY22 SSTAC

Prepared by: Drew Phillips, Deputy Executive Officer, Budget (213)-922-2109
Armineh Saint, Director, Budget (213) 922-2369

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



Board Report

File #: 2021-0269, File Type: Resolution

Agenda Number: 7.

**FINANCE, BUDGET, AND AUDIT COMMITTEE
JUNE 16, 2021**

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

**ACTION: ADOPT FINDINGS, RECOMMENDATIONS AND RESOLUTION FOR FY 2021-22
(FY22) TDA ARTICLE 8 UNMET TRANSIT NEEDS**

RECOMMENDATION

ADOPT:

- A. Findings and Recommendations (Attachment A) for allocating FY22 Transportation Development Act (TDA) Article 8 funds estimated at \$29,346,452 as follows:
1. In the City of Avalon there are no unmet transit needs that are reasonable to meet, therefore TDA Article 8 funds (Attachment B) in the amount of \$169,483 may be used for street and road projects, or transit projects, as described in Attachment A;
 2. In the Cities of Lancaster and Palmdale, there are no unmet transit needs that are reasonable to meet; in the Cities of Lancaster and Palmdale and the unincorporated portions of North County transit needs can be met through using other existing funding sources. Therefore, the TDA Article 8 funds in the amount of \$6,975,098 and \$6,761,056 (Lancaster and Palmdale, respectively) may be used for street and road purposes and/or transit, as long as their transit needs continue to be met;
 3. In the City of Santa Clarita, there are no unmet transit needs that are reasonable to meet; in the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds in the amount of \$9,573,328 for the City of Santa Clarita may be used for street and road and/or transit, as long as their transit needs continue to be met;
 4. In the Los Angeles County Unincorporated areas of North County, the areas encompassing both the Antelope Valley and the Santa Clarita Valley, transit needs are met with other funding sources, such as Proposition A and Proposition C Local Return. Therefore, TDA Article 8 funds in the amount of \$5,867,487 may be used for street and road purposes and/or transit, as long as their transit needs continue to be met; and
- B. A resolution (Attachment C) making a determination of unmet public transportation needs in the areas of Los Angeles County outside the Metro service area.

ISSUE

State law requires that the Los Angeles County Metropolitan Transportation Authority (LACMTA) make findings regarding unmet transit needs in areas outside Metro's service area. If there are unmet transit needs that are reasonable to meet, then these needs must be met before TDA Article 8 funds may be allocated for street and road purposes.

DISCUSSION

Under the State of California TDA Article 8 statute, state transportation funds are allocated to the portions of Los Angeles County outside Metro's service area. These funds are for "unmet transit needs that may be reasonable to meet". However, if no such needs exist, the funds can be spent for street and road purposes. See Attachment D for a brief summary of the history of TDA Article 8 and definitions of unmet transit needs.

Before allocating TDA Article 8 funds, the Act requires Metro to conduct a public hearing process (Attachment E). If there are determinations that there are unmet transit needs, which are reasonable to meet and we adopt such a finding, then these needs must be met before TDA Article 8 funds can be used for street and road purposes. By law, we must adopt a resolution annually that states our findings regarding unmet transit needs. Attachment C is the FY22 resolution. The proposed findings and recommendations are based on public testimony (Attachment F) and the recommendations of the Social Service Transportation Advisory Council (SSTAC) and the Hearing Board.

POLICY IMPLICATION

Staff has followed state law in conducting public hearings and obtaining input from the SSTAC regarding unmet transit needs. The SSTAC is comprised of social service providers and other interested parties in the North County areas. Attachment G summarizes the recommendations made and actions taken during FY 2019-20 (for the FY 2021-22 allocation estimates) and Attachment H is the proposed recommendations of the FY22 SSTAC.

On April 15, 2021, the TDA Article 8 Hearing Board was convened on behalf of the Board of Directors to conduct the required public hearing process. The Hearing Board developed findings and made recommendations for using TDA Article 8 funds based on the input from the SSTAC and the public hearing process.

Upon transmittal of the Board-adopted findings and documentation of the hearings process to Caltrans Headquarters, and upon Caltrans approval, funds will be released for allocation to the eligible jurisdictions. Delay in adopting the findings, recommendations and the resolution contained in Attachments A and C would delay the allocation of \$29,346,452 in TDA Article 8 funds to the recipient local jurisdictions.

DETERMINATION OF SAFETY IMPACT

Approval of this project will have no impact on Safety.

FINANCIAL IMPACT

The TDA Article 8 funds for FY22 are estimated at \$29,346,452 (Attachment B). The funding for this action is included in the FY22 Proposed Budget in cost center 0443, project number 410059 TDA Subsidies - Article 8.

TDA Article 8 funds are state sales tax revenues that state law designates for use by Los Angeles County local jurisdictions outside of Metro's service area. Metro allocates TDA Article 8 funds based on population and disburse them monthly, once each jurisdiction's claim form is received, reviewed and approved.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports strategic plan goals 2 and 4. Per state requirement, the TDA funds are allotted to the municipal and Tier II operators to support the operation of their services countywide. Also, under this project Metro function as the regional transportation planning agency was reviewed. The findings will assist in achieving Metro's Strategic Plan Goals number 2 and 4 by improving mobility, ease of travel and safety.

ALTERNATIVES CONSIDERED

The Board of Directors could adopt findings or conditions other than those developed in consultation with the Hearing Board, with input from the state-required SSTAC (Attachment H) and through the public hearing process. However, this is not recommended because adopting the proposed findings and recommendations made by the SSTAC and adopted by the Hearing Board have been developed through a public hearing process, as described in Attachment E, and in accordance with the TDA statutory requirements.

NEXT STEPS

Upon Caltrans' review and approval of the Board-adopted resolution and documentation of the hearing process, we will receive TDA Article 8 funds to allocate to the recipient local jurisdictions.

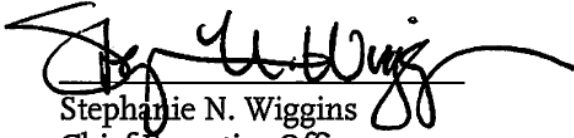
ATTACHMENTS

- A. FY22 Proposed Findings and Recommended Actions
- B. TDA Article 8 Apportionments: Estimates for FY22
- C. FY22 TDA Article 8 Resolution
- D. History of TDA Article 8 and Definitions of Unmet Transit Needs
- E. TDA Article 8 Public Hearing Process
- F. FY22 Comment Summary Sheet - TDA Article 8 Unmet Transit Needs Public Testimony and Written Comments
- G. Summary of Recommendations and Actions Taken
- H. Proposed Recommendations of the FY22 SSTAC

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Stephanie N. Wiggins
Chief Executive Officer



Board Report

File #: 2021-0277, File Type: Budget

Agenda Number: 8.

REVISED
FINANCE, BUDGET, AND AUDIT COMMITTEE
JUNE 16, 2021

SUBJECT: FISCAL YEAR 2021-22 TRANSIT FUND ALLOCATIONS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING \$2.34 billion in FY 2021-22 (FY22) Transit Fund Allocations for Los Angeles County jurisdictions, transit operators and Metro operations as shown in Attachment A. These allocations comply with federal, state, and local regulations and LACMTA Board approved policies and guidelines.
- B. APPROVING fund exchanges in the estimated amount of \$1,467,453 of Metro's TDA Article 4 allocation with Municipal Operators' shares of Low Carbon Transit Operations Program. Funding will be adjusted based on LCTOP actual allocations.
- C. APPROVING fund exchanges in the estimated amount of \$332,916 of Metro's Prop C 40% allocation with Antelope Valley and Santa Clarita's shares of Low Carbon Transit Operations Program. Funding will be adjusted based on LCTOP actual allocations.
- D. APPROVING Two-year lag funding for \$420,856 to Torrance Transit and Commerce Transit for the transitioned services from Metro as follows:
1. The transfer of Metro Line 256 to City of Commerce Municipal Bus Lines consisting of 56,682 Revenue Miles and corresponding funding in the amount of \$80,496.
 2. The transfer of Metro Line 130 to Torrance Transit consisting of 239,789 Revenue Miles and corresponding funding in the amount of \$346,360.
- E. APPROVING base funding increase from \$6.0 million to \$6.8 million in FY22 for Tier 2 Operators to accommodate local fund exchanges of Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Funding as approved by the LACMTA Board of Directors.
- F. APPROVING the execution of local fund exchanges as appropriate in order to implement the

Board approved CRRSAA allocations.

- G. APPROVING fund exchange of Federal Section 5307 discretionary fund awarded to the Southern California Regional Transit Training Consortium (SCR TTC) through Long Beach Transit in the amount of \$330,000 with Metro's TDA Article 4 allocation.
- H. APPROVING fund exchanges in the amount totaling \$13.2 million of Metro's Federal Section 5307 share with Municipal Operators' shares of Federal Sections 5337 and 5339.
- I. APPROVING fund exchanges in the amount of \$1,429,026 of Metro's TDA Article 4 allocation with the city of La Mirada's shares of FY2016 Federal Section 5307 discretionary fund.
- J. AUTHORIZING the Chief Executive Officer to adjust FY22 Federal Section 5307 (Urbanized Formula), Section 5339 (Bus and Bus Facilities) and Section 5337 (State of Good Repair) allocations upon receipt of final apportionments from the Federal Transit Authority and amend FY22 budget as necessary to reflect the aforementioned adjustment.
- K. AUTHORIZING a \$1.26 million allocation to LIFE Program Administrators, FAME Assistance Corporation (FAME) and the International Institute of Los Angeles (IILA) to fund the FY22 Taxi Voucher component of the LIFE Program.
- L. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements to implement the above funding programs.
- M. ADOPTING a resolution designating Transportation Development Act (TDA) and State Transit Assistance (STA) fund allocations are in compliance with the terms and conditions of the allocations (Attachment B).

ISSUE

Each year, transit operating and capital funds consisting of federal, state, and local revenues are allocated to Metro operations, transit operators, and Los Angeles County local jurisdictions for programs, projects and services according to federal guidelines, state laws, and established funding policies and procedures. The Board of Directors must approve allocations for FY22 prior to fund disbursement.

The Municipal operators are requesting fund exchanges of their Federal Sections 5339 and 5337 allocations with Metro's share of Federal Section 5307 allocation to minimize the impact on administrative processes associated with these funding programs.

The Municipal operators are requesting fund exchanges of their LCTOP allocations with Metro's TDA Article 4 and Prop C 40% funds allocation to minimize the impact on administrative processes associated with these funding programs.

BACKGROUND

The Los Angeles County Metropolitan Transportation Authority (LACMTA), as the Regional Transportation Commission for Los Angeles County, is responsible for planning, programming, and allocating transportation funding to Los Angeles County jurisdictions, transit operators, and Metro Operations. LACMTA Board approval will allow the continued funding of transportation projects, programs, and services in Los Angeles County.

DISCUSSION

In FY21, the Coronavirus Aid, Relief and Economic Security (CARES) Act provided financial relief to transit operators in LA County. The CARES funding was allocated to offset the estimated sales tax revenue losses. To minimize future fiscal disruptions, Metro staff proposed, and all regional operators agreed, to deviate from traditional policy and incorporate the FY20 sales tax revenue losses within FY21 total funds available in lieu of including the FY20 loss in FY22. Actual FY20 sales tax revenues were somewhat better than expected and the difference in forecast versus actual results are reflected as an increase in available FY22 local subsidy funding.

To accommodate the impacts of the COVID-19 pandemic, Bus Operations Sub-Committee (BOS) members, agreed to form a working group to review alternative approaches for FY22 transit fund allocations. In March 2021, the working group agreed to recommend the use of a weighted average of FY19 and FY20 Vehicle Service Miles statistics to allocate State and Local funds. This approach sought to balance the actions of those operators that continued to provide service while not unduly penalizing others. Due to the significant decrease in ridership across the region, the agreed method also recommended that fare revenue and unlinked passengers data to be held constant at FY19 level. For Federal Grant allocations, Metro staff recommended following the FTA apportionment approach and used FY19 data as the allocation basis. The BOS working group has generally concurred with Metro's recommendation with the assumption that this deviation from the FAP allocation guideline does not set a precedent for FY23 or future FAP allocation methodology.

For those bus operators not receiving federal funds directly from Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA), Metro staff will work with affected jurisdictions to swap or exchange up to \$8.4 million of Metro's local funds to address administrative efficiencies. This exchange is reflected in the Adopted FY22 Budget.

Transit Fund Allocations

The recommended FY22 Transit Fund Allocations are developed according to federal, state, and local requirements, as well as policies and guidelines previously approved by LACMTA Board. Details of significant information, methodologies and assumptions are described in **Attachment C**.

The Tier 2 Operators Funding Program will receive \$6.8 million of funding from Proposition A 95% of

40% Discretionary growth over inflation. This allocation includes a total of \$842,008 in CRRSAA Funding as approved by the LACMTA Board of Directors, and the CRRSAA funds will be exchanged with local funds.

The Sub-Regional Paratransit operators, Voluntary NTD Reporting agencies, Avalon Ferry, Avalon Transit Services and Hollywood Bowl Shuttle Services will receive \$7,565,663 in CRRSAA funding as approved by the LACMTA Board of Directors, and the CRRSAA funds will be exchanged with local funds.

At its April 2020 meeting, the Bus Operations Subcommittee awarded \$330,000 a year for three years of Federal Section 5307 15% Discretionary fund to the Southern California Regional Transit Training Consortium (SCR TTC) through Long Beach Transit. Funds will be exchanged with Metro's share of the Transportation Development Act (TDA) fund.

Staff has reviewed the recommended allocations, related methodologies and assumptions with Metro operations, transit operators, Los Angeles County local jurisdictions, Technical Advisory Committee (TAC), Bus Operations Subcommittee (BOS) and the Local Transit Systems Subcommittee (LTSS). The TAC, BOS and LTSS have all formally adopted the recommended FY22 Transit Fund Allocations.

Low Income Fare is Easy (LIFE) Program Taxi Vouchers

The LIFE program, in addition to the provision of fare subsidies, provides Taxi Vouchers to individuals with short term/immediate need transit services who are otherwise unable to use fixed route transit. Taxi Vouchers and their required reimbursements to Taxi providers are managed by the LIFE program administrators and distributed to the rider, through approved agencies such as hospitals and shelters, to provide trips categorized by mobility or health limitations, urgency, or safety. Funding to accommodate Taxi reimbursements and voucher printing are to be allocated as follows: \$840,000 to FAME, and \$420,000 to IILA.

DETERMINATION OF SAFETY IMPACT

Adoption of this item will provide funding for increased safety efforts.

FINANCIAL IMPACT

The FY22 Transit Fund Allocations are included in the FY22 Budget in multiple cost centers and multiple projects. Approval of these recommendations authorizes LACMTA to disburse these funds to the Los Angeles County jurisdictions and transit operators.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the FY22 Transit Fund Allocations and instruct staff to use an alternative methodology for allocation. This alternative is not recommended as federal, state, and

local requirements, as well as prior LACMTA Board policies and guidelines serve as the basis of the annual allocation of funding to Los Angeles County jurisdictions, transit operators, and Metro Operations for programs, projects and services.

NEXT STEPS

Upon Board approval of the recommended allocations and adoption of the resolution, we will work with Los Angeles County jurisdictions, transit operators, Southern California Association of Governments (SCAG) and Metro Operations to ensure the proper disbursement of funds.

ATTACHMENTS

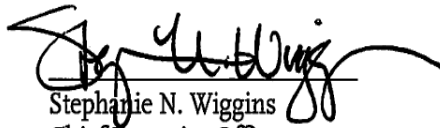
Attachment A - [FY22 Transit Fund Allocations]

Attachment B - [TDA and STA Resolution]

Attachment C - [Summary of Significant Information, Methodologies and Assumptions]

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Stephanie N. Wiggins
Chief Executive Officer



Metro

Los Angeles County Metropolitan Transportation Authority

Fiscal Year 2022

Proposed

TRANSIT FUND ALLOCATIONS

July 1, 2021 – June 30, 2022

June 16, 2021

FY 2022
Proposed
Transit Fund Allocations

Los Angeles County Metropolitan Transportation Authority
FY 2022
Transit Fund Allocation

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Los Angeles County Metropolitan Transportation Authority
FY 2022
Transit Fund Allocation

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Bus Transit Subsidies

STATE AND LOCAL FUNDS

PRELIMINARY REVENUE ESTIMATES

STATE AND LOCAL	FY22 Estimated Revenue	Carryover FY20 Budget vs Actual	Interest FY20 Actual	FY20 Impact on FY21 Estimated Revenue	FY22 Total Funds Available	NOTE	FY21 Total Funds
Transportation Development Act:							
Planning & Administration:							
1 Planning - Metro	\$ 4,325,000				\$ 4,325,000		\$ 3,434,000
2 Planning - SCAG	3,243,750				3,243,750		2,575,500
3 Administration - Metro	3,285,455				3,285,455		3,192,862
4 Sub-total	10,854,205				10,854,205		9,202,362
5 Article 3 Pedestrian & Bikeways 2.0000%	8,432,916	(610,245)	71,035	(894,775)	8,788,481		6,748,715
6 Article 4 Bus Transit 91.3125%	385,015,196	(27,861,501)	3,243,194	(40,892,211)	401,289,100		308,389,840
7 Article 8 Streets & Highways 6.6875%	28,197,683	(2,040,516)	237,525	(2,951,761)	29,346,452		22,297,204
8 Total	432,500,000	(30,512,263)	3,551,754	(44,738,747)	450,278,238		346,638,121
Proposition A:							
9 Administration 5.0000%	43,250,000	(2,421,566)		(4,565,000)	45,393,434		34,467,414
10 Local Return 25.0000%	205,437,500	n/a		n/a	205,437,500	a	184,798,750
11 Rail Development 35.0000%	287,612,500	(16,103,413)		(30,357,250)	301,866,337		229,208,301
Bus Transit: 40.0000%							
12 95% of 40% Capped at CPI 2.0000%	260,743,970	n/a		-	260,743,970	b	255,631,343
13 95% of 40% Over CPI	51,521,030	n/a		(32,959,300)	84,480,330	c	(7,696,543)
14 Sub-total	312,265,000	-		(32,959,300)	345,224,300		247,934,800
15 5% of 40% Incentive	16,435,000	(920,195)		(1,734,700)	17,249,505		13,097,617
16 Total	865,000,000	(19,445,174)		(69,616,250)	915,171,076		709,506,882
Proposition C:							
17 Administration 1.5000%	12,975,000	(726,495)		(1,369,500)	13,618,005		10,340,184
18 Rail/Bus Security 5.0000%	42,601,250	(2,385,327)		(4,496,525)	44,712,448		33,950,270
19 Commuter Rail 10.0000%	85,202,500	(4,770,653)		(8,993,050)	89,424,897		67,900,540
20 Local Return 20.0000%	170,405,000	n/a		n/a	170,405,000	a	153,285,700
21 Freeways and Highways 25.0000%	213,006,250	(11,926,633)		(22,482,625)	223,562,242		169,751,350
22 Discretionary 40.0000%	340,810,000	(19,082,613)		(35,972,200)	357,699,587		271,602,159
23 Total	865,000,000	(38,891,721)		(73,313,900)	899,422,179		706,830,202
State Transit Assistance:							
24 Bus (PUC 99314 Rev Base Share)	30,072,487	(4,491,699)	396,299	(9,090,749)	35,067,836	d	54,336,549
25 Rail (PUC 99313 Population Share)	23,214,902	(4,558,304)	407,472	(8,010,263)	27,074,333		42,173,474
26 Total	53,287,389	(9,050,003)	803,771	(17,101,012)	62,142,169		96,510,023
SB 1 State Transit Assistance:							
27 Bus (PUC 99314 Rev Base Share)	24,516,861	(4,278,906)	328,462	(7,536,073)	28,102,490	d,e	43,885,477
28 Rail (PUC 99313 Population Share)	18,926,153	(4,204,286)	337,722	(6,639,883)	21,699,472	f	34,058,354
29 Total	43,443,014	(8,483,192)	666,184	(14,175,955)	49,801,962		77,943,831
SB 1 State Of Good Repair							
30 Bus (PUC 99314 Rev Base Share)	17,513,101	1,362,526	186,758	3,519,975	15,542,410	e	17,549,382
31 Rail (PUC 99313 Population Share)	13,519,498	774,667	69,902	2,436,083	11,927,983	f	13,752,517
32 Total	31,032,599	2,137,193	256,660	5,956,059	27,470,393		31,301,899

PRELIMINARY REVENUE ESTIMATES (continued)

		A	B	C	D	E=A+B+C-D		
STATE AND LOCAL		FY22 Estimated Revenue	Carryover FY20 Budget vs Actual	Interest FY20 Actual	FY20 Impact on FY21 Estimated Revenue	FY22 Total Funds Available	NOTE	FY21 Total Funds
Measure R:								
33	Administration	1.5000%	12,975,000	(744,268)	1,219,168	(1,369,500)		11,678,398
34	Transit Capital - "New Rail"	35.0000%	298,208,750	(17,105,751)	7,124,284	(31,475,675)		243,070,701
35	Transit Capital - Metrolink	3.0000%	25,560,750	(1,466,207)	(25,426)	(2,697,915)		21,091,356
36	Transit Capital - Metro Rail	2.0000%	17,040,500	(977,471)	(589,797)	(1,798,610)		12,434,317
37	Highway Capital	20.0000%	170,405,000	(9,774,715)	5,368,212	(17,986,100)		143,617,137
38	Operations "New Rail"	5.0000%	42,601,250	(2,443,679)	(315,698)	(4,496,525)		33,681,942
39	Operations Bus	20.0000%	170,405,000	(9,774,715)	(1,080,044)	(17,986,100)		134,999,710
40	Local Return	15.0000%	127,803,750	n/a	n/a	127,803,750	a	114,964,275
41	Total		865,000,000	(42,286,805)	11,700,699	(77,810,425)		715,537,837
Measure M:								
Local Return Supplemental & Administration:								
42	Administration	0.5000%	4,454,750	(269,218)	76,728	(470,195)		3,579,814
43	Supplemental transfer to Local Return	1.0000%	8,520,250	n/a	n/a	n/a	a,g	7,664,285
44	Sub-total		12,975,000	(269,218)	76,728	(470,195)		11,244,099
45	Local Return Base	16.0000%	136,324,000	n/a	n/a	n/a	a,g	122,628,560
46	Metro Rail Operations	5.0000%	42,601,250	(2,574,560)	(319,913)	(4,496,525)		33,445,975
47	Transit Operations (Metro & Municipal Providers)	20.0000%	170,405,000	(10,298,241)	(1,161,356)	(17,986,100)		133,102,471
48	ADA Paratransit/Metro Discounts for Seniors & Students	2.0000%	17,040,500	(1,029,824)	646,252	(1,798,610)		13,910,953
49	Transit Construction	35.0000%	298,208,750	(18,021,921)	9,538,412	(31,475,675)		242,873,021
50	Metro State of Good Repairs	2.0000%	17,040,500	(1,029,824)	131,037	(1,798,610)		13,308,897
51	Highway Construction	17.0000%	144,844,250	(8,753,505)	11,340,346	(15,288,185)		119,229,734
52	Metro Active Transportation Program	2.0000%	17,040,500	(1,029,824)	936,787	(1,798,610)		13,894,681
53	Regional Rail	1.0000%	8,520,250	(514,912)	230,297	(899,305)		6,799,640
54	Total		865,000,000	(43,521,828)	21,418,590	(76,011,815)		710,438,030
55	Total Funds Available		\$ 4,020,263,002	\$ (190,053,793)	\$ 38,397,658	\$ (366,812,046)		\$ 4,235,418,913
Total Planning & Admin Allocations:								
56	(Lines 4, 9, 17, 33 and 42)		\$ 84,508,955	\$ (4,161,547)	\$ 1,295,896	\$ (7,774,195)		\$ 69,268,172

Notes:

- a) Local Return Subfunds do not show carryover balances. These funds are distributed in the same period received.
- b) Consumer price index (CPI) of 2.0% represents the average estimated growth rate based on various forecasting sources and historical trends applied to Prop A discretionary allocated to Included operators.
- c) Proposition A 95% of 40% Bus Transit growth over CPI estimate will be used to fund Eligible and Tier 2 operators. The carryover is not shown since it has been converted into Proposition C 40% discretionary to fund various Board-approved discretionary programs.
- d) STA Revenue estimates (including SB1/STA) from the State Controller's office is reduced by 40% for the revenue base share and population-base share due to anticipated shortfall of FY22 revenue.
- e) In order to be eligible for SB1-SGR funding, eligible agencies must comply with various reporting requirements. SGR revenue estimates from the State Controller's Office is reduced by 10% due to anticipated shortfall of FY22 revenue.
- f) STA and SGR portion of SB1 will be allocated based on Measure R allocation methodology.
- g) Measure M provides for a total of 17% net revenues for Local Return. Supplement of 1% to be funded by 1.5% Administration.

STATE AND LOCAL FUNDS

Operators	Formula Allocation Procedure				Proposition C 5% Security	Proposition C 40% Discretionary	Measure R		Measure M	Senate Bill 1		Total
	TDA Article 4 + Interest	STA + Interest	Proposition A 95% of 40 % Discretionary	Sub-Total FAP			20% Bus Operations	Clean Fuel & Facilities		STA	State of Good Repair	
Included Operators:												
1 Metro Bus Ops	\$ 292,586,483	\$ 25,850,491	\$ 191,788,317	\$ 510,225,291	\$ 32,559,159	\$ 21,658,501	\$ 121,938,313	\$ 6,563,438	\$ 121,522,889	\$ 19,301,796	\$ 10,630,341	\$ 844,399,726
Municipal Operators:												
2 Arcadia	381,841	32,359	240,604	654,804	6,691	104,650	152,640	16,041	152,120	24,162	13,307	1,124,414
3 Claremont	131,820	11,233	83,522	226,575	2,281	28,394	52,987	5,781	52,806	8,387	4,619	381,830
4 Commerce	453,743	36,992	355,549	846,283	39,240	1,201,353	174,495	33,515	173,900	27,621	15,212	2,511,619
5 Culver City	5,844,459	501,143	3,726,205	10,071,807	395,950	1,695,054	2,363,920	141,807	2,355,867	374,188	206,082	17,604,674
6 Foothill Transit	27,320,796	2,344,930	17,435,533	47,101,260	1,037,303	8,449,054	11,061,176	832,564	11,023,493	1,750,890	964,291	82,220,030
7 Gardena	5,833,372	501,120	3,726,033	10,060,524	251,368	2,175,295	2,363,811	124,528	2,355,758	374,171	206,072	17,911,527
8 La Mirada	1,538,492	9,017	67,044	1,614,554	3,760	22,792	42,533	6,483	42,388	6,733	3,708	1,742,951
9 Long Beach	25,321,181	2,183,928	16,238,417	43,743,527	2,000,727	8,776,502	10,301,721	626,034	10,266,624	1,630,675	898,084	78,243,893
10 Montebello	8,888,094	764,095	5,681,362	15,333,551	458,561	3,353,898	3,604,280	186,606	3,592,001	570,527	314,214	27,413,638
11 Norwalk	3,494,787	299,633	2,227,899	6,022,320	122,876	816,374	1,413,389	68,486	1,408,574	223,727	123,216	10,198,963
12 Redondo Beach	822,863	70,084	521,104	1,414,051	31,568	181,340	330,590	33,080	329,464	52,330	28,820	2,401,242
13 Santa Monica	21,750,088	1,870,845	13,910,512	37,531,445	1,078,843	5,564,524	8,824,888	458,528	8,794,823	1,396,905	769,336	64,419,292
14 Torrance	6,921,081	591,965	4,741,868	12,254,914	311,536	3,357,193	2,792,335	141,637	2,782,822	442,003	243,430	22,325,871
15 Sub-Total	108,702,617	9,217,345	68,955,653	186,875,615	5,740,702	35,726,424	43,478,765	2,675,089	43,330,640	6,882,318	3,790,393	328,499,946
Eligible Operators:												
16 Antelope Valley	-	-	5,230,982	5,230,982	198,098	1,755,882	2,843,483	194,078	2,833,796	450,099	247,889	13,754,308
17 LADOT	-	-	23,542,435	23,542,435	1,522,460	5,958,794	5,586,452	378,626	5,567,420	884,288	487,016	43,927,491
18 Santa Clarita	-	-	4,648,683	4,648,683	220,785	1,410,305	2,495,030	188,769	2,486,530	394,942	217,512	12,062,556
19 Foothill BSCP	-	-	5,033,010	5,033,010	-	543,222	1,194,297	-	1,190,229	189,047	104,116	8,253,922
20 Sub-Total	-	-	38,455,110	38,455,110	1,941,343	9,668,203	12,119,263	761,474	12,077,975	1,918,376	1,056,533	77,998,276
Tier 2 Operators:												
21 LADOT Community Dash	-	-	4,790,755	4,790,755	-	-	-	-	-	-	-	4,790,755
22 Glendale	-	-	1,167,585	1,167,585	-	-	-	-	-	-	-	1,167,585
23 Pasadena	-	-	681,062	681,062	-	-	-	-	-	-	-	681,062
24 Burbank	-	-	202,606	202,606	-	-	-	-	-	-	-	202,606
25 Sub-Total	-	-	6,842,008	6,842,008	-	-	-	-	-	-	-	6,842,008
26 Lynwood Trolley	-	-	-	-	-	226,175	-	-	-	-	-	226,175
27 Total Excluding Metro	108,702,617	9,217,345	114,252,771	232,172,733	7,682,044	45,620,803	55,598,028	3,436,562	55,408,615	8,800,694	4,846,926	413,566,406
28 County of Los Angeles											65,143	65,143
29 Grand Total	\$ 401,289,100	\$ 35,067,836	\$ 306,041,088	\$ 742,398,025	\$ 40,241,204	\$ 67,279,303	\$ 177,536,341	\$ 10,000,000	\$ 176,931,503	\$ 28,102,490	\$ 15,542,410	\$ 1,258,031,275

OPERATORS VEHICLE SERVICE MILES

Operators	FY19 VSM	FY20 VSM	1/2 (FY19 + FY20) ⁽¹⁾
1 Metro Bus Ops.	72,792,000	66,279,000	69,535,500
2 Arcadia DR	89,056	69,818	79,437
3 Arcadia MB	165,108	168,894	167,001
4 Claremont	43,100	25,000	34,050
5 Commerce	417,646	345,645	381,646
6 Culver City	1,550,357	1,443,712	1,497,035
7 Foothill	10,058,643	9,884,209	9,971,426
8 Gardena	1,576,361	1,356,446	1,466,404
9 La Mirada	65,827	49,022	57,425
10 Long Beach	7,055,099	6,062,758	6,558,929
11 Montebello	2,228,298	1,826,776	2,027,537
12 Norwalk	998,195	996,249	997,222
13 Redondo Beach DR	60,453	48,456	54,455
14 Redondo Beach MB	365,547	345,302	355,425
15 Santa Monica	4,928,000	4,352,000	4,640,000
16 Torrance	1,696,600	1,497,900	1,597,250
<u>Eligible Operators</u>			
17 Antelope Valley	3,233,545	2,997,783	3,115,664
18 Santa Clarita	2,874,288	2,616,257	2,745,273
19 LADOT Local	1,837,377	1,931,531	1,884,454
20 LADOT Express	1,444,329	1,190,907	1,317,618
21 Foothill - BSCP	1,212,189	1,122,132	1,167,161
22 Total	114,692,018	104,609,797	109,650,908
<u>Tier 2 Operators</u>			
23 LADOT Community Dash	2,617,725	3,019,584	2,818,655
24 Glendale	632,528	634,313	633,421
25 Pasadena	726,888	733,203	730,046
26 Burbank	304,648	287,907	296,278
27 Total	4,281,789	4,675,007	4,478,398

Notes:

(1) Data set used to calculate the FY22 fund distributions.

BUS TRANSIT FUNDING PERCENTAGE SHARES

Operators	Vehicle Service Miles (VSM) (1), (2)	Passenger Revenue ⁽³⁾	Base Fare	Fare Units ⁽³⁾	Fare Units Prior to Fare Increase/decrease	Fare Units Used in FAP ⁽⁴⁾	Sum 50% VSM + 50% Fare Units	Proposition A Base Share	DAR Cap Adjustment ⁽⁵⁾	TDA/STA Share
Included Operators										
1 Metro Bus Ops.(6)	69,535,500	\$ 185,702,000	\$ 1.75	106,115,429	197,161,600	197,161,600	133,348,550	73.7157%	0.0000%	73.7157%
2 Arcadia DR	79,437	5,087	0.50	10,174	72,829	72,829	76,133	0.0421%	0.0000%	0.0421%
3 Arcadia MB	167,001	7,290	0.50	14,580	-	14,580	90,791	0.0502%	0.0000%	0.0502%
4 Claremont	34,050	37,700	2.50	15,080	81,840	81,840	57,945	0.0320%	0.0000%	0.0320%
5 Commerce	381,646	-	-	-	-	-	190,823	0.1055%	0.0000%	0.1055%
6 Culver City	1,497,035	2,722,099	1.00	2,722,099	3,673,208	3,673,208	2,585,121	1.4291%	0.0000%	1.4291%
7 Foothill	9,971,426	13,270,666	1.50	8,847,111	14,221,000	14,221,000	12,096,213	6.6868%	0.0000%	6.6868%
8 Gardena	1,466,404	2,083,161	1.00	2,083,161	3,703,600	3,703,600	2,585,002	1.4290%	0.0000%	1.4290%
9 La Mirada	57,425	35,602	1.00	35,602	-	35,602	46,513	0.0257%	0.0000%	0.0257%
10 Long Beach	6,558,929	13,370,830	1.25	10,696,664	15,972,456	15,972,456	11,265,692	6.2277%	0.0000%	6.2277%
11 Montebello	2,027,537	3,675,867	1.10	3,341,697	5,855,556	5,855,556	3,941,547	2.1789%	0.0000%	2.1789%
12 Norwalk	997,222	1,179,834	1.25	943,867	2,094,068	2,094,068	1,545,645	0.8544%	0.0000%	0.8544%
13 Redondo Beach DR	54,455	12,084	1.00	12,084	-	12,084	33,269	0.0184%	0.0000%	0.0184%
14 Redondo Beach MB	355,425	301,087	1.00	301,087	-	301,087	328,256	0.1815%	0.0000%	0.1815%
15 Santa Monica	4,640,000	11,315,000	1.25	9,052,000	14,661,333	14,661,333	9,650,667	5.3349%	0.0000%	5.3349%
16 Torrance	1,597,250	2,054,200	1.00	2,054,200	4,510,000	4,510,000	3,053,625	1.6881%	0.0000%	1.6881%
17 Sub-Total	99,420,739	235,772,507		146,244,835		262,370,843	180,895,791	100.0000%	0.0000%	100.0000%
Eligible Operators										
18 Antelope Valley	3,115,664	4,689,668	1.50	3,126,445	3,543,241	3,543,241	3,329,453	1.7190%	0.0000%	1.7190%
19 Santa Clarita	2,745,273	3,097,621	1.00	3,097,621	-	3,097,621	2,921,447	1.5083%	0.0000%	1.5083%
20 LADOT Local	1,884,454	2,802,798	0.50	5,605,596	6,727,520	6,727,520	4,305,987	2.2232%	0.0000%	2.2232%
21 LADOT Express	1,317,618	3,294,488	1.50	2,196,325	3,152,832	3,152,832	2,235,225	1.1540%	0.0000%	1.1540%
22 Foothill - BSCP	1,167,161	1,486,549	1.50	991,033	1,650,000	1,650,000	1,408,580	0.7220%	0.0000%	0.7220%
23 Sub-Total	10,230,169	15,371,124		15,017,020		18,171,214	14,200,692	7.3265%	0.0000%	7.3265%
24 Total	109,650,908	251,143,631		161,261,855		280,542,057	195,096,482			

Notes:

(1) Based on FAP formula, the FY22 fund distribution must be formulated on FY20 Vehicle Service Miles (VSM) statistics. This year, because of the unprecedented nature of the pandemic, a 50/50 weighted average of FY19 and FY20 VSM data is used for State and Local fund allocations.

(2) Operators' statistics exclude BSIP, TSE, Base Restructuring and MOSIP services that are funded from PC 40% Discretionary. Also excluded are services funded from other sources (CRD, federal, etc.)

(3) In FY22, Fare units are held constant at FY19 level.

(4) Fare units used are frozen to the level prior to fare change in accordance with the Funding Stability Policy, adopted by the Board in November 2007.

(5) TDA cap of 0.25% is applied for DAR operators - Arcadia, Claremont, La Mirada and Redondo Beach DR.

(6) MTA Statistics include contracted services with LADOT for Lines 422, 601 and 602 (Consent Decree Lines), Glendale and Palos Verdes Peninsula Transit Authority (PVPTA).

INCLUDED & ELIGIBLE OPERATORS ESTIMATED FUNDING LEVELS

Operators	TDA & STA % Shares	TDA Article 4 plus interest			STA Rev Base Share Plus Interest	Prop A Discretionary % Shares	Prop A Discretionary Allocations ⁽²⁾	Total Formula Funds	Two Year Lag Funding ⁽³⁾	
		Allocated	Fund Exchange ⁽¹⁾	Net						
Included Operators										
1	Metro Bus Ops	73.7157%	\$ 295,812,962	\$ (3,226,479)	\$ 292,586,483	\$ 25,850,491	73.7157%	\$ 191,788,317	\$ 510,225,291	\$ (420,856)
2	Arcadia DR	0.0421%	168,889		168,889	14,759	0.0421%	109,738	293,387	
3	Arcadia MB	0.0502%	201,405	11,547	212,952	17,600	0.0502%	130,866	361,418	
4	Claremont	0.0320%	128,542	3,278	131,820	11,233	0.0320%	83,522	226,575	
5	Commerce	0.1055%	423,311	30,432	453,743	36,992	0.1055%	355,549	846,283	80,496
6	Culver City	1.4291%	5,734,688	109,771	5,844,459	501,143	1.4291%	3,726,205	10,071,807	
7	Foothill Transit	6.6868%	26,833,562	487,234	27,320,796	2,344,930	6.6868%	17,435,533	47,101,260	
8	Gardena	1.4290%	5,734,423	98,949	5,833,372	501,120	1.4290%	3,726,033	10,060,524	
9	La Mirada	0.0257%	103,182	1,435,310	1,538,492	9,017	0.0257%	67,044	1,614,554	
10	Long Beach ⁽⁴⁾	6.2277%	24,991,181	330,000	25,321,181	2,183,928	6.2277%	16,238,417	43,743,527	
11	Montebello	2.1789%	8,743,706	144,388	8,888,094	764,095	2.1789%	5,681,362	15,333,551	
12	Norwalk	0.8544%	3,428,772	66,015	3,494,787	299,633	0.8544%	2,227,899	6,022,320	
13	Redondo Beach DR	0.0184%	73,803		73,803	6,449	0.0184%	47,954	128,207	
14	Redondo Beach MB	0.1815%	728,184	20,876	749,060	63,635	0.1815%	473,149	1,285,844	
15	Santa Monica	5.3349%	21,408,499	341,589	21,750,088	1,870,845	5.3349%	13,910,512	37,531,445	
16	Torrance	1.6881%	6,773,991	147,090	6,921,081	591,965	1.6881%	4,741,868	12,254,914	340,360
17	Sub-Total	100.0000%	401,289,100	-	401,289,100	35,067,836	100.0000%	260,743,970	697,100,906	
Eligible Operators										
Formula Equivalent Funded from Proposition A 95% of 40% Growth over CPI ⁽⁵⁾										
18	Antelope Valley ⁽⁶⁾	1.7190%	-	146,042	146,042	602,808	1.7190%	4,482,132	\$ 5,230,982	
19	Santa Clarita ⁽⁶⁾	1.5083%	-	186,874	186,874	528,938	1.5083%	3,932,871	4,648,683	
20	LADOT Local	2.2232%	8,921,288		8,921,288	779,613	2.2232%	5,796,749	15,497,651	
21	LADOT Express	1.1540%	4,631,014		4,631,014	404,695	1.1540%	3,009,075	8,044,784	
22	Foothill - BSCP	0.7220%	2,897,274		2,897,274	253,187	0.7220%	1,882,550	5,033,010	
23	Sub-Total	7.3265%	16,449,576	332,916	16,782,492	2,569,241	7.3265%	19,103,377	38,455,110	
24	Total FAP		\$ 401,289,100		\$ 401,289,100	\$ 35,067,836	107.3265%	\$ 260,743,970	\$ 735,556,016	\$ 0
Proposition A Discretionary (95% of 40%) Growth Over CPI:										
25	Revenue								\$ 84,480,330	
Uses of Fund:										
26	Eligible Operators - Formula Equivalent Funds								38,455,110	
27	Tier 2 Operators ⁽⁷⁾								6,842,008	
28	Total Uses of Funds								45,297,118	
29	Proposition A Discretionary (95% of 40%) GOI Surplus (Shortfall)								39,183,212	
30	Backfill from (Transfer to) PC40% Discretionary								(39,183,212)	
									\$ -	

Notes:

- (1) Operators' share of LCTOP funds and the city of La Mirada's share of FY16 federal section 5307 funds in the amount of \$1,429,026 will be exchanged with Metro's TDA Article 4 allocation.
- (2) Prop A Discretionary funds (95% of 40%) allocated to Included Operators have been capped at 2.0% CPI for FAP allocation.
- (3) The Two-Year Lag Column is for information only. THESE AMOUNTS ARE ALREADY INCLUDED IN PROP A DISCRETIONARY Allocations.
- (4) Funds allocated to the SCRTPC through Long Beach Transit will be exchanged with Metro's TDA share.
- (5) Formula Equivalent funds are allocated by formula to Eligible Operators in lieu of Section 9, TDA, STA and Prop A 40% Discretionary funds. Fund source is Prop A 95% of 40% growth over CPI.
- (6) Antelope Valley and Santa Clarita's LCTOP fund will be exchanged with Metro's Prop C 40% Discretionary transfer to Proposition A Discretionary GOI.
- (7) Included \$842,000 in CRRSAA funding. CRRSAA funds will be exchanged with local funds.

PROPOSITION C 5% TRANSIT SECURITY FUNDING ALLOCATION

	Operators	FY19 Unlinked Passengers	Percent of Total Unlinked Passengers	Total ⁽¹⁾
1	Antelope Valley	2,301,868	0.4923%	\$ 198,098
2	Arcadia	77,743	0.0166%	6,691
3	Claremont	26,500	0.0057%	2,281
4	Commerce	455,961	0.0975%	39,240
5	Culver City	4,600,876	0.9839%	395,950
6	Foothill	12,053,307	2.5777%	1,037,303
7	Gardena	2,920,856	0.6247%	251,368
8	LADOT Local/Express	17,690,763	3.7833%	1,522,460
9	La Mirada	43,686	0.0093%	3,760
10	Long Beach	23,248,158	4.9718%	2,000,727
11	Montebello	5,328,407	1.1395%	458,561
12	Norwalk	1,427,804	0.3053%	122,876
13	Redondo Beach DR/MB	366,810	0.0784%	31,568
14	Santa Clarita	2,565,484	0.5487%	220,785
15	Santa Monica	12,536,000	2.6809%	1,078,843
16	Torrance	3,620,000	0.7742%	311,536
17	Sub-Total	89,264,223	19.0900%	7,682,044
18	Metro Bus/Rail Ops ⁽²⁾	378,332,642	80.9100%	32,559,159
19	Total	467,596,865	100.0000%	\$ 40,241,204

Notes:

(1) Total funding is 90% of Prop C 5% Transit Security:

Estimated Revenue: \$ 44,712,448
 90% Thereof: \$ 40,241,204

(2) Metro operations data includes unlinked passengers for bus and rail.

PROPOSITION C 40% DISCRETIONARY PROGRAMS

	Operators	MOSIP			Zero-fare Compensation (1)	Foothill Transit Mitigation (2)	Transit Service Expansion	Discretionary Base Restructuring	BSIP Overcrowding Relief	Total
		Prop A % Share	% Share	\$ Allocation						
	INCLUDED OPERATORS									
1	Metro Bus Ops			\$ -	\$ -	\$ 9,546,943	\$ -	\$ -	\$ 12,111,558	\$ 21,658,501
2	Arcadia	0.0923%	0.2745%	69,428	-	12,367	-	-	22,854	104,650
3	Claremont	0.0320%	0.0953%	24,101	-	4,293	-	-	-	28,394
4	Commerce	0.1055%	0.3139%	79,368	846,283	14,138	-	261,563	-	1,201,353
5	Culver City	1.4291%	4.2518%	1,075,221	-	191,533	252,119	-	176,182	1,695,054
6	Foothill	6.6868%	19.8949%	5,031,137	-	-	348,954	2,094,037	974,926	8,449,054
7	Gardena	1.4290%	4.2516%	1,075,171	-	191,524	724,681	-	183,919	2,175,295
8	La Mirada	0.0257%	0.0765%	19,346	-	3,446	-	-	-	22,792
9	Long Beach	6.2277%	18.5289%	4,685,701	-	834,681	2,392,524	-	863,596	8,776,502
10	Montebello	2.1789%	6.4827%	1,639,394	-	292,031	-	1,194,511	227,962	3,353,898
11	Norwalk	0.8544%	2.5422%	642,875	-	114,518	-	-	58,982	816,374
12	Redondo Beach DR/MB	0.1999%	0.5946%	150,368	-	26,786	-	-	4,187	181,340
13	Santa Monica	5.3349%	15.8727%	4,013,969	-	715,023	-	-	835,533	5,564,524
14	Torrance	1.6881%	5.0224%	1,270,084	-	226,245	848,523	760,068	252,273	3,357,193
15	Sub-Total	26.2843%	78.2020%	19,776,164	846,283	2,626,584	4,566,801	4,310,178	3,600,414	35,726,424
	ELIGIBLE OPERATORS									
16	Antelope Valley	1.7190%	5.1144%	1,293,348	-	17,257	395,127	-	50,149	1,755,882
17	Santa Clarita	1.5083%	4.4876%	1,134,856	-	15,143	206,663	-	53,643	1,410,305
18	LADOT Local/Express	3.3772%	10.0479%	2,540,978	-	421,883	2,838,694	-	157,238	5,958,794
19	Foothill BSCP	0.7220%	2.1481%	543,222	-	-	-	-	-	543,222
20	Sub-Total	7.3265%	21.7980%	5,512,404	-	454,283	3,440,484	-	261,031	9,668,203
21	City of Lynwood Trolley						226,175	-	-	226,175
22	Total Municipal Operators	33.6108%	100.0000%	25,288,568	846,283	3,080,867	8,233,460	4,310,178	3,861,445	45,620,803
23	Total	33.6108%	100.0000%	\$ 25,288,568	\$ 846,283	\$ 12,627,810	\$ 8,233,460	\$ 4,310,178	\$ 15,973,003	\$ 67,279,303

Last Year	\$ 24,792,714	\$ 8,072,020	\$ 4,225,665	\$ 15,659,807
% Increase	2.00%	2.00%	2.00%	2.00%
Current Year	\$ 25,288,568	\$ 8,233,460	\$ 4,310,178	\$ 15,973,003

Note:

(1) Allocated as part of FAP to Commerce as compensation for having zero passenger revenues.

(2) Antelope Valley and Santa Clarita's LCTOP fund will be exchanged with Metro's "Foothill Mitigation" Fund. Metro will allocate Prop A Discretionary (95% of 40%) GOI fund to Antelope Valley and Santa Clarita.

MEASURE R 20% BUS OPERATIONS AND CAPITAL ALLOCATIONS

Operators	20% Bus Operations			Clean Fuel Bus Capital Facilities and Rolling Stock Fund (1)	
	Proposition A Base Share %	MR Percentage Share	Bus Operations Allocation	Federal Section 5307 Capital Allocation Formula Share (2)	\$ Allocation
<u>Included Operators:</u>					
1 Metro Bus Ops	73.7157%	68.6836%	\$ 121,938,313	65.6344%	\$ 6,563,438
2 Arcadia	0.0923%	0.0860%	152,640	0.1604%	16,041
3 Claremont	0.0320%	0.0298%	52,987	0.0578%	5,781
4 Commerce	0.1055%	0.0983%	174,495	0.3351%	33,515
5 Culver City	1.4291%	1.3315%	2,363,920	1.4181%	141,807
6 Foothill	6.6868%	6.2304%	11,061,176	8.3256%	832,564
7 Gardena	1.4290%	1.3315%	2,363,811	1.2453%	124,528
8 La Mirada	0.0257%	0.0240%	42,533	0.0648%	6,483
9 Long Beach	6.2277%	5.8026%	10,301,721	6.2603%	626,034
10 Montebello	2.1789%	2.0302%	3,604,280	1.8661%	186,606
11 Norwalk	0.8544%	0.7961%	1,413,389	0.6849%	68,486
12 Redondo Beach DR	0.0184%	0.0171%	30,422	0.3308%	33,080
13 Redondo Beach MB	0.1815%	0.1691%	300,168		
14 Santa Monica	5.3349%	4.9708%	8,824,888	4.5853%	458,528
15 Torrance	1.6881%	1.5728%	2,792,335	1.4164%	141,637
<u>Eligible Operators:</u>					
16 Antelope Valley	1.7190%	1.6016%	2,843,483	1.9408%	194,078
17 Santa Clarita	1.5083%	1.4054%	2,495,030	1.8877%	188,769
18 LADOT Local	2.2232%	2.0714%	3,677,482	3.7863%	378,626
19 LADOT Express	1.1540%	1.0753%	1,908,970		
20 Foothill BSCP	0.7220%	0.6727%	1,194,297		
21					
22 Total Municipal Operators	33.6108%	31.3164%	55,598,028	34.3656%	3,436,562
23 Total Funds Allocated	107.3265%	100.0000%	\$ 177,536,341	100.0000%	\$ 10,000,000

Notes:

(1) Clean Fuel Capital Facilities and Rolling Stock Funds of \$10M will be allocated every even fiscal year.

(2) Allocated based on FY19 data.

MEASURE M 20% TRANSIT OPERATIONS

(Metro and Municipal Providers)

Operators		Measure M Percentage Share ⁽¹⁾	\$ Allocation
<u>Included Operators:</u>			
1	Metro Bus Ops	68.6836%	\$ 121,522,889
2	Arcadia	0.0860%	152,120
3	Claremont	0.0298%	52,806
4	Commerce	0.0983%	173,900
5	Culver City	1.3315%	2,355,867
6	Foothill	6.2304%	11,023,493
7	Gardena	1.3315%	2,355,758
8	La Mirada	0.0240%	42,388
9	Long Beach	5.8026%	10,266,624
10	Montebello	2.0302%	3,592,001
11	Norwalk	0.7961%	1,408,574
12	Redondo Beach DR	0.0171%	30,319
13	Redondo Beach MB	0.1691%	299,145
14	Santa Monica	4.9708%	8,794,823
15	Torrance	1.5728%	2,782,822
<u>Eligible Operators:</u>			
16	Antelope Valley	1.6016%	2,833,796
17	Santa Clarita	1.4054%	2,486,530
18	LADOT Local	2.0714%	3,664,953
19	LADOT Express	1.0753%	1,902,466
20	Foothill BSCP	0.6727%	1,190,229
21	Total Municipal Operators	31.3164%	55,408,615
22	Total Funds Allocated	100.0000%	\$ 176,931,503

Notes:

(1) Metro follows Measure R allocation methodology for Measure M 20% Transit Operations.

Senate Bill 1 - Road Repair and Accountability Act of 2017

	Operators	Measure R %Share ⁽¹⁾	SB1 - STA Allocation	SB1 - SGR Allocation ⁽²⁾	Total
	<u>Included Operators:</u>				
1	Metro Bus Ops	68.6836%	\$ 19,301,796	\$ 10,630,341	\$ 29,932,136
2	Arcadia	0.0860%	24,162	13,307	37,469
3	Claremont	0.0298%	8,387	4,619	13,007
4	Commerce	0.0983%	27,621	15,212	42,833
5	Culver City	1.3315%	374,188	206,082	580,270
6	Foothill	6.2304%	1,750,890	964,291	2,715,181
7	Gardena	1.3315%	374,171	206,072	580,243
8	La Mirada	0.0240%	6,733	3,708	10,441
9	Long Beach	5.8026%	1,630,675	898,084	2,528,758
10	Montebello	2.0302%	570,527	314,214	884,741
11	Norwalk	0.7961%	223,727	123,216	346,944
12	Redondo Beach DR	0.0171%	4,816	2,652	7,468
13	Redondo Beach MB	0.1691%	47,514	26,168	73,682
14	Santa Monica	4.9708%	1,396,905	769,336	2,166,241
15	Torrance	1.5728%	442,003	243,430	685,433
	<u>Eligible Operators:</u>				
16	Antelope Valley	1.6016%	450,099	247,889	697,988
17	Santa Clarita	1.4054%	394,942	217,512	612,454
18	LADOT Local	2.0714%	582,114	320,596	902,710
19	LADOT Express	1.0753%	302,174	166,420	468,594
20	Foothill BSCP	0.6727%	189,047	104,116	293,164
21	Total Municipal Operators	31.3164%	8,800,694	4,846,926	13,647,620
22	County of Los Angeles		-	65,143	65,143
23	Total Funds Allocated	100.0000%	\$ 28,102,490	\$ 15,542,410	\$ 43,644,899

Notes:

(1) STA and SGR portion of SB1 will be allocated based on Measure R allocation methodology.

(2) Preliminary estimates. Subject to the submittal of eligible projects.

LOW CARBONTRANSIT OPERATIONS PROGRAM
Eligible Allocation Fiscal Year 2020 - 2021

	Operators	LCTOP Share ⁽¹⁾	TDA Fund Exchange ⁽²⁾	Prop A GOI / Prop C 40% Fund Exchange ⁽³⁾	Net Funds Available ⁽¹⁾
1	Metro Bus Ops.		\$ 1,467,453	\$ 332,916	\$ 1,800,369
2	Antelope Valley	\$ 146,042		(146,042)	-
3	Arcadia	11,547	(11,547)		-
4	Claremont	3,278	(3,278)		-
5	Commerce	30,432	(30,432)		-
6	Culver City	109,771	(109,771)		-
7	Foothill Transit	487,234	(487,234)		-
8	Gardena	98,949	(98,949)		-
9	La Mirada	6,284	(6,284)		-
10	Montebello	144,388	(144,388)		-
11	Norwalk	66,015	(66,015)		-
12	Redondo Beach	20,876	(20,876)		-
13	Santa Clarita	186,874		(186,874)	-
14	Santa Monica	341,589	(341,589)		-
15	Torrance	147,090	(147,090)		-
16	TOTAL	\$ 1,800,369	\$ -	\$ -	\$ 1,800,369

Note:

(1) Estimated - To be adjusted based on actual allocations.

(2) Included Operators' share of LCTOP fund will be exchanged with Metro's TDA Article 4 allocation.

(3) Antelope Valley and Santa Clarita's LCTOP fund will be exchanged with Metro's "Foothill Mitigation Fund" share. Metro will allocate Proposition A Discretionary (95% of 40%) GOI fund to Antelope Valley and Santa Clarita.

TIER 2 OPERATORS ESTIMATED FUNDING LEVELS

Operators	Vehicle Service Miles (1)	Passenger Revenue (2)	Base Fare	Fare Units (3)	50% VSM + 50% Fare Units	% Share		
1 LADOT Community Dash	2,818,655	\$ 3,413,087	\$ 0.50	16,808,232	9,813,443	4.7319%		
2 Glendale	633,421	875,056	1.00	2,187,836	1,410,628	0.6802%		
3 Pasadena	730,046	687,525	0.75	916,700	823,373	0.3970%		
4 Burbank	296,278	189,786	1.00	189,786	243,032	0.1172%		
5 Sub-Total	4,478,398	5,165,454		20,102,554	12,290,476	5.9263%		
6 Included and Eligible Oper	109,650,908	251,143,631		161,261,855	195,096,482	94.0737%		
7 Total	114,129,306	\$256,309,085		181,364,409	207,386,958	100.0000%		
				STA Revenue				
		% Share		TDA Article 4 + Interest	Base Share + Interest	Proposition A Discretionary	Total	
8 Funds Allocated to Included Operators				\$ 401,289,100	\$ 35,067,836	\$ 260,743,970	\$ 697,100,906	
<u>Formula Equivalent Calculation</u>								
9 LADOT Community Dash		4.7319%	\$ 18,988,792	\$ 1,659,392	\$ 12,338,269	\$ 32,986,453		
10 Glendale		0.6802%	2,729,534	238,528	1,773,558	4,741,620		
11 Pasadena		0.3970%	1,593,208	139,227	1,035,212	2,767,647		
12 Burbank		0.1172%	470,261	41,095	305,560	816,916		
13 Total		5.9263%	\$ 23,781,795	\$ 2,078,243	\$ 15,452,599	\$ 41,312,636		
Funds Allocated to Tier 2 Operators		14.52% (4)				MTA Allocations	CRRSAA Fund Allocations	FY22 Total Funds Available (5)
<u>Actual Allocation</u>								
14 LADOT Community Dash ⁽⁶⁾			\$ 2,757,818	\$ 241,000	\$ 1,791,936	\$ 4,790,755	n/a	\$ 4,790,755
15 Glendale			396,421	34,642	257,581	688,645	478,940	1,167,585
16 Pasadena			231,388	20,221	150,348	401,956	279,106	681,062
17 Burbank			68,298	5,968	44,378	118,644	83,962	202,606
18 Total			\$ 3,453,926	\$ 301,832	\$ 2,244,243	\$ 6,000,000	\$ 842,008	\$ 6,842,008

	Prop A Incentive Allocation: (Estimated - to be Adjusted to Actual apportionment)	Before Tier 2 GOI Allocation	GOI Allocation Deduction	Net Prop A Incentive Allocation
19 LADOT Community Dash		\$ 1,318,365	\$ (191,471)	\$ 1,126,893
20 Glendale		335,965	(48,794)	287,171
21 Pasadena		337,284	(48,985)	288,299
22 Burbank		133,444	(19,381)	114,063
23 Total		\$ 2,125,058	\$ (308,631)	\$ 1,816,427

Notes:

- (1) A 50/50 weighted average of FY19 and FY20 Vehicle Service Miles data is used for FY22 State and Local fund allocations.
- (2) Fare Unit are held constant at FY19 FAP level.
- (3) Funding Stability Policy is applied on LADOT and Glendale Fare Units.
- (4) This percentage is applied as a deduction from Tier 2 Operators' Incentive Program allocations.
- (5) Includes \$842,000 in CRRSAA funds. CRRSAA funds will be exchanged with local funds.
- (6) LADOT will receive their CRRSAA allocation of \$3,298,819 for Community Dash directly from FTA.

LOCAL SUBSIDIES

PROPOSITION A 5% OF 40% DISCRETIONARY PROGRAMS

(In Order of Priority)

PRIORITY I: EXISTING SUB-REGIONAL PARATRANSIT PROJECTS		CRRSAA Allocations ⁽¹⁾	MTA Allocation	FY 22 Total Funds Available
1	Agoura Hills	\$ 43,924	\$ 66,450	\$ 110,374
2	Antelope Valley, Elderly & Disabled	221,952	337,251	559,203
3	Beverly Hills Taxi & Lift Van	2,485	-	2,485
4	Culver City Community Transit and LA County	39,978	58,867	98,845
5	Gardena, Hawthorne and LA County	127,508	194,807	322,315
6	Glendale Paratransit and La Canada Flintridge	175,840	269,419	445,259
7	Inglewood Transit and LA County	138,686	216,411	355,097
8	LA County (Whittier et al)	138,535	209,817	348,353
9	LA County (Willowbrook)	28,356	43,386	71,743
10	Los Angeles Taxi & Lift Van, City Ride ⁽¹⁾	265,533	415,976	681,510
11	Los Angeles Dial-a-Ride, City Ride ⁽¹⁾	724,129	1,109,084	1,833,213
12	Monrovia D.A.R. and LA County	70,766	103,558	174,324
13	Palos Verdes PTA D.A.R.	27,724	42,394	70,118
14	Palos Verdes PTA - PV Transit	261,416	397,850	659,266
15	Pasadena Community Transit, San Marino and LA County	312,533	478,805	791,338
16	Pomona Valley TA - E&D (Get About)	524,695	803,438	1,328,133
17	Pomona Valley TA General Public (VC)	49,855	74,883	124,738
18	Santa Clarita D.A.R.	606,080	959,631	1,565,711
19	West Hollywood (DAR)	170,069	259,246	429,314
20	West Hollywood (Taxi)	9,167	-	9,167
21	Whittier (DAR)	190,192	291,382	481,574
22	Redondo Beach Community Transit and Hermosa Beach ⁽²⁾	2,704	-	2,704
23	TOTAL EXISTING SUB-REGIONAL PARATRANSIT PROJECTS	\$ 4,132,127	\$ 6,332,655	\$ 10,464,782
PRIORITY II: SERVICES THAT RECEIVE GROWTH OVER INFLATION				
24	City of L.A. - Bus Service Continuation Project/DASH/Central City Shuttle	\$ -	\$ -	\$ -
25	Santa Clarita - Local Fixed Route	-	-	-
26	Antelope Valley - Local Fixed Route	-	-	-
27	Foothill - Bus Service Continuation Project	-	-	-
28	TOTAL SERVICES THAT RECEIVE GROWTH OVER INFLATION	\$ -	\$ -	\$ -
29	PRIORITY III: APPROVED EXISTING EXPANDED PARATRANSIT	\$ -	\$ -	\$ -
30	PRIORITY IV: APPROVED NEW EXPANDED PARATRANSIT SERVICES	\$ -	\$ -	\$ -

PROPOSITION A 5% OF 40% DISCRETIONARY PROGRAMS

(In Order of Priority)

Priority V: VOLUNTARY NTD DATA REPORTING (Estimated - to be Adjusted to Actual apportionment) FY19 NTD Report Year		Estimate	Tier 2 Deduction ⁽³⁾	CRRSAA Allocations ⁽¹⁾	MTA Allocation	FY 22 Total Funds Available
31	City of Alhambra (MB and DR)	\$ 117,855		\$ 77,146	\$ 117,855	\$ 195,000
32	City of Artesia (DR)	5,416		3,574	5,416	8,990
33	City of Azusa (DR)	40,761		26,792	40,761	67,553
34	City of Baldwin Park (MB and DR)	102,409		65,991	102,409	168,400
35	City of Bell (MB/DR)	24,232		15,889	24,232	40,122
36	City of Bell Gardens (MB and DR)	64,250		42,177	64,250	106,428
37	City of Bellflower (MB and DR)	41,472		27,429	41,472	68,901
38	City of Burbank (MB)*	133,444	19,381	75,421	114,740	190,161
39	City of Calabasas (MB and DR)	53,535		36,680	53,535	90,215
40	City of Carson (MB and DT)	190,852		125,200	190,852	316,052
41	City of Cerritos (MB)	104,000		68,089	104,000	172,090
42	City of Compton (MB)	56,550		37,048	56,550	93,598
43	City of Covina (DR)	26,765		17,438	26,765	44,203
44	City of Cudahy (MB and DR)	24,345		15,794	24,345	40,138
45	City of Downey (MB and DR)	87,898		57,208	87,898	145,106
46	City of Duarte (MB)	26,024		17,940	26,024	43,963
47	City of El Monte (MB and DR)	130,497		86,682	130,497	217,179
48	City of Glendora (MB and DR)	79,024		52,810	79,024	131,834
49	City of Glendale (MB)*	335,965	48,794	189,094	288,875	477,969
50	City of Huntington Park (MB)	109,324		61,507	109,324	170,831
51	City of Los Angeles -- Community DASH* (MB) (1)	1,318,365	191,471	734,012	1,133,577	1,867,589
52	City of Los Angeles -- Department of Aging (DR) (1)	171,081		113,289	171,081	284,370
53	LA County Dept. of Public Works -- Avocado Heights (MB)	17,009		11,155	17,009	28,164
54	LA County Dept. of Public Works -- East Valinda (MB)	19,155		12,553	19,155	31,708
55	LA County Dept. of Public Works -- East LA (MB and DR)	138,679		91,280	138,679	229,959
56	LA County Dept. of Public Works -- Willowbrook (MB)	36,015		23,433	36,015	59,448
57	LA County Dept. of Public Works -- King Medical (MB)	15,381		10,062	15,381	25,443
58	LA County Dept. of Public Works -- Athens (MB)	15,989		10,505	15,989	26,494
59	LA County Dept. of Public Works -- Lennox (MB)	12,428		8,230	12,428	20,658
60	LA County Dept. of Public Works -- South Whittier (MB)	88,434		58,266	88,434	146,700
61	LA County Dept. of Public Works -- Florance/Firestone (MB)	24,480		13,772	24,480	38,252
62	City of Lakewood (DR)	31,729		17,851	31,729	49,581
63	City of Lawndale (MB)	34,170		22,357	34,170	56,527
64	City of Lynwood (MB)	59,293		38,805	59,293	98,097
65	City of Malibu (DT)	3,654		4,222	3,654	7,876
66	City of Manhattan Beach (DR)	21,753		13,961	21,753	35,713
67	City of Maywood (DR)	24,995		16,328	24,995	41,323
68	City of Monterey Park (MB and DR)	105,444		69,425	105,444	174,869
69	City of Pasadena (MB)*	337,284	48,985	188,082	290,009	478,091
70	City of Pico Rivera (DR)	8,939		5,909	8,939	14,848
71	City of Rosemead (MB and DR)	76,565		50,154	76,565	126,719
72	City of Santa fe Springs (DR)	9,217		5,719	9,217	14,936
73	City of South Gate (DT and MB)	153,141		100,832	153,141	253,973
74	City of South Pasadena (DR)	15,457		10,154	15,457	25,611
75	City of West Covina (MB and DR)	98,678		64,915	98,678	163,593
76	City of West Hollywood (MB)	50,448		32,600	50,448	83,048
77	TOTAL VOLUNTARY NTD DATA REPORTING	\$ 4,642,399	\$ 308,631	\$ 2,827,781	\$ 4,344,541	\$ 7,172,322

PROPOSITION A 5% OF 40% DISCRETIONARY PROGRAMS

(In Order of Priority)

PRIORITY VI: SPECIAL DEMONSTRATION PROJECTS		CRRSAA Allocations ⁽¹⁾	MTA Allocation	FY 22 Total Funds Available
78	Avalon Ferry Subsidy	\$ 296,512	\$ 700,000	\$ 996,512
79	Avalon Transit Services (Jitney and Dial-a-Ride)	68,366	300,000	368,366
80	Hollywood Bowl Shuttle Service	240,877	1,057,000	1,297,877
81	TOTAL SPECIAL DEMONSTRATION PROJECTS	\$ 605,755	\$ 2,057,000	\$ 2,662,755
82	Total funds	\$ 7,565,663	\$ 12,734,196	\$ 20,299,859
83	Reserves for contingencies (4)	-	4,515,309	4,515,309
84	TOTAL ESTIMATED REVENUE	\$ 7,565,663	\$ 17,249,505	\$ 24,815,168
85	Surplus (Deficit)		\$ -	

NOTES:

- (1) Operators' CRRSAA funds will be exchanged with local funds. City of Los Angeles CRRSAA funding, \$1,836,964, will be received directly from FTA.
- (2) Redondo Beach Community Transit and Hermosa Beach Dial-A-Ride are now included in FAP allocation.
- (3) Tier 2 Operators' share have been reduced by % of GOI Funding per Tier 2 Operators Funding Program.
- (4) These funds are held in reserve for future contingency purposes such as deficit years, growth over inflation, approved new or existing expanded paratransit services, and new NTD reporters.

PROPOSITION A, PROPOSITION C , MEASURE R and MEASURE M LOCAL RETURN, TDA ARTICLE 3 & 8

LOCAL JURISDICTION	Population DOF Report 2020 data ⁽¹⁾	Population as % of County	Proposition A Local Return Estimate ⁽²⁾	Proposition C Local Return Estimate ⁽²⁾	Measure R Local Return Estimate ⁽²⁾	Measure M Local Return Estimate	TDA Article 3 Ped & Bike (A)	TDA Article 8 (S & H)		Total
								Population	Article 8 Allocation	
1 AGOURA HILLS	20,566	0.2022%	\$ 415,320	\$ 344,497	\$ 258,373	\$ 292,822	\$ 15,074		\$ -	\$ 1,326,086
2 ALHAMBRA	86,792	0.8532%	1,752,720	1,453,835	1,090,376	1,235,760	63,572			5,596,262
3 ARCADIA	57,212	0.5624%	1,155,367	958,346	718,760	814,594	41,910			3,688,978
4 ARTESIA	16,490	0.1621%	333,007	276,221	207,165	234,787	12,089			1,063,270
5 AVALON	3,929	0.0386%	79,344	65,814	49,360	55,942	5,000	3,929	169,483	424,943
6 AZUSA	49,658	0.4881%	1,002,818	831,811	623,858	707,039	36,378			3,201,904
7 BALDWIN PARK	76,252	0.7496%	1,539,870	1,277,281	957,961	1,085,689	55,853			4,916,655
8 BELL	36,531	0.3591%	737,725	611,923	458,942	520,135	26,766			2,355,491
9 BELLFLOWER	78,110	0.7678%	1,577,391	1,308,404	981,303	1,112,144	57,214			5,036,457
10 BELL GARDENS	42,449	0.4173%	857,236	711,054	533,291	604,396	31,099			2,737,076
11 BEVERLY HILLS	33,775	0.3320%	682,069	565,758	424,319	480,894	24,747			2,177,787
12 BRADBURY	1,052	0.0103%	21,245	17,622	13,216	14,979	5,000			72,061
13 BURBANK	105,861	1.0406%	2,137,808	1,773,256	1,329,942	1,507,267	77,536			6,825,809
14 CALABASAS	24,193	0.2378%	488,565	405,252	303,939	344,464	17,730			1,559,951
15 CARSON	93,108	0.9153%	1,880,268	1,559,633	1,169,725	1,325,688	68,197			6,003,511
16 CERRITOS	49,994	0.4914%	1,009,603	837,439	628,079	711,823	36,625			3,223,569
17 CLAREMONT	35,807	0.3520%	723,104	599,796	449,847	509,826	26,235			2,308,808
18 COMMERCE	12,868	0.1265%	259,863	215,549	161,662	183,217	9,437			829,728
19 COMPTON	98,032	0.9637%	1,979,706	1,642,114	1,231,585	1,395,797	71,803			6,321,004
20 COVINA	48,846	0.4802%	986,420	818,209	613,657	695,478	35,784			3,149,548
21 CUDAHY	24,172	0.2376%	488,141	404,900	303,675	344,165	17,715			1,558,597
22 CULVER CITY	39,705	0.3903%	801,822	665,090	498,818	565,327	29,090			2,560,146
23 DIAMOND BAR	57,177	0.5620%	1,154,660	957,760	718,320	814,096	41,885			3,686,721
24 DOWNEY	113,529	1.1160%	2,292,660	1,901,701	1,426,276	1,616,446	83,151			7,320,233
25 DUARTE	21,673	0.2130%	437,675	363,040	272,280	308,584	15,885			1,397,464
26 EL MONTE	116,675	1.1469%	2,356,191	1,954,399	1,465,799	1,661,239	85,455			7,523,084
27 EL SEGUNDO	16,777	0.1649%	338,803	281,028	210,771	238,874	12,300			1,081,775
28 GARDENA	60,937	0.5990%	1,230,591	1,020,743	765,557	867,632	44,638			3,929,161
29 GLENDALE	205,331	2.0184%	4,146,554	3,439,457	2,579,593	2,923,539	150,378			13,239,521
30 GLENORA	52,067	0.5118%	1,051,466	872,164	654,123	741,339	38,143			3,357,234
31 HAWAIIAN GARDENS	14,649	0.1440%	295,829	245,382	184,037	208,575	10,741			944,564
32 HAWTHORNE	86,903	0.8543%	1,754,961	1,455,694	1,091,771	1,237,340	63,653			5,603,419
33 HERMOSA BEACH	19,614	0.1928%	396,095	328,550	246,413	279,268	14,377			1,264,702
34 HIDDEN HILLS	1,868	0.0184%	37,723	31,290	23,468	26,597	5,000			124,079
35 HUNTINGTON PARK	59,515	0.5850%	1,201,875	996,923	747,693	847,385	43,597			3,837,473

PROPOSITION A, PROPOSITION C , MEASURE R and MEASURE M LOCAL RETURN, TDA ARTICLE 3 & 8 (continued)

LOCAL JURISDICTION	Population DOF Report 2020 data ⁽¹⁾	Population as % of County	Proposition A Local Return Estimate ⁽²⁾	Proposition C Local Return Estimate ⁽²⁾	Measure R Local Return Estimate ⁽²⁾	Measure M Local Return Estimate	TDA Article 3 Ped & Bike (A)	TDA Article 8 (S & H)		Total
								Population	Article 8 Allocation	
36 INDUSTRY (B)	427	0.0042%	8,623	7,153	5,364	6,080	-			27,220
37 INGLEWOOD	111,971	1.1007%	2,261,197	1,875,603	1,406,702	1,594,263	82,010			7,219,775
38 IRWINDALE	1,434	0.0141%	28,959	24,021	18,015	20,418	5,000			96,413
39 LA CANADA-FLINTRIDGE	20,461	0.2011%	413,199	342,738	257,053	291,327	14,997			1,319,315
40 LA HABRA HEIGHTS	5,461	0.0537%	110,282	91,476	68,607	77,755	5,000			353,120
41 LAKEWOOD	79,919	0.7856%	1,613,923	1,338,707	1,004,030	1,137,901	58,539			5,153,099
42 LA MIRADA	48,877	0.4805%	987,046	818,729	614,046	695,919	35,807			3,151,547
43 LANCASTER	161,699	1.5895%	3,265,428	2,708,587	2,031,440	2,302,299	118,426	161,699	6,975,098	17,401,278
44 LA PUENTE	40,568	0.3988%	819,250	679,546	509,660	577,614	29,722			2,615,792
45 LA VERNE	33,300	0.3273%	672,476	557,801	418,351	474,131	24,399			2,147,159
46 LAWDALE	32,799	0.3224%	662,359	549,409	412,057	466,998	24,033			2,114,856
47 LOMITA	20,549	0.2020%	414,976	344,212	258,159	292,580	15,062			1,324,990
48 LONG BEACH	472,217	4.6419%	9,536,179	7,910,009	5,932,507	6,723,508	345,820			30,448,023
49 LOS ANGELES CITY	4,010,684	39.4250%	80,993,695	67,182,139	50,386,604	57,104,818	3,331,446			258,998,702
50 LYNWOOD	71,269	0.7006%	1,439,241	1,193,812	895,359	1,014,740	52,204			4,595,357
51 MALIBU	11,720	0.1152%	236,679	196,319	147,239	166,871	8,596			755,706
52 MANHATTAN BEACH	35,250	0.3465%	711,856	590,465	442,849	501,896	25,827			2,272,893
53 MAYWOOD	27,904	0.2743%	563,507	467,414	350,561	397,302	20,448			1,799,232
54 MONROVIA	37,935	0.3729%	766,078	635,441	476,581	540,125	27,794			2,446,019
55 MONTEBELLO	63,544	0.6246%	1,283,238	1,064,412	798,309	904,751	46,547			4,097,258
56 MONTEREY PARK	60,734	0.5970%	1,226,492	1,017,343	763,007	864,741	44,489			3,916,072
57 NORWALK	105,717	1.0392%	2,134,900	1,770,844	1,328,133	1,505,217	77,431			6,816,524
58 PALMDALE	156,737	1.5407%	3,165,223	2,625,469	1,969,102	2,231,649	114,793	156,737	6,761,056	16,867,291
59 PALOS VERDES ESTATES	13,190	0.1297%	266,365	220,943	165,707	187,802	9,673			850,490
60 PARAMOUNT	55,461	0.5452%	1,120,006	929,016	696,762	789,663	40,628			3,576,075
61 PASADENA	144,842	1.4238%	2,925,010	2,426,218	1,819,664	2,062,286	106,082			9,339,259
62 PICO RIVERA	63,374	0.6230%	1,279,805	1,061,565	796,174	902,330	46,423			4,086,296
63 POMONA	154,817	1.5218%	3,126,449	2,593,308	1,944,981	2,204,311	113,387			9,982,436
64 RANCHO PALOS VERDES	41,731	0.4102%	842,736	699,027	524,271	594,173	30,573			2,690,781
65 REDONDO BEACH	66,994	0.6586%	1,352,909	1,122,203	841,652	953,872	49,074			4,319,710
66 ROLLING HILLS	1,874	0.0184%	37,844	31,391	23,543	26,682	5,000			124,461
67 ROLLING HILLS ESTATES	8,066	0.0793%	162,889	135,112	101,334	114,845	5,920			520,100
68 ROSEMEAD	54,363	0.5344%	1,097,833	910,623	682,968	774,030	39,824			3,505,277
69 SAN DIMAS	33,945	0.3337%	685,502	568,606	426,454	483,315	24,872			2,188,748
70 SAN FERNANDO	25,207	0.2478%	509,042	422,237	316,678	358,902	18,473			1,625,332

PROPOSITION A, PROPOSITION C , MEASURE R and MEASURE M LOCAL RETURN, TDA ARTICLE 3 & 8 (continued)

LOCAL JURISDICTION	Population DOF Report 2020 data ⁽¹⁾	Population as % of County	Proposition A Local Return Estimate ⁽²⁾	Proposition C Local Return Estimate ⁽²⁾	Measure R Local Return Estimate ⁽²⁾	Measure M Local Return Estimate	TDA Article 3 Ped & Bike (A)	TDA Article 8 (S & H)		Total
								Population	Article 8 Allocation	
71 SAN GABRIEL	40,104	0.3942%	809,880	671,774	503,830	571,008	29,382			2,585,874
72 SAN MARINO	13,087	0.1286%	264,285	219,218	164,413	186,335	9,597			843,848
73 SANTA CLARITA	221,932	2.1816%	4,481,802	3,717,537	2,788,153	3,159,907	162,535	221,932	9,573,328	23,883,262
74 SANTA FE SPRINGS	18,295	0.1798%	369,458	306,456	229,842	260,487	13,411			1,179,654
75 SANTA MONICA	92,357	0.9079%	1,865,102	1,547,053	1,160,290	1,314,995	67,647			5,955,087
76 SIERRA MADRE	10,816	0.1063%	218,424	181,177	135,882	154,000	7,934			697,417
77 SIGNAL HILL	11,712	0.1151%	236,518	196,185	147,139	166,757	8,590			755,190
78 SOUTH EL MONTE	21,204	0.2084%	428,204	355,184	266,388	301,906	15,541			1,367,223
79 SOUTH GATE	97,003	0.9535%	1,958,926	1,624,877	1,218,658	1,381,146	71,049			6,254,656
80 SOUTH PASADENA	25,458	0.2503%	514,111	426,442	319,831	362,475	18,657			1,641,516
81 TEMPLE CITY	36,150	0.3554%	730,031	605,541	454,156	514,710	26,486			2,330,924
82 TORRANCE	145,546	1.4307%	2,939,226	2,438,011	1,828,508	2,072,309	106,598			9,384,652
83 VERNON	297	0.0029%	5,998	4,975	3,731	4,229	5,000			23,933
84 WALNUT	29,929	0.2942%	604,401	501,334	376,001	426,134	21,931			1,929,801
85 WEST COVINA	105,999	1.0420%	2,140,595	1,775,567	1,331,676	1,509,232	77,637			6,834,707
86 WEST HOLLYWOOD	36,203	0.3559%	731,101	606,429	454,822	515,465	26,525			2,334,342
87 WESTLAKE VILLAGE	8,212	0.0807%	165,837	137,558	103,168	116,924	6,027			529,514
88 WHITTIER	86,801	0.8533%	1,752,901	1,453,986	1,090,489	1,235,888	63,578			5,596,842
89 UNINCORP LA COUNTY	1,034,689	10.1710%	20,895,011	17,331,862	12,998,896	14,732,082	1,677,975	136,022	5,867,487	73,503,313
90 TOTAL	10,172,951	100.0000%	\$ 205,437,500	\$ 170,405,000	\$ 127,803,750	\$ 144,844,250	\$ 8,788,481	680,319	\$ 29,346,452	\$ 686,625,433

NOTES:

(1) Population estimates are based on State of California Department of Finance's (DOF) 2020 population estimates. The Unincorporated Population figure for TDA Article 8 is based on 2007 estimates by Urban Research.

(2) Proposition A, Proposition C, Measure R and Measure M Local Return funds are allocated their share of estimated revenues (minus administration) without carryover since payments are made based on actual revenues received.

TDA Article 3 Allocation:

(A) 15% of the estimated revenue is first awarded to the City of Los Angeles and Los Angeles County (30%-70% split) as Supplemental Allocation.

(B) City of Industry has opted out of the TDA Article 3 program indefinitely.

Bus Transit Subsidies
FEDERAL FORMULA GRANTS

Los Angeles County Share of Los Angeles-Long Beach-Anaheim UZA

1	Section 5307 Urbanized Area Formula Grants:		
	Estimated Revenue		\$ 248,331,152
2	Estimated Revenue	\$ 248,331,152	
3	Off the Top:		
	1% Enhancement Allocation	(2,483,312)	
4		<u>\$ 245,847,840</u>	
5	85% Formula Allocation	\$ 208,970,664	
6	15% Discretionary Allocation	36,877,176	
7		<u>\$ 245,847,840</u>	
8	Section 5339 Bus and Bus Facilities Formula Grants:		
	Estimated Revenue		\$ 25,629,423
	Section 5337 State of Good Repair (LA County Share of LA UZA 2):		
	High Intensity Fixed Guideway:		
9	Directional Route Miles (DRM) Generated	\$ 32,674,355	
10	Vehicle Revenue Miles (VRM) Generated	56,620,344	
11		<u>\$ 89,294,699</u>	
	High Intensity Motorbus:		
12	Directional Route Miles (DRM) Generated	\$ 2,486,258	
13	Vehicle Revenue Miles (VRM) Generated	3,101,047	
14		<u>\$ 5,587,305</u>	
15	Section 5337 State of Good Repair Total Estimated Revenue		\$ 94,882,004
16	Total Federal Formula Funds Available		\$ 368,842,579

Fiscal Year 2022
FEDERAL FORMULA GRANTS (Estimated - to be Adjusted to Actual apportionment)

Operators	Urbanized Formula Program (Section 5307)			Bus & Bus Facilities (Section 5339)			State of Good Repair (Section 5337)			Total
	FY22\$Allocation	Fund Exchanges	Adjusted \$ Allocation	FY22 \$Allocation	Fund Exchange	Adjusted \$ Allocation	FY22 \$Allocation	Fund Exchange	Adjusted \$ Allocation	
Included Operators:										
1 Metro Bus Ops	\$ 160,454,715	\$ (12,853,597)	\$ 147,601,118	\$ 17,332,749	\$ 8,296,674	\$ 25,629,423	\$ 89,995,080	\$ 4,886,924	\$ 94,882,004	\$ 268,112,545
Municipal Operators:										
2 Arcadia	345,389	42,361	387,750	42,361	(42,361)	-	-	-	-	387,750
3 Claremont	124,470	15,266	139,736	15,266	(15,266)	-	-	-	-	139,736
4 Commerce	3,380,492	88,506	3,468,998	88,506	(88,506)	-	-	-	-	3,468,998
5 Culver City	4,892,225	374,483	5,266,709	374,483	(374,483)	-	-	-	-	5,266,709
6 Foothill Transit	20,505,513	5,604,899	26,110,411	2,198,637	(2,198,637)	-	3,406,262	(3,406,262)	-	26,110,411
7 Gardena	5,366,743	328,854	5,695,597	328,854	(328,854)	-	-	-	-	5,695,597
8 La Mirada	139,602	17,122	156,724	17,122	(17,122)	-	-	-	-	156,724
9 Long Beach	16,017,208	1,482,416	17,499,624	1,653,233	(1,653,233)	-	159,183	(159,183)	-	17,499,624
10 Montebello	4,017,975	492,789	4,510,764	492,789	(492,789)	-	-	-	-	4,510,764
11 Norwalk	3,293,711	180,859	3,474,570	180,859	(180,859)	-	-	-	-	3,474,570
12 Redondo Beach	712,269	87,357	799,626	87,357	(87,357)	-	-	-	-	799,626
13 Santa Monica	12,856,702	1,288,489	14,145,191	1,210,882	(1,210,882)	-	77,607	(77,607)	-	14,145,191
14 Torrance	3,049,724	374,037	3,423,760	374,037	(374,037)	-	-	-	-	3,423,760
15 Sub-Total	74,702,023	10,377,436	85,079,459	7,064,384	(7,064,384)	-	3,643,052	(3,643,052)	-	85,079,459
Eligible Operators:										
16 Antelope Valley	958,643	557,369	1,516,013	29,588	(29,588)	-	527,782	(527,782)	-	1,516,013
17 LADOT	9,508,940	1,715,967	11,224,908	999,877	(999,877)	-	716,090	(716,090)	-	11,224,908
18 Santa Clarita	2,706,830	202,825	2,909,655	202,825	(202,825)	-	-	-	-	2,909,655
19 Foothill BSCP	-	-	-	-	-	-	-	-	-	-
20 Sub-Total	13,174,414	2,476,161	15,650,575	1,232,290	(1,232,290)	-	1,243,872	(1,243,872)	-	15,650,575
21 Total Excluding Metro	87,876,437	12,853,597	100,730,034	8,296,674	(8,296,674)	-	4,886,924	(4,886,924)	-	100,730,034
22 Grand Total	\$ 248,331,152	\$ -	\$ 248,331,152	\$ 25,629,423	\$ -	\$ 25,629,423	\$ 94,882,004	\$ -	\$ 94,882,004	\$ 368,842,579

Note: Totals may not add due to rounding.

FEDERAL SECTION 5307 CAPITAL ALLOCATION

(Estimated - to be Adjusted to Actual apportionment)

OPERATOR	LA UZA 2 NET FORMULA SHARE	85% FORMULA ALLOCATION	15% DISCRETIONARY ALLOCATION		1% ENHANCEMENT ALLOCATION		TOTAL	TDA Fund Exchange	S5339/S5337 Fund Exchange (1)	Total Funds Available
			Project Title	Amount	Project Title	Amount				
1 Antelope Valley	0.1154%	\$ 241,244	Battery Electric Commuter Coach Replacement	\$ 717,399			\$ 958,643		\$ 557,369	\$ 1,516,013
2 Arcadia	0.1653%	345,389					345,389		42,361	387,750
3 Claremont	0.0596%	124,470					124,470		15,266	139,736
4 Commerce	0.3453%	721,639	CNG Replacement Buses	2,121,733	Eastern Avenue Transit Hub	537,120	3,380,492		88,506	3,468,998
5 Culver City	1.4611%	3,053,365	Battery Electric Buses	1,676,860	Design and Build 10 TAILS	162,000	4,892,225		374,483	5,266,709
6 Foothill Transit	8.5786%	17,926,685	Zero-Emission Hydrogen Fuel Cell Buses	2,578,828			20,505,513		5,604,899	26,110,411
7 Gardena	1.2831%	2,681,326	CNG Replacement Buses	2,685,417			5,366,743		328,854	5,695,597
8 LADOT	3.9013%	8,152,545	Propane to Electric Buses	1,356,395			9,508,940		1,715,967	11,224,908
9 La Mirada	0.0668%	139,602					139,602		17,122	156,724
10 Long Beach Transit	6.4505%	13,479,708	Admin., Operating & Maintenance Facility Rehab	1,740,000	Bus Stop Improvements - Phase 2	467,500	16,017,208 (2)	(330,000)	1,812,416	17,499,624
11 Montebello	1.9227%	4,017,975	Regional Training (2)	330,000						
12 Metro Bus Ops.	67.6283%	141,323,358	Bus Midlife Refurbishment - 900 New Flyer Xcelsior	18,273,588	Bus Stop Lighting with Security Enhancements	857,769	160,454,715 (2)	330,000	(13,183,597)	147,601,118
13 Norwalk	0.7057%	1,474,642	Five Battery Electric Buses	1,598,146	Phase IV Bus Stop Improvement Program	220,923	3,293,711		180,859	3,474,570
14 Redondo Beach	0.3408%	712,269					712,269		87,357	799,626
15 Santa Clarita	0.7914%	1,653,740	Commuter Bus Replacement	1,053,090			2,706,830		202,825	2,909,655
16 Santa Monica	4.7246%	9,872,982	Bus Replacement	2,745,720	Bus Stop Enhancements	238,000	12,856,702		1,288,489	14,145,191
16 Torrance	1.4594%	3,049,724					3,049,724		374,037	3,423,760
17 TOTAL	100.0000%	\$ 208,970,664		\$ 36,877,176		\$ 2,483,312	\$ 248,331,152	\$ -	\$ 0	\$ 248,331,152

Notes: Total may not add due to rounding.

(1) Operators' share of Section 5337 and 5339 will be exchanged with Metro's share of Section 5307 allocation.

(2) Second year of fund allocations to the Southern California Regional Transit Training Consortium (SCR TTC) through Long Beach Transit. Funds to the SCR TTC will be exchanged with Metro's TDA share.

FEDERAL SECTION 5337 - STATE OF GOOD REPAIR

(Estimated - to be Adjusted to Actual apportionment)

LOS ANGELES COUNTY SHARE (UZA 2)	Directional Route Miles (DRM) Allocation			Vehicle Revenue Miles (VRM) Allocation			Total \$ Allocation	Fund Exchange	Net Funds Available ⁽¹⁾
	DRM	DRM%	DRM \$Allocation	VRM	VRM%	VRM \$Allocation			
High Intensity Fixed Guideway:									
1 Metro (Including Metrolink)	462.9	99.763%	\$ 32,596,894	27,318,023	98.591%	\$ 55,822,811	\$ 88,419,705	\$ 874,994	\$ 89,294,699
2 Long Beach Transit	0.5	0.108%	35,209	60,669	0.219%	123,974	159,183	(159,183)	-
3 Santa Monica	0.6	0.129%	42,251	17,302	0.062%	35,356	77,607	(77,607)	-
4 Foothill Transit	-	0.000%	-	312,318	1.127%	638,204	638,204	(638,204)	-
5 Sub-total	464.0	100.000%	32,674,355	27,708,312	100.000%	56,620,344	89,294,699	-	89,294,699
High Intensity Motorbus:									
6 Antelope Valley	23.6	15.003%	373,018	110,163	4.991%	154,764	527,782	(527,782)	-
7 Foothill Transit	39.4	25.048%	622,750	1,527,057	69.180%	2,145,308	2,768,058	(2,768,058)	-
8 LADOT	35.1	22.314%	554,785	114,819	5.202%	161,305	716,090	(716,090)	-
9 Metro Bus Ops.	59.2	37.635%	935,705	455,325	20.628%	639,670	1,575,375	4,011,930	5,587,305
10 Sub-total	157.3	100.00%	2,486,258	2,207,364	100.000%	3,101,047	5,587,305	-	5,587,305
11 Total LA County Share - UZA 2	621.30		\$ 35,160,613	29,915,676	200.000%	\$ 59,721,391	\$ 94,882,004	\$ -	\$ 94,882,004

Note:

(1) Operators' share of Section 5337 will be exchanged with Metro's share of Section 5307 allocation.

FEDERAL SECTION 5339 - BUS AND BUS CAPITAL ALLOCATION

(Estimated - to be Adjusted to Actual apportionment)

	OPERATOR	LA UZA 2 NET FORMULA SHARE	Net Formula Share	Fund Exchange	Net Funds Available ⁽¹⁾
1	Antelope Valley	0.1154%	\$ 29,588	\$ (29,588)	\$ -
2	Arcadia	0.1653%	42,361	(42,361)	-
3	Claremont	0.0596%	15,266	(15,266)	-
4	Commerce	0.3453%	88,506	(88,506)	-
5	Culver City	1.4611%	374,483	(374,483)	-
6	Foothill	8.5786%	2,198,637	(2,198,637)	-
7	Gardena	1.2831%	328,854	(328,854)	-
8	LADOT	3.9013%	999,877	(999,877)	-
9	La Mirada	0.0668%	17,122	(17,122)	-
10	Long Beach	6.4505%	1,653,233	(1,653,233)	-
11	Montebello	1.9227%	492,789	(492,789)	-
12	Metro Bus Ops.	67.6283%	17,332,749	8,296,674	25,629,423
13	Norwalk	0.7057%	180,859	(180,859)	-
14	Redondo Beach	0.3408%	87,357	(87,357)	-
15	Santa Clarita	0.7914%	202,825	(202,825)	-
16	Santa Monica	4.7246%	1,210,882	(1,210,882)	-
17	Torrance	1.4594%	374,037	(374,037)	-
18	TOTAL	100.0000%	\$ 25,629,423	\$ -	\$ 25,629,423

Note:

(1) Operators' share of Section 5339 will be exchanged with Metro's share of Section 5307 allocation.

CAPITAL ALLOCATION % SHARE CALCULATION

	OPERATOR	MILEAGE CALCULATION (FY19 data)				ACTIVE FLEET CALCULATION (FY19 data)						
		Local Vehicle Miles [Input]	Express Vehicle Miles [Input]	Total Miles Weighted 60% Local/ 40% Express	1/3 Weight	Active Fleet (1) [Input]	Peak Bus Fixed Route (2) [Input]	Allowable Peak Bus (Peak+20%)	DAR Seats (3) [Input]	Bus Eqvt. (44 Seats per Bus)	Total Active Vehicle	1/3 Weight
1	Antelope Valley	2,446,104	1,358,830	2,011,194	0.8153%	80	71	80.0	0	0.0	80.0	0.6989%
2	Arcadia DR	103,481	-	62,089	0.0252%	0	0	0.0	102	2.3	2.3	0.0203%
3	Arcadia MB	188,621	-	113,173	0.0459%	8	6	7.2	0	0.0	7.2	0.0629%
4	Claremont	48,300	-	28,980	0.0117%	0	0	0.0	218	5.0	5.0	0.0433%
5	Commerce	475,304	-	285,182	0.1156%	19	15	18.0	48	1.1	19.1	0.1668%
6	Culver City	1,832,828	-	1,099,697	0.4458%	54	44	52.8	0	0.0	52.8	0.4613%
7	Foothill Transit	10,319,428	6,972,134	8,980,510	3.6405%	347	303	347.0	0	0.0	347.0	3.0316%
8	Gardena	1,770,445	-	1,062,267	0.4306%	54	43	51.6	0	0.0	51.6	0.4508%
9	LADOT	2,982,484	2,943,835	2,967,024	1.2028%	199	170	199.0	0	0.0	199.0	1.7386%
10	La Mirada	73,476	-	44,086	0.0179%	0	0	0.0	208	4.7	4.7	0.0413%
11	Long Beach	8,195,601	-	4,917,361	1.9934%	234	196	234.0	40	0.9	234.9	2.0523%
12	Montebello	2,466,913	77,933	1,511,321	0.6127%	72	67	72.0	40	0.9	72.9	0.6370%
13	Metro Bus Ops.	82,830,000	5,360,000	51,842,000	21.0156%	2,419	1,963	2,355.6	0	0.0	2,355.6	20.5803%
14	Norwalk	1,089,677	-	653,806	0.2650%	34	24	28.8	0	0.0	28.8	0.2516%
15	Redondo Beach	487,557	-	292,534	0.1186%	20	14	16.8	75	1.7	18.5	0.1617%
16	Santa Clarita	2,249,325	1,086,067	1,784,022	0.7232%	83	69	82.8	0	0.0	82.8	0.7234%
17	Santa Monica	5,417,000	242,000	3,347,000	1.3568%	196	166	196.0	0	0.0	196.0	1.7124%
18	Torrance	1,634,000	613,000	1,225,600	0.4968%	56	48	56.0	48	1.1	57.1	0.4988%
19	TOTAL	124,610,544	18,653,799	82,227,846	33.3333%	3,875	3,199	3,797.6	779	17.7	3,815.3	33.3333%

Notes:

Include only MTA Funded Programs:

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

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

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

CAPITAL ALLOCATION % SHARE CALCULATION (Continued)

OPERATOR	FARE UNITS (FY19 data)				UNLINKED PASSENGERS (FY19 data)		Gross Formula Share	Re-Allocate AVTA And Santa Clarita's Non-LA2 UZA Share	LA UZA 2 Net Formula Share
	Passenger Revenue [Input]	Base Fare \$ [Input]	Fare Units	1/2 of 1/3 Weight	Unlinked Passengers [Input]	1/2 of 1/3 Weight			
1 Antelope Valley	\$4,706,264	\$ 1.50	3,137,509	0.3188%	2,301,868	0.1078%	1.9408%	-1.8253%	0.1154%
2 Arcadia DR	5,087	0.50	10,174	0.0010%	22,841	0.0011%	0.0475%	0.0014%	0.0490%
3 Arcadia MB	7,526	0.50	15,052	0.0015%	54,902	0.0026%	0.1129%	0.0034%	0.1163%
4 Claremont	37,700	2.50	15,080	0.0015%	26,500	0.0012%	0.0578%	0.0018%	0.0596%
5 Commerce (1)	-	-	309,059	0.0314%	455,961	0.0213%	0.3351%	0.0102%	0.3453%
6 Culver City	2,908,933	1.00	2,908,933	0.2955%	4,600,876	0.2154%	1.4181%	0.0431%	1.4611%
7 Foothill	16,079,595	1.50	10,719,730	1.0891%	12,053,307	0.5644%	8.3256%	0.2529%	8.5786%
8 Gardena	2,235,072	1.00	2,235,072	0.2271%	2,920,856	0.1368%	1.2453%	0.0378%	1.2831%
9 LADOT	6,411,286	1.50	4,274,191	0.4343%	8,769,797	0.4106%	3.7863%	0.1150%	3.9013%
10 La Mirada	35,602	1.00	35,602	0.0036%	43,686	0.0020%	0.0648%	0.0020%	0.0668%
11 Long Beach	13,854,161	1.25	11,083,329	1.1260%	23,248,158	1.0886%	6.2603%	0.1902%	6.4505%
12 Montebello	3,972,587	1.10	3,611,443	0.3669%	5,328,407	0.2495%	1.8661%	0.0567%	1.9227%
13 Metro Bus Ops.	191,776,000	1.75	109,586,286	11.1338%	275,603,000	12.9047%	65.6344%	1.9939%	67.6283%
14 Norwalk	1,246,966	1.25	997,573	0.1014%	1,427,804	0.0669%	0.6849%	0.0208%	0.7057%
15 Redondo Beach	328,405	1.00	328,405	0.0334%	366,810	0.0172%	0.3308%	0.0100%	0.3408%
16 Santa Clarita	3,159,143	1.00	3,159,143	0.3210%	2,565,484	0.1201%	1.8877%	-1.0963%	0.7914%
17 Santa Monica	11,431,000	1.25	9,144,800	0.9291%	12,536,000	0.5870%	4.5853%	0.1393%	4.7246%
18 Torrance	2,473,000	1.00	2,473,000	0.2513%	3,620,000	0.1695%	1.4164%	0.0430%	1.4594%
19 TOTAL	\$260,668,327		164,044,380	16.6667%	355,946,257	16.6667%	100.0000%	0.0000%	100.0000%

Note:

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

FORM FFA10, SECTION 9 STATISTICS PASSENGER MILES IS USED TO CALCULATE AVTA AND SANTA CLARITA'S RE-ALLOCATION OF CAPITAL MONIES.

	ANTELOPE VALLEY			SANTA CLARITA		
	Passenger Miles	%	Re-Allocated Share	Passenger Miles	%	Re-Allocated Share
20 Non-LA 2 UZA (AV 123 for AVTA, AV 176 for Santa Clarita)	28,383,366	94.0517%	1.8253%	11,404,989	58.0772%	1.0963%
21 UZA number LA 2	1,795,116	5.9483%	0.1154%	8,232,648	41.9228%	0.7914%
22 Total	30,178,482	100.0000%	1.9408%	19,637,637	100.0000%	1.8877%

Los Angeles County Metropolitan Transportation Authority
2022 Transit Fund Allocations

RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY FOR FISCAL YEAR 2021-2022 FOR LOCAL TRANSPORTATION, TRANSPORTATION DEVELOPMENT ACT, AND STATE TRANSIT ASSISTANCE FUND ALLOCATIONS

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (LACMTA) is the designated Transportation Planning agency for the County of Los Angeles and is, therefore, responsible for the administration of the Transportation Development Act (TDA), Public Utilities Code Section 99200 et seq.; and

WHEREAS, under Chapter 2.5, Article 5, the State Transit Assistance Fund (STA) Section 6753, allocations to claimants shall be made and take effect by resolution and shall designate: 1) the fiscal year for which the allocation is made; 2) the amount allocated to the claimant for each of the purposes defined in Sections 6730 and 6731; and 3) any other terms and conditions of the allocation; and

WHEREAS, Section 6659 requires that allocation instructions be conveyed each year to the county auditor by written memorandum of its executive director and accompanied by a certified copy of the authorizing resolution; and

WHEREAS, the resolution shall also specify conditions of payment and may call for a single payment, for payments as moneys become available, or for payment by installments monthly, quarterly, or otherwise; and

WHEREAS, the amount of a regional entity's allocation for a fiscal year that is not allocated to claimants for that fiscal year shall be available to the regional entity for allocation in the following fiscal year; and

WHEREAS, Section 6754 requires that the regional entity may allocate funds to an operator or a transit service claimant only if, in the resolution allocating the funds, it finds all of the following:

- a.1 The claimant's proposed expenditures are in conformity with the Regional Transportation Plan.
- a.2 The level of passenger fares and charges is sufficient to enable the operator or transit service claimant to meet the fare revenue requirements of PUC Section 99268.2, 99268.3, 99268.4, 99268.5, and 99268.9, as they may be applicable to the claimant.
- a.3 The claimant is making full use of federal funds available under the Urban Mass Transportation Act of 1964, as amended.

**Los Angeles County Metropolitan Transportation Authority
2022 Transit Fund Allocations**

- a.4 The sum of the claimant's allocations from the state transit assistance fund and from the local transportation fund does not exceed the amount the claimant is eligible to receive during the fiscal year.
- a.5 Priority consideration has been given to claims to offset reductions on federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area wide public transportation needs.

WHEREAS, the regional entity may allocate funds to an operator for the purposes specified in Section 6730 only if, in the resolution allocating the funds, it finds all of the following:

- b.1 The operator has made a reasonable effort to implement the productivity improvements recommended pursuant to PUC Section 99244.
- b.2 A certification by the Department of the California Highway Patrol verifying that the operator is in compliance with Section 1808.1 of the Vehicle code, as required in PUC Section 99251. The certification shall have been completed within the last 13 month, prior to filing claims.
- b.3 The operator is in compliance with the eligibility requirements of PUC Section 99314.6 or 99314.7

WHEREAS, the regional entity may allocate funds to an operator to exchange funds pursuant to PUC Section 99314.4(b) only if, in the resolution allocating the funds made available pursuant to PUC Section 99231, it find that the operator is eligible to receive State Transit Assistance funds; and

WHEREAS, LACMTA staff in consultation with the Transit Operators and Cities has developed allocations in accordance with the Transportation Development Act as previously specified.

NOW THEREFORE,

- 1.0 The LACMTA Board of Directors approves the allocation of TDA and STA for the Fiscal Year 2021-22 to each claimant for each of the purposes as specified in Attachments A.
- 2.0 The Board of Directors hereby finds that a claimant's proposed expenditures are in conformity with the Regional Transportation Plan., the level of passenger fares and charges is sufficient to enable the operator or transit service claimant to meet the fare revenue requirements; the claimant is making full use of federal funds

**Los Angeles County Metropolitan Transportation Authority
2022 Transit Fund Allocations**

available under the Urban Mass Transportation Act of 1964; the sum of the claimant's allocations from the State Transit Assistance fund and from the Local Transportation Fund do not exceed the amount the claimant is eligible to receive during the fiscal year; and that priority consideration has been given to claims to offset reductions on federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area wide public transportation needs.

- 3.0 The Board of Directors hereby finds that, for the purposes specified in Section 6730, the operators eligible for funding have made reasonable efforts to implement the productivity improvements recommended pursuant to PUC Section 99244. A certification by the Department of the California Highway Patrol verifying that the operator is in compliance with Section 1808.1 of the Vehicle Code, has been remitted. The operator is in compliance with the eligibility requirements of PUC Section 99314.6 or 99314.7
- 4.0 The Board of Directors hereby authorizes that the operators listed in Attachment A are eligible to receive State Transit Assistance funds.
- 5.0 The Board of Directors hereby authorizes that the operators may receive payments upon meeting the requirements of the STA eligibility test and submittal of TDA and STA claims.

CERTIFICATION

The undersigned, duly qualified and acting as the Board Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on June, 2021.

COLLETTE LANGSTONE
Board Secretary

DATED:
(SEAL)

Summary of Significant Information, Methodologies & Assumptions for Revenue Estimates

- Sales tax revenue estimates are projected to increase by 2.9% over FY 2020-21 (FY21) amended budget based upon review of several economic forecasts.
- In FY21, the Coronavirus Aid, Relief and Economic Security (CARES) Act provided financial relief to transit operators in LA County. The CARES funding was allocated to offset the estimated sales tax revenue losses. To minimize future fiscal disruptions, Metro staff proposed, and all regional operators agreed, to deviate from traditional policy and incorporate the FY20 sales tax revenue losses within FY21 total funds available in lieu of including the FY20 loss in FY22. Actual FY20 sales tax revenues were somewhat better than expected and the difference in forecast versus actual results are reflected as an increase in available FY22 local subsidy funding.
- Assumed Consumer price index (CPI) growth of 2.0% represents a composite index from several economic forecasting sources.
- To accommodate the impacts of the COVID-19 pandemic, in March 2021, Bus Operations Sub-Committee (BOS) members concurred with the use of a weighted average of FY19 and FY20 Vehicle Service Miles statistics to allocate State and Local funds.
- Senate Bill (SB) 1, known as the Road Repair and Accountability Act of 2017, allocates formula funds to transit agencies for two different programs: 1) State of Good Repair (SGR) and 2) State Transit Assistance. SGR is a program funded by the increase in Vehicle License Fees. In order to be eligible for SGR funding, eligible transit agencies must comply with various reporting requirements. The second program augments the base of the State Transit Assistance program with a portion of the new sales tax on diesel fuel. Recipients are asked to provide supplemental reporting on the augmented State Transit Assistance funding received each fiscal year to allow for transparency and accountability of all SB 1 expenditures. Recipients are asked to report on the general uses of STA expenditures. These funds are allocated using FAP calculation methodology to Included and Eligible Operators.
- Pursuant to section 130004, up to 1 percent of annual TDA revenues shall be allocated to Metro and up to $\frac{3}{4}$ percent shall be allocated to Southern California Association of Governments (SCAG) for transportation planning and programming process. Beginning in FY20, Metro increased the TDA planning allocation to the full 1 percent of annual TDA revenues.

- Formula Equivalent funds are allocated by formula to Eligible Operators in lieu of Section 9, TDA, STA and Prop A 40% Discretionary funds. Fund source is Prop A 95% of 40% growth over CPI.
- Federal formula grants (urbanized Formula Section 5307, Bus and Bus Facilities Section 5339, and State of Good Repair Section 5337) are presented for budgetary purposes only and will be adjusted upon receipt of the final apportionments. To accommodate the impacts of the COVID-19 pandemic, in March 2021, Bus Operations Sub-Committee (BOS) members agreed to follow the FTA apportionment approach and use FY19 data as the allocation basis.
- Federal Sections 5307 and 5339 are calculated using the Capital Allocation Procedure (CAP) as adopted by the Bus Operations Subcommittee (BOS). Section 5337 is calculated based on the directional route miles and vehicle revenue miles formula used by the Federal Transit Administration (FTA). Operators' shares of Sections 5339 and 5337 will be exchanged with Metro's share of Section 5307 allocation.

Bus Transit Subsidies (\$1,258.0M)

Formula Allocation Procedure (\$742.4M)

Allocations of transit subsidy funds (STA, TDA Article 4, and Proposition A 95% of 40% Discretionary) are based on the Formula Allocation Procedure (FAP) that was adopted by the Los Angeles County Metropolitan Transportation Authority (LACMTA) Board of Directors and legislated through SB 1755 (Calderon – 1996). Los Angeles County Included and Eligible Operators' Transit Performance Measures (TPM) data is used for the FAP calculations. This data was validated and used in the calculations. The FAP as applied uses 50% of operators' vehicle service miles and 50% of operators' fare units. (Fare units are defined as operators' passenger revenues divided by operators' base cash fare).

In November 2008, the Board approved a Funding Stability Policy, where operators who increase their fares will have their fare units frozen at their level prior to the fare increase until such time that fare unit calculation based on the new higher fare becomes greater than the frozen level.

In FY 2008, the Board set aside \$18.0 million from GOI fund to provide operating assistance to Tier 2 Operators including LADOT Community Dash, Glendale, Pasadena and Burbank fixed route transit programs. Allocation is calculated using the same methodology as in the FAP and does not negatively impact the existing Included and Eligible Operators. This program was funded \$6.0 million each year for three years beginning FY 2011. With the Board's approval, we will continue to fund this program in FY 2022 in the amount of \$6.8 million. Funding includes \$842,008 in in CRRSAA

Funding as approved by the Board of Directors. CRRSAA funds will be exchange with local funds.

Measure R Allocations (\$187.5M)

- Measure R 20% Bus Operations (\$177.5M)**
 Measure R, approved by voters in November 2008, allocates 20% of the revenues for bus service operations, maintenance and expansion. The 20% bus operations share is allocated using FAP calculation methodology to Included and Eligible Operators.
- Clean Fuel Bus Capital Facilities and Rolling Stock Fund (\$10.0M)**
 The Measure R ordinance also provides a lump sum allocation of \$150.0 million over the life of the ordinance for clean fuel and bus facilities. This fund is allocated to Metro and LA County Municipal Operators at \$10 million in every even year.

Measure M 20% Transit Operations (\$176.9M)

Measure M, approved by voters of Los Angeles County in November, 2016 to improve transportation and ease traffic congestion. As defined in Section 3 of the Measure M Ordinance, the 20% Transit Operations share is allocated according to FAP calculation methodology to Included and Eligible Operators.

Proposition C 5% Security (\$40.2M)

Ninety percent of Proposition C 5% Security fund is allocated to Los Angeles County transit operators and Metro Operations for security services. State law requires that each operator's share of funds be based on its share of unlinked boardings to total Los Angeles County unlinked boardings. Due to the significant decrease in ridership across the region, In March 2021 BOS working group agreed that fare revenue and unlinked passengers' data to be held constant at FY19 level. Therefore, the unlinked boardings used for allocating these funds are based on the operators' FY19 TPM reports of LACMTA approved services. The remaining ten percent is allocated to Metro to mitigate other security needs.

Proposition C 40% Discretionary Programs (\$67.3M)

The following programs are funded with Prop C 40% Discretionary funds:

- Municipal Operators Service Improvement Program (MOSIP).** MOSIP was adopted by the Board in April 2001. The program is intended to provide bus service improvements to the transit dependent in Los Angeles County by reducing overcrowding and expanding services. In the past, funding was increased by 3% from the previous year's funding level. All Municipal Operators

participate in this program and funds are allocated according to FAP calculation methodology.

- **Zero-Fare Compensation.** The City of Commerce is allocated an amount equivalent to its FAP share as compensation for having zero fare revenues.
- **Foothill Mitigation.** This fund is allocated to operators to mitigate the impact of Foothill becoming an Included Operator. The Foothill Mitigation Program is calculated similarly to the TDA and STA portion of the normal FAP, except that Foothill's data is frozen at its pre-inclusion level. The result of this calculation is then deducted from the TDA and STA portion of the normal FAP to arrive at the Foothill Mitigation funding level. This methodology was adopted by the BOS in November 1995.
- **Transit Service Expansion Program (TSE).** Created in 1990 to increase ridership by providing funds for additional services to relieve congestion. The TSE Program continues for eight Municipal Operators including Culver City, Foothill Transit, Gardena, Long Beach, Torrance, Antelope Valley, Santa Clarita, and LADOT for expansion or introduction of fixed-route bus service in congested corridors. Metro Operations does not participate in this program.
- **Base Re-Structuring Program (Base-Re).** The Base Restructuring Program continues for four Municipal Operators who added service before 1990. These operators are Commerce, Foothill Transit, Montebello and Torrance.
- **Bus Service Improvement Program (BSIP).** Created in 1996 to provide additional buses on existing lines to relieve overcrowding. Metro Operations and all other Los Angeles County transit operators participate in this program, except for Claremont, Commerce, and La Mirada.

Federal Funds (\$368.8M)

Section 5307 Urbanized Formula Program (\$248.3 M)

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas for transit capital and operating assistance in urbanized areas and for transportation related planning. Based on federal revenue estimates for FY22, \$248.3 million in Federal Section 5307 Urban Formula funds are allocated to Los Angeles County transit operators and LACMTA Operations. Eighty-five percent (85%) of these funds have been allocated based on a capital allocation formula consisting of total vehicle miles, number of vehicles, unlinked boardings, passenger revenue and base fare. The 15% Capital Discretionary fund and the 1% Transit Enhancement Act fund have been allocated on a discretionary basis with BOS review and concurrence.

At its April 21, 2020 meeting, the BOS allocated \$330,000 each year for the next three years to the Southern California Regional Transit Training Consortium (SCR TTC) from the 15% discretionary fund. SCR TTC provides a training resource network comprised of Community Colleges, Universities, Transit Agencies, Public and Private Organizations focused on the development and delivery of training and employment of the transit industry workforce that is proficient at the highest standards, practices, and procedures for the industry. The funds will be exchanged with Metro's TDA Article 4 share and disbursed through Long Beach Transit.

Section 5339 Bus and Bus Facilities (\$25.6M)

Section 5339 is a grant program authorized by 49 United States Code (U.S.C) Section 5339 as specified under the Federal Reauthorization Moving Ahead for Progress in the 21st Century or "MAP 21". The Program provides capital funding to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities. Based on federal revenue estimates for FY22, \$25.6 million is allocated to Los Angeles County operators and Metro operations using the Capital Allocation Procedure adopted by the BOS. Operators' shares are swapped with Metro's share of Federal Section 5307 to minimize administrative process.

Section 5337 State of Good Repair (\$94.9M)

Section 5337 provides grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors. This program defines a new category of eligible projects, known as core capacity projects, which expand capacity by at least 10% in existing fixed guideway transit corridors that are already at or above capacity today, or are expected to be at or above capacity within five years. The program also includes provisions for streamlining aspects of the New Starts process to increase efficiency and reduce the time required to meet critical milestones. This funding program consists of two separate formula programs:

- **High Intensity Fixed Guideway** - provides capital funding to maintain a system in a state of good repair for rail and buses operating on lanes for exclusive use of public transportation vehicles, i. e. bus rapid transit. Based on federal revenue estimates for FY22, \$89.3 million is allocated to Metro and Municipal operations.
- **High Intensity Motorbus** - provides capital funding to maintain a system in a state of good repair for buses operating on lanes not fully reserved only for public transportation vehicles. Based on federal revenue estimates for FY22, \$5.6 million is allocated to Metro Operations and Los Angeles County operators following the FTA formula: the fund allocated with Directional Route Miles (DRM) data is allocated using the operators' DRM data while the fund allocated with Vehicle Revenue Miles (VRM) data is allocated using the operators' VRM data. Operators' shares are swapped with Metro's share of Federal Section 5307 to minimize administrative process.

Proposition A Incentive Programs (\$24.8M)

In lieu of TDA Article 4.5, five percent (5%) of Proposition A 40% Discretionary funds have been allocated to local transit operators through Board-adopted Incentive Program guidelines. Programs include the Sub-Regional Paratransit Program, the Voluntary NTD Reporting Program and the Sub-Regional Grant Projects. Under the Voluntary NTD Reporting Program, local transit operators report operating data for entitlement to the Federal FTA Section 5307 funds. Operators participating in the Voluntary NTD Reporting Program and who are not receiving Sub-Regional Paratransit funds are allocated an amount equal to the Federal FTA Section 5307 funds they generate for the region. In FY22, \$24.8M is allocated to fund PA Incentive programs. Fund includes \$7,565,663 in CRRSAA funding as approved by LACMTA Board of Directors. CRRSAA fund will be exchanged with local funds.

Under the Sub-Regional Grant Projects, Avalon's Ferry, which provides a lifeline service to its residents who commute between Avalon and the mainland, will receive \$996,512 in subsidy which includes \$296,512 in CRRSAA funding.

At its May 16, 2017 meeting, the Local Transit System Subcommittee (LTSS) approved an additional \$50,000 to Avalon's Transit Services annual subsidy increasing the funding level to \$300,000. In FY22, \$68,366 and \$240,877 were added to Avalon's Transit Service and the Hollywood Bowl Shuttles from CRRSAA funding to increase the subsidy level to \$368,366 and \$1,297,877, respectively.

Local Returns (\$648.5M)

Proposition A 25% (\$205.4M)
Proposition C 20% (\$170.4M)
Measure R 15% (\$127.8M)
Measure M 17% (\$144.8M)

Local Return estimates are apportioned to all Los Angeles County cities and the County of Los Angeles based on population shares according to state statutes and Proposition A, Proposition C, Measure R and Measure M ordinances.

TDA Article 3 funds (\$8.9M)

TDA Article 3 funds are for Bicycle and Pedestrian Facilities and split into two parts:

- The 15% of TDA Article 3 funds are allocated towards maintenance of regionally significant Class I bike paths as determined by LACMTA policy and in current

Los Angeles County Metropolitan Transportation Authority
2022 Transit Fund Allocations

TDA Article 3 Guidelines. This portion is divided in a ratio of 30% to 70% to City of Los Angeles and County of Los Angeles, respectively.

- The 85% of the funds are allocated to all Los Angeles County cities and the County of Los Angeles based on population shares. TDA Article 3 has a minimum allocation amount of \$5,000. The City of Industry has opted out of the TDA Article 3 program indefinitely. The Street and Freeway Subcommittee and the Technical Advisory Committee (TAC) have approved this redistribution methodology in prior years, and it remains unchanged.

TDA Article 8 funds (\$29.3M)

TDA Article 8 funds are allocated to areas within Los Angeles County, but outside the Metro service area. This includes allocations to Avalon, Lancaster, Palmdale, Santa Clarita and portions of unincorporated areas of Los Angeles County. The amount of TDA funds for Article 8 allocation is calculated based on the proportionate population of these areas to the total population of Los Angeles County.



Board Report

File #: 2021-0324, File Type: Budget

Agenda Number: 9.

FINANCE, BUDGET, AND AUDIT COMMITTEE JUNE 16, 2021

SUBJECT: ACCESS SERVICES PROPOSED FISCAL YEAR 2022 BUDGET

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING local funding request for Access Services (Access) in an amount not to exceed \$122,582,419 for FY22. This amount includes:
- Local funds for operating and capital expenses in the amount of \$120,217,213;
 - Local funds paid directly to Metrolink for its participation in Access' Free Fare Program in the amount of \$2,365,206; and
- B. AUTHORIZING the Chief Executive Officer (CEO) to negotiate and execute all necessary agreements to implement the above funding programs.

ISSUE

Access provides mandated Americans with Disabilities Act (ADA) paratransit service on behalf of Metro and Los Angeles County fixed route operators. In coordination with Metro staff and in consultation with the Access Board of Directors, Access has determined that a total of \$219,662,843 million is required for its FY22 operating and capital needs, and an additional \$2,365,206 million is required for Metrolink's participation in Access' Free Fare Program for a total of \$222,028,049 million. Of this total, \$96,283,734 million will be funded from federal grants, including Federal Surface Transportation Block Grant (STBG) Program funds, passenger fares, and other income generated by Access. The remaining amount of \$125,744,315 million will be funded with Measure M ADA Paratransit Service (MM 2%) funds, Proposition C 40% Discretionary (PC 40%) funds, Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) equivalent funds, and FY20 carryover funds. See Attachment A for funding details.

BACKGROUND

Metro, in its role as the Regional Transportation Planning Authority, provides funding to Access to administer the delivery of regional ADA paratransit service for Metro and the 44 other public fixed route operators in Los Angeles County consistent with the adopted Countywide Paratransit Plan. The provision of compliant ADA-mandated service is considered a civil right under federal law and shall be appropriately funded.

This year, Metro is continuing to support Access given the reduction in sales tax revenue as a result of the COVID-19 pandemic. Funds have been appropriated under the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) so Access can continue to provide ADA paratransit services. A total of \$30.59 million of CRRSAA equivalent funding has been allocated to Access.

In FY22, Access is projected to provide more than 2,536,173 passenger trips to more than 130,000 qualified ADA paratransit riders in a service area covering over 1,950 square miles of Los Angeles County by utilizing accessible vehicles and taxicabs. Access' service area is divided into six regions (Eastern, Southern, West Central, Northern, Santa Clarita and Antelope Valley) operated by six contractors to ensure efficient and effective service.

As it did at the beginning of the pandemic, Metro continued to support Access' initiatives to respond to the COVID-19 emergency. Access proactively redesigned its system to enhance physical distancing and cleaning protocols to help protect the health of customers and frontline employees, particularly vehicle operators. These initiatives included the elimination of shared rides and funding for enhanced cleaning protocols where vehicles were disinfected twice a day and high contact surfaces were wiped down after each passenger trip and a face-covering mandate. Access' eligibility process is still being done remotely over the phone rather than in-person.

Implementation of Recovery Plans: Access has continuously monitored the COVID-19 pandemic and has been developing plans to normalize its operations as the pandemic subsides. Given the successful rollout of vaccines and the related reopening of Los Angeles County, service demand has continued to rise, which combined with a significant increase in traffic congestion, led to a rapid decline in service quality in late March/early April. In response, Access staff reduced vehicle disinfection mandates (vehicles are still disinfected at the end of the day) and scaled back meal/grocery delivery programs significantly. In addition, same day service was restricted and limited shared rides were reintroduced on April 12th. On May 1st, Access ended its temporary same day ride program and allowed shared rides on all vehicles. Access anticipates, barring any unanticipated developments with COVID-19, that it will operate its pre-pandemic, shared-ride service model for FY22. Access also expects to restart its in-person eligibility process in the coming fiscal year.

Other initiatives also include:

Transportation to vaccine sites: As of mid-April, Access has provided 2,170 trips to drop off vaccination sites and 267 trips to drive through vaccination sites. All vaccination trips will continue to

be provided without shared rides.

Meal and grocery delivery: During the pandemic, Access worked with a number of public and private entities, including a veteran's charity, to deliver over 430,000 meals and grocery boxes to the most vulnerable populations in the County.

DISCUSSION

Ridership

Access' budget is based on paratransit ridership projections provided by an independent third-party consulting firm, HDR Engineering, Inc. (HDR). The paratransit demand analysis uses economic factors, historical data, and other variables to form the basis for the ridership projections. Passengers are then converted to passenger trips. The number of trips and the contractual cost per trip are the major cost drivers in the Access budget.

Access recently asked HDR to prepare a revised ridership projection for FY22 based on ridership data through January 2021. HDR's projection assumes a 56.9 percent increase in ridership (3,240,253 passengers vs. projected 2,064,785 FY21 passengers) for next fiscal year. It should be noted, given the unprecedented nature of the COVID-19 pandemic, that ridership projections remain speculative and uncertain for the upcoming fiscal year. The FY22 Budget will fund Access' request, reflecting HDR's FY22 projected ridership. However, as done in past years, Metro will set aside a reserve amount of \$20 million.

Cost Per Trip

Access' 94 percent of costs come from the delivery of paratransit and eligibility services which are paid for on a contractual per-trip basis. Prior to the pandemic, the cost of paratransit trips was increasing primarily due to legislated changes in the minimum wage in Los Angeles City and Los Angeles County. Since the new minimum wage schedule took effect in 2016, the minimum wage has risen from \$10 to \$15 on July 1, 2020. In addition, costs have increased with the inclusion of new key performance measures and liquidated damages into contracts, which have improved customer service, operational performance, and safety system-wide.

In FY22, the pandemic continues to impact the Agency's projected budget request. The average cost per trip in FY21 was estimated at \$104 due to no-share ride service, implementation of special services and decline in trip demand. When the trip volume decreases, the average cost per trip increases because of the fixed transportation costs and the change in trip demand. In contrast, when the trip volume increases, the average cost per trip declines. As a result, in FY22 the average cost per trip will be estimated at \$67 because ridership demand is returning to the new normal that is close to pre-pandemic level. The cost decrease is due to the phasing out of special services that were provided in response to the pandemic. In particular, the restarting of shared rides significantly improves contractor productivity and lowers per trip costs.

FY22 Proposed Budget

Given the significant projected increases in ridership due to the waning of the pandemic, Access is projecting a 23 percent increase in its operating budget for FY22 as outlined in the table below. In addition to the projected increase in Direct Operations, the increase in Contracted Support is due to the forecasted increase in in-person eligibility applicants. Management/Administration’s increase is due to additional costs as demand returns and the Agency returns to full staffing. Capital costs are increasing due mostly to the timing of various grants, the availability of vehicles and increases to the cost of vehicles.

Access Services - Budget				
Expenses	FY21 Budget	FY22 Budget Proposed	\$ Change	% Change
Direct Operations	\$144,257,406	\$176,329,428	\$32,072,021	22.2%
Contracted Support	\$9,712,433	\$13,774,416	\$4,061,983	41.8%
Management/Administration	\$11,613,966	\$12,951,999	\$1,338,033	11.5%
Total Operating Cost	\$165,583,805	\$203,055,843	\$37,472,038	22.6%
Total Capital Costs	\$13,200,000	\$16,607,000	\$3,407,000	25.8%
Total Expenses	\$178,783,805	\$219,662,843	\$40,879,038	22.9%
Carryover	\$3,711,539	3,161,896	(\$549,643)	-14.8%

FY20 Carryover Funds

Each year, Metro includes Access in the consolidated audit process to ensure that it is effectively managing and administering federal and local funds in compliance with applicable guidelines. The FY20 audit determined that Access had approximately \$3,161,896 million dollars of unspent or unencumbered funds. Per Access’ FY21 Memorandum of Understanding (MOU), Access has the option to either return the funds to Metro or request that such funds be carried over to the next fiscal year for use in FY22 for operating expenses. Access has requested to carryover a total amount of \$3,161,896 from FY20 into the FY22 proposed budget.

Performance

In FY18, the Access Board of Directors adopted additional key performance indicators (KPIs) and liquidated damages to ensure that optimal levels of service are provided throughout the region. Overall system statistics are published monthly in a Board Box report. A yearly comparison summary of the main KPIs is provided below:

Key Performance Indicators (KPIs)	FY 2020	FY 2021
On Time Performance - ≥ 91%	92.20%	93.70%
Excessively Late Trips - ≤ 0.10%	0.10%	0.04%
Excessively Long Trips - ≤ 5%	2.90%	0.00%
Missed Trips - ≤ 0.75%	0.46%	0.29%

Denials - 0	18	2
Access to Work On Time Performance - $\geq 94\%$	95.90%	98.30%
Average Hold Time (Reservations) - ≤ 120 seconds	71	44
Calls On Hold > 5 Min (Reservations) - $\leq 5\%$	3.30%	1.70%
Calls On Hold > 5 Min (ETA) - $\leq 10\%$	4.10%	1.20%
Complaints Per 1,000 Trips - ≤ 4.0	2.5	2.1
Preventable Incidents - ≤ 0.25	0.19	0.10
Preventable Collisions (Weighted) - ≤ 0.50	0.67	0.48
Miles Between Road Calls - $\geq 25,000$	60,999	64,104

Overall service performance (reported here through mid-April) has been excellent in FY21.

Agency Update

In FY21, Access implemented the following major initiatives:

- Pandemic services as discussed above including successfully working with partners to rapidly enable drive through vaccination services at major sites around the County;
- Awarded a paratransit operations contract for the Southern Region, Access’ largest service area;
- Website redesign.

In FY22, Access plans to implement the following:

- A restart of its in-person eligibility process;
- An analysis of the impact of Metro’s NextGen plan on the Access service area;
- A modified Parents with Disabilities program throughout Los Angeles County;
- Enhancements to the *Where’s My Ride* (WMR) app using \$330,000 Mobility for All grant funds;
- Beta testing online reservations in the Northern region (San Fernando Valley);
- Award a paratransit operations contract for the Antelope Valley operational region. (The RFP was released in March 2021.)

Metro Oversight Function

Metro will continue oversight of Access to ensure system effectiveness, cost efficiency and accountability. Metro staff has been and will continue to be an active participant on Access’ Board of Directors and the Transportation Professionals Advisory Committee. Access will continue to be included in Metro’s yearly consolidated audit. Additionally, at the request of the Metro Finance, Budget and Audit Committee, Access will provide quarterly updates that include an overview of Access’ performance outcomes and service initiatives.

FINANCIAL IMPACT

The Proposed Budget for FY22 was requested in Cost Center 2413, Project 410011 and Account 54001 in the FY22 Metro Annual Budget for adoption at the May 2021 Board meeting.

Impact to Budget

Access' funding will come from Measure M 2% funds in the amount of \$12.75 million, \$30.59 million in CRRSAA-equivalent funds, and Proposition C 40% funds in the amount of \$79.24 million, for a total amount of \$122.58 million. The CRRSAA-equivalent and Proposition C 40% funds are eligible for bus and rail operations. Given the region is fully funding its projected ADA paratransit obligation, there will be no financial impact on Metro's bus and rail operations.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Goal 2: Deliver outstanding trip experiences for all users of the transportation system

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

ALTERNATIVES CONSIDERED

Not fully funding Access to provide the mandated ADA paratransit services for FY22 would place Metro and the other 44 Los Angeles County fixed route operators in violation of the ADA, which mandates that fixed route operators provide complementary paratransit service within $\frac{3}{4}$ of a mile of local rail and bus lines. This would impact Metro's ability to receive federal grants.

NEXT STEPS

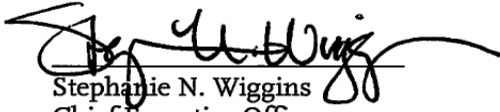
Upon approval, staff will execute all MOUs and agreements to ensure proper disbursement of funds.

ATTACHMENTS

Attachment A - FY22 Access Services ADA Program

Prepared by: Fayma Ishaq, Accessibility Program Manager, (213) 922-492

Reviewed by: Jonaura Wisdom, Chief Civil Rights Programs Officer, (213) 418-3168



Stephanie N. Wiggins
Chief Executive Officer

FY22 ACCESS SERVICES ADA PROGRAM	
<u>Expenses</u>	(\$ in millions)
FY22 Access Proposed Budget	\$219.6
Metrolink Free Fare Program (Paid by Metro)	\$2.3
Total Access Services ADA Program	\$222.0
Federal/Fares	
Federal STBG Program	\$71.3
Passenger Fares, 5317 Grants & Misc. Income	\$8.3
Capital	\$16.6
Subtotal	\$96.2
New Funding Request - Operating and Capital	
<u>Measure M 2%</u>	
FY22	Total Measure M 2% Subtotal
	\$12.7
<u>Proposition C 40%</u>	
Carryover from FY20 into FY22	\$3.1
FY22	\$56.8
CRRSAA Equivalent Funds	\$30.5
Operating Reserve	\$20.0
Metrolink Free Fare Program (Paid by Metro)	\$2.3
Total Proposition C 40% Subtotal	\$112.9
TOTAL FY22 LOCAL FUNDING REQUEST	\$125.7

Access Services - FY22 Budget Request

Finance, Budget & Audit Committee

Access Services – FY22 Budget

FY22 ACCESS SERVICES ADA PROGRAM	
<u>Expenses</u>	(\$ in millions)
FY22 Access Proposed Budget	\$219.6
Metrolink Free Fare Program (Paid by Metro)	\$2.3
Total Access Services ADA Program	\$222.0
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Capital	\$16.6
Subtotal	\$96.2
New Funding Request - Operating and Capital	
<u>Measure M 2%</u>	
FY22	Total Measure M 2% Subtotal \$12.7
<u>Proposition C 40%</u>	
Carryover from FY20 into FY22	\$3.1
FY22	\$56.8
CRRSAA Equivalent Funds	\$30.5
Operating Reserve	\$20.0
Metrolink Free Fare Program (Paid by Metro)	\$2.3
Total Proposition C 40% Subtotal	\$112.9
TOTAL FY22 LOCAL FUNDING REQUEST	\$125.7

Access Services – Expenses

Access Services - Budget					
Expenses	FY2021 Budget	FY2022 Budget Proposed	\$ Change	% Change	Notes
Direct Operations	\$144,257,406	\$176,329,428	\$32,072,021	22.2%	Projected increase in ridership due to waning of the pandemic.
Contracted Support	\$9,712,433	\$13,774,416	\$4,061,983	41.8%	Projected increase in in-person eligibility evaluations.
Management/ Administration	\$11,613,966	\$12,951,999	\$1,338,033	11.5%	Additional staffing and CPI increases for contracts.
Total Operating Cost	\$165,583,805	\$203,055,843	\$37,472,038	22.6%	
Total Capital Costs	\$13,200,000	\$16,607,000	\$3,407,000	25.8%	Increase due to grant timing, vehicle availability and costs.
Total Expenses	\$178,783,805	\$219,662,843	\$40,879,038	22.9%	
Carryover	\$3,711,539	3,161,896	(\$549,643)	-14.8%	

Access Services – Key Performance Indicators (KPIs)

Key Performance Indicators (KPIs)	FY 2020	FY 2021
On Time Performance - $\geq 91\%$	92.20%	93.70%
Excessively Late Trips - $\leq 0.10\%$	0.10%	0.04%
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Preventable Collisions (Weighted) - ≤ 0.50	0.67	0.48
Miles Between Road Calls - $\geq 25,000$	60,999	64,104

- Service performance based on pandemic service model (no share rides).
- Overall service performance (reported here through mid-April) has been excellent in FY21.

FY21 Accomplishments/FY22 Initiatives

FY21 Accomplishments

- Pandemic services including successfully working with partners to rapidly enable drive through vaccination services at major sites around the County;
- Awarded a paratransit operations contract for the Southern Region, Access' largest service area;
- Website redesign.

FY22 Initiatives

- A restart of its in-person eligibility process;
- An analysis of the impact of Metro's NextGen plan on the Access service area;
- A modified Parents with Disabilities program throughout Los Angeles County;
- Enhancements to the *Where's My Ride* (WMR) app using \$330,000 Mobility for All grant funds;
- Beta testing online reservations in the Northern region (San Fernando Valley);
- Award a paratransit operations contract for the Antelope Valley operational region. (The RFP was released in March 2021.)

Recommendations

- A. APPROVING local funding request for Access Services (Access) in an amount not to exceed \$122,582,419 for FY22. This amount includes:**
- **Local funds for operating and capital expenses in the amount of \$120,217,213;**
 - **Local funds paid directly to Metrolink for its participation in Access' Free Fare Program in the amount of \$2,365,206; and**
- B. AUTHORIZING the Chief Executive Officer (CEO) to negotiate and execute all necessary agreements to implement the above funding programs.**



Board Report

File #: 2021-0242, File Type: Plan

Agenda Number: 10.

**FINANCE, BUDGET AND AUDIT COMMITTEE
MAY 19, 2021**

SUBJECT: MANAGEMENT AUDIT SERVICES FY 2021 THIRD QUARTER REPORT; AND FY 2022 AUDIT PLAN

ACTION: RECEIVE AND FILE

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING the Management Audit Services (MAS) quarterly report for the period ending March 31, 2021; and
- B. APPROVING the FY 2022 Audit Plan.

ISSUE

MAS is required to provide a quarterly activity report to Metro's Board of Directors (Board) that includes information on audits that have been completed or in progress including information related to audit follow-up activities.

In addition, MAS is required to complete an annual agency-wide risk assessment (AWRA) and submit an annual audit plan to the Board of Directors for approval.

BACKGROUND

It is customary practice for Management Audit Services to deliver the quarterly audit report. This report covers Q3 of FY 2021.

Additionally, in January 2018, the Board adopted modifications to the FY07 Financial Stability Policy. The Financial Stability Policy requires MAS to develop an annual risk assessment and audit plan, and present it to the Board. It also requires that the Finance, Budget and Audit Committee provide input and approval of the audit plan.

DISCUSSION

MAS provides audit services in support of Metro's ability to provide responsive, accountable and trustworthy governance. The department performs internal and external audits. Internal audits evaluate the processes and controls within the agency while external audits analyze contractors, cities and/or non-profit organizations that are recipients of Metro funds. The department delivers management audit services through functional groups which are Performance Audit, Contract, Financial and Compliance Audit, and Audit Support. Performance Audit is mainly responsible for internal audits related to Operations, Finance and Administration, Planning and Development, Program Management, Information Technology, Communications, Risk, Safety and Asset Management including the Chief Executive Office and other internal areas. Contract, Financial and Compliance Audit is primarily responsible for external audits in Planning, Program Management and Vendor/Contract Management. MAS's functional units provide assurance to the public that internal processes and programs are being managed efficiently, effectively, economically, ethically, and equitably and that desired outcomes are being achieved. This assurance is provided by the MAS's functional units conducting audits of program effectiveness, economy and efficiency, internal controls, and compliance. Audit Support is responsible for administration, financial management, budget coordination, and audit follow-up and resolution tracking.

A. THIRD QUARTER FY21 ACTIVITY

The summary of MAS activity for the quarter ending March 31, 2021 is as follows:

Performance Audits: One project was completed during the third quarter; and eight were in progress.

Contract, Financial and Compliance Audits: Three audits with a total value of \$10 million were completed during the third quarter; and 83 audits were in progress.

Financial and Compliance Audits of Metro: 132 financial and compliance audits were issued by external CPA firms.

Audit Follow-up and Resolution: Seven recommendations were closed during third quarter.

*Note: MAS performs audit follow-up for the Office of Inspector General (OIG), which 12 OIG recommendations were closed during the reporting period.

The third quarter FY 2021 report is included as Attachment A.

B. FY 2022 AUDIT PLAN

In accordance to Metro's Financial Stability Policy and applicable audit statutes, MAS performs an agency-wide risk assessment (AWRA), which serves as the basis for the agency's annual audit plan. In 2020, MAS completed an extensive AWRA that lent to the development of the FY 2021 Audit Plan.

Recognizing the FY 2021 Audit Plan and the AWRA was sufficiently robust; and the FY 2021 Audit Plan has not been fulfilled, the determination has been made to carry forward the FY 2021 Audit Plan for which it will serve as the FY 2022 Audit Plan with a modification.

The FY 2022 Audit Plan has been developed with consideration to the current state of the agency as result of the impacts of the COVID-19 pandemic, and the results of the AWRA, including input from Metro's senior leadership. In addition, the audit plan includes financial and compliance audits which are completed annually.

In effort to ensure due diligence for FY 2022, MAS performed a review of agency governance documentation such as Board reports, committee agendas, minutes; and various Metro senior leadership team presentations. MAS also conducted targeted outreach to the designated departmental Audit Liaisons to obtain input in regard to newly presented risks, issues and matters. The additional input including the independent research is reflected in the FY 2022 Audit Plan.

The FY 2022 Audit Plan is flexible, relevant and risk based; and includes audit projects that will provide actionable information to support risk management efforts, add value to the agency and lend to the achievement of organizational goals in alignment to Metro's Vision 2028 Strategic Plan.

The FY 2022 Audit Plan is provided as Attachment B.

DETERMINATION OF SAFETY IMPACT

Approval of the FY 2022 Audit Plan will not impact the safety of Metro patrons or employees.

FINANCIAL IMPACT

Funding for the FY 2022 Audit Plan has been included Management Audit's FY 2022 budget and corresponding cost center.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Receive and file of this item supports Metro Vision 2028 Goal #5: Provide responsive, accountable, and trustworthy governance within the Metro organization. The projects included in the FY 2022 Audit Plan directly or indirectly support various goals outlined in Metro's Vision 2028 Strategic Plan.

ALTERNATIVES CONSIDERED

An alternative is not to approve the annual Audit Plan. This is not recommended since the Audit Plan is a management tool to systematically assign resources for the delivery of an agency-wide audit plan in accordance to the Financial Stability Policy. Additionally, the development of an annual internal audit plan is in accordance to MAS' Charter and the Generally Accepted Government Auditing Standards.

NEXT STEPS

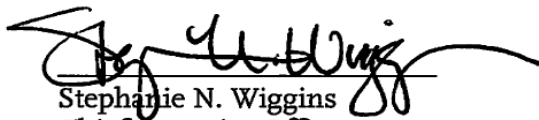
Upon Board approval, MAS will develop the Audit Plan schedule; and deliver quarterly status reports to the Board of Directors.

ATTACHMENT

- A. Management Audit Services Third Quarterly FY 2021 Report
- B. FY 2022 Audit Plan

Prepared by: Lauren Choi, Sr. Director, Audit
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Monica Del Toro, Audit Support Manager
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Reviewed by: Shalonda Baldwin, Executive Officer, Administration
(213) 418-3265


Stephanie N. Wiggins
Chief Executive Officer

Quarterly Report to Metro Board of Directors

FY 2021 Quarter 3



Metro

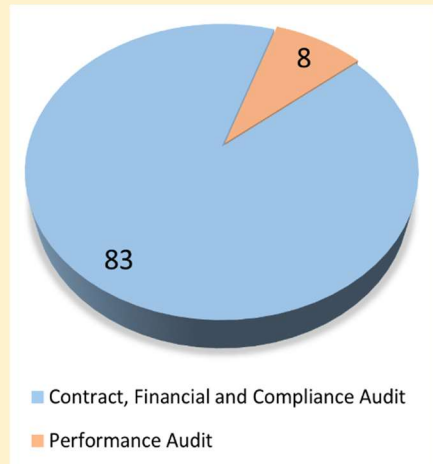
**MANAGEMENT
AUDIT SERVICES**

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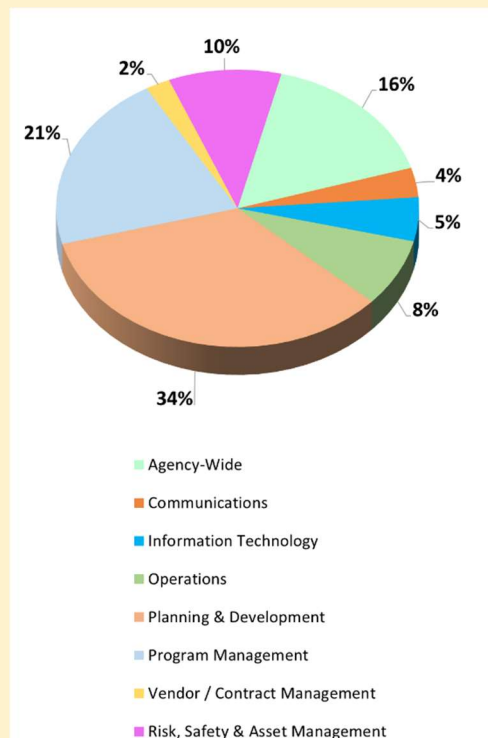
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Executive Summary

In Progress Audit
as of March 31, 2021



Summary of Audit Activity by Department
Reporting Period
January 1, 2021 – March 31, 2021



Summary of In Progress Audit Activity

Management Audit Services (MAS) has 91 in progress projects as of March 31, 2021; which include 8 performance audits and 83 contract, financial and compliance audits. The in-progress performance audits are listed in Appendix A.

As of the reporting period, there are 45 MAS open audit recommendations. In addition, there are 38 open OIG audit recommendations.

Summary of Q3 Completed Audit Activity

MAS completed 136 projects and closed 19 recommendations. The projects are comprised of 1 performance audit; 3 contract, financial and compliance audits; and 132 financial and compliance audits of Metro issued by independent certified public accountant (CPA) firms.

The completed performance audits are highlighted on page 4. The completed contract, financial and compliance audits are highlighted on page 5. The financial and compliance audits of Metro issued by the external CPA firms are highlighted on page 6. A summary of closed and open audit recommendations for MAS and OIG are included on page 9.

Performance Audits

This section includes performance audits completed according to Generally Accepted Government Auditing Standards in addition to other types of projects performed by the Performance Audit team to support Metro. The other types of projects may include independent reviews, analysis or assessments of select areas. The goal of non-audit projects is to provide Metro with other services that help support decision making and promote organizational effectiveness.

Business Interruption Fund (BIF) Pilot Program

MAS contracted with BCA Watson Rice (BCA) to conduct an audit of Pacific Coast Regional Small Business Development Corporation's (PCR) compliance with the Los Angeles County Metropolitan Transportation Authority's (Metro) Business Interruption Fund (BIF) Administrative Guidelines and Fund Disbursement Procedures as listed in the notes to the BIF Pilot Program.

The objective of this audit was to determine PCR's compliance with Metro's BIF Administrative Guidelines and Fund Disbursement Procedures for periods covering March 1, 2019 to June 30, 2019 and July 1, 2019 to June 30, 2020.

The auditors found that PCR complied, in all material respects, with Metro's Business Interruption Fund Administrative Guidelines and Fund Disbursement Procedures as listed in the notes to the BIF Pilot Program.

Contract, Financial & Compliance Audits

MAS staff completed 3 independent auditor's report on agreed-upon procedures of:

- HNTB Corporation's interim incurred cost for the period July 15, 2013 through June 30, 2018 for the Doran Street Grade Separation;
- iNet Inc.'s (dba iParq) Interim Incurred Cost for the period March 1, 2016 through December 31, 2017 for the Permit Parking Management Program; and
- I-5 Consortium Cities Joint Powers Authority (I-5 JPA)'s close-out incurred costs for the I-5 Pre-Construction Mitigation Project.

MAS staff reviewed \$10 million of funds and identified \$623 thousand or 6% of funds that may be reprogrammed.

Details on Contract, Financial and Compliance Audits completed during Q3 FY 2021 are included in Appendix B.

Financial and Compliance Audits of Metro

The following highlights the financial and compliance audits of Metro completed by the external CPA firms:

Financial and Compliance Audits – Issued Various Dates

MAS contracted with two firms, Simpson & Simpson, CPAs (Simpson) and Vasquez & Company (Vasquez), to conduct the financial and compliance audits of the following programs for the year ended June 30, 2020:

- Local Funding Program to 88 cities and Unincorporated Los Angeles County
 - Proposition A Local Return
 - Proposition C Local Return
 - Measure M Local Return
 - Measure R Local Return
 - Transportation Development Act (TDA) Article 3, Article 4 and Article 8 Programs
 - Proposition A Discretionary Incentive Program
- Prop A Discretionary Incentive Grant
 - Antelope Valley Transit Authority
 - Pomona Valley Transportation Authority
- Transit System Operators of Commerce, Redondo Beach, Torrance
 - Transit System Funds
 - Measure M 20%
 - Measure R 20%
- Proposition A Growth Over Inflation (GOI) Fund to Burbank, Glendale, LADOT and Pasadena
- Fare Subsidies Programs
 - Immediate Needs Transportation Program (INTP)
 - Support for Homeless Re-Entry (SHORE) Program
 - Low-Income Fare is Easy (LIFE) Program
- Metrolink Program
- EZ Transit Pass Program
- Access Services
- LADOT

Local Return

Proposition A and C

Vasquez and Simpson found that the Cities and County complied, in all material respects, with the requirements in the Ordinances and the Proposition A and Proposition C Local Return Guidelines that are applicable to the Proposition A and Proposition C Local Return program for the fiscal year ended June 30, 2020.

The auditors found 50 instances of non-compliance for Proposition A and C, consisting of 33 minor findings related to untimely form submittals. Seventeen findings with questioned costs totaling \$1.8 million for Proposition A and \$827 thousand for Proposition C represent approximately 1% of each total fund reviewed. The Local Return Program Manager is working with the cities to resolve the findings. The respective auditors will validate the resolution of the findings identified in these audits in the following years' audits.

Measure R

Vasquez and Simpson found that the Cities and County complied, in all material respects, with the requirements in the Ordinance and the Measure R Local Return Guidelines that are applicable to the Measure R Local Return program for the fiscal year ended June 30, 2020.

The auditors found 21 instances of non-compliance for Measure R, consisting of 10 minor findings related to untimely form submittals. Eleven findings with questioned costs totaling \$2 million for Measure R represent approximately 2% of the total amount reviewed. The Local Return Program Manager is working with the cities to resolve the findings. The respective auditors will validate the resolution of the findings identified in these audits in the following years' audits.

Measure M

Vasquez and Simpson found that the Cities and County complied, in all material respects, with the requirements in the Ordinance that are applicable to the Measure M Local Return program for the fiscal year ended June 30, 2020.

The auditors found 21 instances of non-compliance for Measure M, consisting of 10 minor findings related to untimely form submittals. Eleven findings with questioned costs totaling \$1.5 million for Measure M represent less than 1% of the total amount reviewed. The Local Return Program Manager is working with the cities to resolve the findings. The respective auditors will validate the resolution of the findings identified in these audits in the following years' audits.

Non-Local Return

The auditors found that schedules/financial statements for the various programs included in the Consolidated Audit present fairly, in all material respects. They also found that the entities complied, in all material respects, with the compliance requirements of their respective guidelines. However, the auditors noted several compliance findings; two findings for Metrolink program and twelve findings for the TDA Article 3 program. One compliance finding was also identified in the Immediate Needs Transportation Program (INTP) and one in the EZ Transit Pass Program. Metro Program

Managers are working with the funds recipients to resolve the findings. The respective auditors will validate the resolution of the findings identified in these audits in the following years' audits.

A receive and file report with additional details on the Consolidated Audit will be brought to the committee in the coming months.

Audit Support

Audit Follow-Up and Resolution

The tables below summarize the open and closed audit recommendations as of March 31, 2021.

MAS and External Audit Recommendations					
Executive Area	Closed	Late	Extended	Not Yet Due / Under Review	Total Open
Operations	2	1	10	16	27
Program Management			1		1
Risk, Safety & Asset Management			2	1	3
Systems Security and Law Enforcement	5		7	2	9
Vendor/Contract Management			5		5
Total	7	1	25	19	45

OIG Audit Recommendations					
Executive Area	Closed	Late	Extended	Not Yet Due / Under Review	Total Open
Congestion Reduction			1		1
Human Capital & Development				31	31
Information Technology Services	10				
Operations	2			6	6
Total	12		1	37	38

Details of open audit recommendations for MAS and OIG are included in Appendix C and D.

Appendix A

Performance Audit - In Progress Audits as of March 31, 2021				
No.	Area	Audit Number & Title	Description	Estimated Date of Completion
1	Operations	20-OPS-P02 Follow up Audit of Contracted Bus Services Project Management	Evaluate if prior Contracted Bus Service Project Management corrective actions were implemented.	4/2021
2	Communications / Finance & Budget	20-COM-P01 Performance Audit of Expanded Discount Programs	Determine the adequacy and effectiveness of internal controls over the expanded discount (special fares for patrons) programs.	5/2021
3	Agency-Wide	20-ITS-P01 Performance Audit of IT Security Awareness	Evaluate the extent of information technology security awareness for selected business units within the Agency.	5/2021
4	Operations	18-AGW-P01 Performance Audit of Internal Controls over Overtime Payments for AFSCME	Evaluate adequacy of the internal controls over overtime payments for AFSCME union employees within Operations for selected positions.	5/2021
5	Systems Security and Law Enforcement / Risk, Safety & Asset Management	21-RSK-P02 Performance Audit of COVID Compliance	Determine Metro's compliance with the COVID-19 planned document as well as with applicable state transit industry guidelines.	5/2021
6	Planning & Development	21-PLN-P01 Micro Mobility Vehicles Program	Assess the progress made in achieving program goals and objectives, including assessing the consideration given to the Metro rapid equity assessment tool.	7/2021
7	Risk, Safety & Asset Management	21-RSK-P03 Transit Asset Inventory Records	Evaluate the adequacy of the records for this area, with a focus on accuracy, completeness and proper controls over asset records.	8/2021
8	Operations / Risk, Safety / Environmental Compliance	20-OPS-P01 Performance Audit of Personal Protective Equipment for Maintenance	Determine the adequacy of training and utilization of personal protective equipment by Metro workers performing clean-ups of Metro facilities impacted by activities of homeless individuals.	Project is on Hold

Appendix B

Contract, Financial and Compliance Audit - Audits Completed as of March 31, 2021				
No.	Area	Audit Number & Type	Auditee	Date Completed
1	Program Management	19-HWY-A01 - Closeout	I-5 Consortium Cities Joint Powers Authority	3/2021
2	Program Management	18-CON-A22 - Agreed-Upon Procedures	HNTB Corporation	3/2021
3	Planning & Development	18-HCD-A01 - Agreed-Upon Procedures	iNet Inc. (dba iParq)	3/2021

Appendix C

Open Audit Recommendations as of March 31, 2021						
No.	Area	Audit Number & Title	Rec. No.	Recommendation	Original Completion Date	Extended Completion Date
1	Systems Security and Law Enforcement	18-RSK-P01 Performance Audit of Vendor / Contract Management's (V/CM's) Continuity of Operations Plan (COOP)	1a	We recommend that the Emergency Management Unit collaborate with the business units, starting with V/CM, to ensure that the business unit COOPs, and all related documents (e.g., SOPs), include the essential content necessary to support the agency-wide program. Update: Emergency Management resources have been fully committed to COVID-19 related emergency operations since March, and are unavailable to assist V/CM.	6/30/2020	6/30/2021
2	Vendor/Contract Management	18-RSK-P01 Performance Audit of Vendor / Contract Management's (V/CM's) Continuity of Operations Plan (COOP)	1b	We further recommend that over the next 12 to 18 months, V/CM should consider focusing its efforts on completing and including the following content with Emergency Management's support and guidance: criteria for COOP activation and relocation decisions; flow charts and decision trees; step-by-step instructions applicable to Gateway or agency-wide emergencies; names, titles and contact details such as phone numbers and emails for all continuity personnel (e.g., Advance Team, CMG, and successors); distribution and logistics dependencies, such as MEFs, mission essential systems, records, databases, supplies and equipment; mission essential records and database storage locations. Update: Emergency Management resources have been fully committed to COVID-19 related emergency operations since March, and are unavailable to assist V/CM.	10/30/2020	10/31/2021
3	Vendor/Contract Management	18-RSK-P01 Performance Audit of Vendor / Contract Management's (V/CM's) Continuity of Operations Plan (COOP)	2	We recommend that V/CM management review and reassess the COOP and SOPs periodically to verify that any resulting updates are implemented, including updating V/CM's COOP contact details in the event of key personnel changes. Update: Emergency Management resources have been fully committed to COVID-19 related emergency operations since March, and are unavailable to assist V/CM.	4/30/2020	9/30/2021
4	Vendor/Contract Management	18-RSK-P01 Performance Audit of Vendor / Contract Management's (V/CM's) Continuity of Operations Plan (COOP)	3	We recommend that V/CM management work with Emergency Management to arrange for COOP execution training by an emergency management expert concurrently with each annual update. Update: Emergency Management resources have been fully committed to COVID-19 related emergency operations since March, and are unavailable to assist V/CM.	7/31/2020	9/30/2021

Appendix C

Open Audit Recommendations as of March 31, 2021						
No.	Area	Audit Number & Title	Rec. No.	Recommendation	Original Completion Date	Extended Completion Date
5	Program Management	18-RSK-P01 Performance Audit of Vendor / Contract Management's (V/CM's) Continuity of Operations Plan (COOP)	4	We recommend that the Chief Program Management Officer take the lead role in collaborating with all responsible parties, such as V/CM, Project Delivery Third Party Coordination, County Counsel, etc., to establish agreements with utility companies to guarantee service continuity and restoration in emergency situations. Update: Metro is negotiating Essential Use designation with SCE, DWP & CPUC as a basis for utility emergency service agreements.	3/31/2020	6/30/2021
6	Vendor/Contract Management	18-RSK-P01 Performance Audit of Vendor / Contract Management's (V/CM's) Continuity of Operations Plan (COOP)	5	We recommend that V/CM management consider referencing all the existing COOP-related SOPs to the COOP and/or attaching them as appendices to the COOP, doing the same to the SOPs under development as they are completed. Update: Emergency Management resources have been fully committed to COVID-19 related emergency operations since March, and are unavailable to assist V/CM.	10/30/2020	4/30/2021
7	Operations	18-ITS-P01 Performance Audit of the HASTUS System – Implementation of Collective Bargaining Agreement Changes	5	We recommend Operations management immediately perform all the needed corrections for underpayments and overpayments for all LIP eligible hours from July 1, 2017 to date. Update: Operations' staff prepared a partial LIP retroactive pay calculation which has been verified; remaining pay calculations are still either in progress or under verification.	12/31/2019	5/31/2021
8	Operations	18-ITS-P01 Performance Audit of the HASTUS System – Implementation of Collective Bargaining Agreement Changes	6	We recommend Operations management, after completing recommendation number 5 above, partner with ITS to perform periodic true ups to determine any over/underpayment, and submit required corrections to Payroll regularly and in a timely manner until calculations can be automated. Update: ITS / Operations implemented various revised automated fixes. Testing continues to confirm that the latest fix works correctly. The final periodic true-up is included in the pay calculations above.	12/31/2019	4/30/2021
9	Operations	18-ITS-P01 Performance Audit of the HASTUS System – Implementation of Collective Bargaining Agreement Changes	7	We recommend Operations management reinforce the training with the Division Staff to properly record all LIP eligible hours and pay codes including special conditions for non-certified Line Instructors. Update: ITS / Operations implemented various revised automated fixes. Testing continues to confirm that the latest fix works correctly.	12/31/2019	4/30/2021

Any findings that have not been corrected 90 days after the due date are reported as late.

Appendix C

Open Audit Recommendations as of March 31, 2021						
No.	Area	Audit Number & Title	Rec. No.	Recommendation	Original Completion Date	Extended Completion Date
10	Operations	18-ITS-P01 Performance Audit of the HASTUS System – Implementation of Collective Bargaining Agreement Changes	8	We recommend Operations management collaborate with ITS, in consultation with Employee and Labor Relations, to assess possibilities to automate LIP calculations and reporting as practical in either HASTUS or the Payroll system. Update: ITS / Operations implemented various revised automated fixes. Testing continues to confirm that the latest fix works correctly.	12/31/2019	4/30/2021
11	Systems Security and Law Enforcement	18-RSK-P02 Performance Audit of Finance (Payroll)'s Continuity of Operations Plan	1	We recommend that Emergency Management should coordinate with Payroll to facilitate training and add the additional details to Finance (Payroll)'s COOP and SOPs, including criteria for COOP activation and relocation decisions, flow charts, decision trees and step-by-step instructions. Update: Emergency Management resources have been fully committed to COVID-19 related emergency operations since March, and are unavailable to assist Finance.	2/28/2021	7/29/2021
12	Systems Security and Law Enforcement	18-RSK-P02 Performance Audit of Finance (Payroll)'s Continuity of Operations Plan	2	We recommend that Emergency Management should coordinate with Payroll to create an SOP template to include names, titles and contact details (phone numbers and emails) for all continuity personnel, such as the CMG, key continuity positions and successors. Advance team references should state "provided by ITS". Update: Emergency Management resources have been fully committed to COVID-19 related emergency operations since March, and are unavailable to assist Finance.	7/31/2020	7/29/2021
13	Systems Security and Law Enforcement	18-RSK-P02 Performance Audit of Finance (Payroll)'s Continuity of Operations Plan	3	We recommend that Emergency Management should coordinate with Payroll to review and assess the COOP and SOPs annually and verify that any resulting updates are implemented. Update: Emergency Management resources have been fully committed to COVID-19 related emergency operations since March, and are unavailable to assist Finance.	7/31/2020	7/29/2021
14	Systems Security and Law Enforcement	18-RSK-P02 Performance Audit of Finance (Payroll)'s Continuity of Operations Plan	4	We recommend that Emergency Management should coordinate with Payroll to schedule COOP execution training by an emergency management expert concurrently with each annual COOP update. Update: Emergency Management resources have been fully committed to COVID-19 related emergency operations since March, and are unavailable to assist Finance.	7/31/2020	7/29/2021
15	Operations	19-OPS-P02 Performance Audit of the Rail Communications Systems	8 Total	The recommendations included in this report address findings in Metro's Operational System. Update: As of December 2020, 4 of 12 recommendations were closed.	On-going	

Any findings that have not been corrected 90 days after the due date are reported as late.

Appendix C

Open Audit Recommendations as of March 31, 2021						
No.	Area	Audit Number & Title	Rec. No.	Recommendation	Original Completion Date	Extended Completion Date
16	Operations	19-OPS-P03 Performance Audit of the SCADA Security Controls	9 Total	The recommendations included in this report address findings in Metro's Operational System. Update: As of December 2020, 4 of 13 recommendations were closed.	On-going	
17	Risk, Safety & Asset Management	16-OPS-P03 Performance Audit of Accident Prevention Practices in the Operations Department	2	We recommend that the Chief Risk, Safety & Asset Management Officer raise awareness of the FOF program. Update: A new mandatory FOF online training program has been set to release in November 2020 to train all supervisory personnel, including the proper fashion for completing a FOF, discussion items while conducting a FOF and requirements of the FOF Policy. FOFs are regularly discussed at LSC meetings and a FOF awareness campaign is currently being discussed with Operations.	3/31/2020	12/31/2021
18	Risk, Safety & Asset Management	16-OPS-P03 Performance Audit of Accident Prevention Practices in the Operations Department	3	We recommend that the Chief Risk, Safety & Asset Management Officer develop additional input controls in the Transit Safe System, by designating required FOF form fields as mandatory, including Supervisors sign-off to review for accuracy of information, to prevent the close out of FOF records without completion of all required fields and to ensure quality of information is maintained. Update: The TransitSafe system is no longer supported for updates or modifications since the system will be replaced soon with a new safety system (Cority). The new system will include management of the FOF program and will include supervisory sign-off/verification of FOF review. Mandatory fields for FOFs will be included in the system. Cority is currently being configured.	7/31/2020	6/30/2021
19	Risk, Safety & Asset Management	16-OPS-P03 Performance Audit of Accident Prevention Practices in the Operations Department	4	We recommend that the Chief Risk, Safety & Asset Management Officer incorporate recommendation #3, above, in the upcoming replacement system of Transit Safe.	12/31/2021	
20	Systems Security and Law Enforcement	19-RSK-P01 Performance Audit of System Security & Law Enforcement's Continuity of Operations Plan	1	We recommend that Emergency Management collaborate with SS&LE to establish at least three new locations to accommodate emergency back-up SS&LE command centers. As a suggestion, not more than one facility should be close to Gateway Plaza. The other two should be far enough away from Gateway and from each other that there is little risk that a wide area emergency could affect all three locations. Update: Emergency Management resources have been fully committed to COVID-19 related emergency operations since March, and are unavailable to assist Finance.	7/30/2020	7/29/2021

Any findings that have not been corrected 90 days after the due date are reported as late.

Appendix C

Open Audit Recommendations as of March 31, 2021						
No.	Area	Audit Number & Title	Rec. No.	Recommendation	Original Completion Date	Extended Completion Date
21	Systems Security and Law Enforcement	19-RSK-P01 Performance Audit of System Security & Law Enforcement's Continuity of Operations Plan	3	We recommend that Emergency Management should coordinate with SS&LE to facilitate training and add the additional details to the SS&LE COOP and SOPs, including criteria for COOP activation and relocation decisions, flow charts, decision trees and step-by-step instructions.	7/30/2021	
22	Systems Security and Law Enforcement	19-RSK-P01 Performance Audit of System Security & Law Enforcement's Continuity of Operations Plan	4	We recommend that Emergency Management should coordinate with SS&LE to create a Standard Operating Procedures template to include names, titles and contact details (phone numbers and emails) for all continuity personnel, such as the CMG, key continuity positions and successors; and reference and attach all COOP-related SOPs as Appendices to the COOP. Update: Emergency Management resources have been fully committed to COVID-19 related emergency operations since March, and are unavailable to assist Finance.	7/30/2020	7/29/2021
23	Systems Security and Law Enforcement	19-RSK-P01 Performance Audit of System Security & Law Enforcement's Continuity of Operations Plan	7	We recommend that Emergency Management should coordinate with SS&LE to schedule COOP execution training by an emergency management expert concurrently with each annual COOP update (See COOP Appendix M).	7/31/2021	
24	Vendor/Contract Management	17-VCM-P02 Performance Audit of Change Order Internal Controls	1	We recommend that Vendor / Contract Management consider providing supplemental guidance to ACQ-2 Manual Chapter 14-11 Change Orders J to define what is considered a "significant sum" when there is a difference between the negotiated price adjustment, Metro's Independent Cost Estimate, and the prenegotiation position that must be explained. Update: VCM has developed draft language which has been presented to the SLT for review and approval that addresses the audit recommendation and that is planned for inclusion in the ACQ-2 manual. However, this draft language is still under review by County Counsel and not yet officially adopted, but VCM still anticipates that the final approval of the draft language should be received by the end of FY 21.	12/31/2020	6/30/2021
25	Operations	19-OPS-P01 Performance Audit of Wayside Systems Engineering and Maintenance Training	1a	We recommend that the Chief Operations Officer require Wayside Systems Engineering and Maintenance management to perform a training needs assessment to accurately determine the number of Instructors required to ensure that formal refresher training is provided regularly within the Signal, Track, and Traction Power departments.	7/31/2021	

Any findings that have not been corrected 90 days after the due date are reported as late.

Appendix C

Open Audit Recommendations as of March 31, 2021						
No.	Area	Audit Number & Title	Rec. No.	Recommendation	Original Completion Date	Extended Completion Date
26	Operations	19-OPS-P01 Performance Audit of Wayside Systems Engineering and Maintenance Training	1b	We recommend that the Chief Operations Officer require Wayside Systems Engineering and Maintenance management to develop a Formal Refresher Training that supports the technical competence of maintenance personnel and supports the improvement of system reliability of assets. Refresher Training should be focused on areas where the increasing number of failures or repeat write-ups are occurring within the Signal, Track, and Traction Power departments.	2/28/2021	
27	Operations	19-OPS-P01 Performance Audit of Wayside Systems Engineering and Maintenance Training	1c	We recommend that the Chief Operations Officer require Wayside Systems Engineering and Maintenance management to develop Key Performance Indicators that identify leading indicators. The information from the Key Performance Indicators should be utilized to help develop Technical Refresher Training courses. Update: Closed as of April 2021.	12/31/2020	
28	Operations	19-OPS-P01 Performance Audit of Wayside Systems Engineering and Maintenance Training	2a	We recommend that the Chief Operations Officer consult with ITS management and require Signal, Track and Traction Power departments to make use of the OTTS as a monitoring and notification system control for upcoming employee training to help ensure that Wayside employees complete all required training on time. This should lead to a system implementation that would notify employees and managers about upcoming training requirements based on a 30-60-90-day outlook. Update: Closed as of April 2021.	12/31/2020	
29	Operations	19-OPS-P01 Performance Audit of Wayside Systems Engineering and Maintenance Training	2b	We recommend that the Chief Operations Officer consult with ITS management and require Signal, Track and Traction Power departments to expand the reporting and documentation capabilities of the OTTS in order to maintain a more complete training record and have training records stored in a centralized location to help ensure that Wayside employees complete all required training on time. Update: Closed as of April 2021.	12/31/2020	
30	Operations	19-OPS-P01 Performance Audit of Wayside Systems Engineering and Maintenance Training	2c	We recommend that the Chief Operations Officer consult with ITS management and require Signal, Track and Traction Power departments to remind Supervisors or leads to verify the currency of training and certifications prior to scheduling crew work assignments to help ensure that Wayside employees complete all required training on time. Update: Closed as of April 2021.	12/31/2020	

Any findings that have not been corrected 90 days after the due date are reported as late.

Appendix D

OIG Open Audit Recommendations as of March 31, 2021						
No.	Area	Audit Number & Title	Rec. No.	Recommendation	Original Completion Date	Extended Completion Date
1	Operations	17-AUD-04 Review of Metro Safety Culture and Rail Operational Safety	6 Total	The 117 recommendations included in this report address findings in Safety Culture, Red Signal Violations, Safety Assessment of Infrastructure Elements, Technology, Operations and Maintenance, Human Resources, and etc. Update: As of December 2020, 111 of 117 recommendations were closed.	Pending	
2	Congestion Reduction	20-AUD-06 Review of LA Metro's Freeway Service Patrol Program	6	LA Metro FSP should set a target for its Benefit-to-Cost ratio, either in comparison to the statewide average or develop its own annual target. This is especially important as costs are expected to rise over the next several years as insurance and vehicle costs continue to escalate. If such the annual target is not met, it would trigger LA Metro FSP to conduct a deeper evaluation of its program and identify potential strategies to improve the following year's performance.	10/1/2020	7/1/2021
3	Human Capital & Development	21-AUD-02 Audit of Internal Controls Over Pension Payments for Deceased Retirees	1	We recommend that the Pension and Benefit Department continue with plans to seek reimbursement for the three overpayments and any future overpayments. Update: Closed as of April 2021.	3/31/2021	
4	Human Capital & Development	21-AUD-02 Audit of Internal Controls Over Pension Payments for Deceased Retirees	2	We recommend that the Pension and Benefit Department formally document their procedures for identifying deceased retirees using PBI. Update: Closed as of April 2021.	3/31/2021	
5	Human Capital & Development	21-AUD-02 Audit of Internal Controls Over Pension Payments for Deceased Retirees	3	We recommend that the Pension and Benefit Department formally document in writing their unwritten policy regarding the date of death being used to determine if an overpayment has occurred and should be pursued. Update: Closed as of April 2021.	3/31/2021	
6	Human Capital & Development	20-AUD-09 Personnel Hiring Process Study	1	Employ Oracle Talent Acquisition Cloud (OTAC), Metro's new Applicant Tracking System, to obtain and utilize talent analytics	Pending	
7	Human Capital & Development	20-AUD-09 Personnel Hiring Process Study	2	Hold hiring process stakeholders accountable for faster decision making	Pending	
8	Human Capital & Development	20-AUD-09 Personnel Hiring Process Study	3	Decrease post-testing communication time for the candidates	Pending	
9	Human Capital & Development	20-AUD-09 Personnel Hiring Process Study	4	Select interview dates and interviewers prior to the Hiring Plan Meeting	Pending	
10	Human Capital & Development	20-AUD-09 Personnel Hiring Process Study	5	Implement a digital workflow to autoroute forms and utilize electronic signatures and assign a back-up signatory	Pending	

Appendix D

OIG Open Audit Recommendations as of March 31, 2021						
No.	Area	Audit Number & Title	Rec. No.	Recommendation	Original Completion Date	Extended Completion Date
11	Human Capital & Development	20-AUD-09 Personnel Hiring Process Study	6	Implement digital interview note-taking, scoring, and uploading of candidate results	Pending	
12	Human Capital & Development	20-AUD-09 Personnel Hiring Process Study	7	Improve communication between Talent Acquisition (TA) and Hiring Managers regarding changes in the hiring process	Pending	
13	Human Capital & Development	20-AUD-09 Personnel Hiring Process Study	8	Encourage greater use of department interviews	Pending	
14	Human Capital & Development	20-AUD-09 Personnel Hiring Process Study	9	Allow Qualified Candidate Pools (QCPs) with similar Minimum Qualifications (MQs) to be shared	Pending	
15	Human Capital & Development	20-AUD-09 Personnel Hiring Process Study	10	Clarify decision-making roles and responsibilities throughout the entire hiring process	Pending	
16	Human Capital & Development	20-AUD-09 Personnel Hiring Process Study	11	Grant Hiring Managers greater decision-making authority in screening	Pending	
17	Human Capital & Development	20-AUD-09 Personnel Hiring Process Study	12	Ensure full adoption of the OTAC system coupled with adoption of an effective change management process	Pending	
18	Human Capital & Development	20-AUD-09 Personnel Hiring Process Study	13	Expand Hiring Managers' influence by allowing additional Minimum Qualifications to a position	Pending	
19	Human Capital & Development	20-AUD-09 Personnel Hiring Process Study	14	Reevaluate the use of blind screening in 12 months	Pending	
20	Human Capital & Development	20-AUD-09 Personnel Hiring Process Study	15	Transition Equal Employment Opportunity (EEO) role from active participant to advisor, auditor, and trainer	Pending	
21	Human Capital & Development	20-AUD-09 Personnel Hiring Process Study	16	Utilize self-service portal for candidates to provide evidence of education and references	Pending	
22	Human Capital & Development	20-AUD-09 Personnel Hiring Process Study	17	Provide stakeholders with the ability to receive live application status updates	Pending	
23	Human Capital & Development	20-AUD-09 Personnel Hiring Process Study	18	Communicate to Metro employees why it lacks a promotion process	Pending	
24	Human Capital & Development	20-AUD-09 Personnel Hiring Process Study	19	Ensure OTAC's application portal meets candidates' needs	Pending	
25	Human Capital & Development	20-AUD-09 Personnel Hiring Process Study	20	Update auto-generated communications to applicants after application submission to improve hiring process expectations	Pending	
26	Human Capital & Development	20-AUD-09 Personnel Hiring Process Study	21	Institute a combination of standardized and non-standardized interview questions	Pending	

Appendix D

OIG Open Audit Recommendations as of March 31, 2021						
No.	Area	Audit Number & Title	Rec. No.	Recommendation	Original Completion Date	Extended Completion Date
27	Human Capital & Development	20-AUD-09 Personnel Hiring Process Study	22	Update initial communication to candidates placed on QCP	Pending	
28	Human Capital & Development	20-AUD-09 Personnel Hiring Process Study	23	Send periodic automated emails to candidates in QCP to keep them engaged and aware of opportunities for which they may be considered	Pending	
29	Human Capital & Development	20-AUD-09 Personnel Hiring Process Study	24	Request complete employment history earlier in the process	Pending	
30	Human Capital & Development	20-AUD-09 Personnel Hiring Process Study	25	Consider characteristics other than years of direct work experience when determining salary offers and when screening applications	Pending	
31	Human Capital & Development	20-AUD-09 Personnel Hiring Process Study	26	Reduce required memos and forms and expedite their completion	Pending	
32	Human Capital & Development	20-AUD-09 Personnel Hiring Process Study	27	Consider increasing the 15% cap on raises for internal candidates	Pending	
33	Human Capital & Development	20-AUD-09 Personnel Hiring Process Study	28	Decrease the job posting salary ranges	Pending	



Management Audit Services

FY 2022 Audit Plan

The FY22 Audit Plan includes 21 audit projects broken down into two categories: priority and discretionary. The priority audit projects will be given primary focus and initiated at the onset of the annual plan. The discretionary audit projects will be reassessed by MAS staff at mid-year review and initiated based on the status of priority audits, internal capacity and/or resources. MAS staff may also exercise the discretion to carry-forward discretionary audit projects to the FY 23 annual audit plan.

Table with 2 columns: FY 22 Priority Projects, Status. Rows include Business Interruption Fund, COOP - Rail Operations, COVID-19 Regulatory Compliance, Cybersecurity Follow Up, M3 Replacement - Controls and Readiness, Metrolink Rehabilitation Projects, Micro Mobility Program, Telecommuting - Policy Revision, Transit Asset Inventory Records, Westside Purple Line Extension, and *Metro Oversight of Caltrans Highway Project Delivery.

Priority Projects

Vision 2028 Goal #1 – Provide high-quality mobility options that enable people to spend less time traveling

	Title	Objective	Area
1.	Metro Oversight of Caltrans Highway Project Delivery	Assess Metro’s oversight and monitoring of Caltrans project management and funding of Highway projects.	Program Management
2.	Continuity of Operations Plan (COOP) – Rail Operations	Evaluate the adequacy of the rail COOP and SOPs to support the achievement of Mission Essential Functions in emergency situations.	Operations
3.	Transit Asset Inventory Records	Evaluate the adequacy of the records for this area, with a focus on accuracy, completeness and proper controls over asset records.	Risk, Safety and Asset Management

Vision 2028 Goal #3 – Enhance communities and lives through mobility and access to opportunity

	Title	Objective	Area
1.	Micro Mobility Program	Assess the progress made in achieving program goals and objectives, including assessing the consideration given to the Metro rapid equity assessment tool.	Planning and Development

FY 2022 Audit Plan

Appendix A

Vision 2028 Goal #5 – Provide responsive, accountable, and trustworthy governance within the Metro organization

	Title	Objective	Area
1.	Pre-Award Audits	Pre-award audits for procurements and modifications.	Vendor / Contract Management
2.	Incurred Cost Contract Audits	Verify that costs are reasonable, allowable and allocable on cost reimbursable contracts for contractors.	Vendor / Contract Management
3.	Incurred Cost Grant Audits	Verify that costs are reasonable, allowable and allocable on cost reimbursable contracts for Caltrans, Cities & County MOUs.	Planning & Development / Program Management
4.	Financial and Compliance External Audits	Complete legally mandated financial and compliance audits.	Agencywide
5.	Business Interruption Fund	Validate compliance with administrative guidelines and fund disbursement procedures.	Vendor / Contract Management
6.	Cybersecurity Follow Up	Verify if corrective actions have been taken by ITS on the prior external audit recommendations provided for this area.	Information Technology Services
7.	M3 Replacement – Controls and Readiness	Assess if system controls and other aspects of project preparedness have been adequately considered prior to project implementation.	Information Technology Services

FY 2022 Audit Plan

Appendix A

	Title	Objective	Area
8.	COVID-19 Regulatory Compliance	Determine Metro's compliance with the COVID-19 planned document as well as with applicable state transit industry guidelines.	Systems, Security & Law Enforcement
9.	Westside Purple Line Extension	Evaluate mid-life efficiency and effectiveness over project management, including monitoring of schedule, budget, risk management and quality assurance.	Program Management

Discretionary Projects

Vision 2028 Goal #1 – Provide high-quality mobility options that enable people to spend less time traveling

	Title	Objective	Area
1.	3 rd Party Coordination	Assess the effectiveness and efficiency of the third-party coordination process related to major construction projects.	Program Management

Vision 2028 Goal #2 – Deliver outstanding trip experiences for all users of the transportation system

	Title	Objective	Area
1.	Microtransit Pilot Program	Determine whether the Micro-transit pilot program has appropriate system controls to ensure the accuracy, completeness, timeliness, and proper distribution of pilot program data.	Office of Extraordinary Innovation / Operations
2.	Rail Overhaul – Project Management	Assess Metro’s project management practices for rail overhaul & refurbishment projects to as compared to established procedures & best practice frameworks.	Operations

Vision 2028 Goal #3 – Enhance communities and lives through mobility and access to opportunity

	Title	Objective	Area
1.	Access Services Operations and KPIs	Evaluate the effectiveness and efficiency of Access Services operations and assess the reliability of data used to support KPIs.	Office of Civil Rights

Vision 2028 Goal #5 – Provide responsive, accountable, and trustworthy governance within the Metro organization

	Title	Objective	Area
1.	EAMS Pre-Implementation Reviews	Evaluate the condition of selected processes prior to the EAMS implementation.	Information Technology Services
2.	IT Awareness Third Party Vendors	Assess third party vendors level of awareness of Metro’s information security policies.	Information Technology Services
3.	Pre-Award Cost Price Analysis	Evaluate the adequacy of the process performed by contract administrators for pre-award cost-price analyses.	Vendor / Contract Management
4.	Real Estate Management System	Determine if prior audit findings and recommendations have been considered as part of the upcoming implementation of the new Real Estate Management System.	Planning & Development



Board Report

File #: 2021-0289, File Type: Contract

Agenda Number: 11.

FINANCE, BUDGET AND AUDIT COMMITTEE JUNE 16, 2021

SUBJECT: REAL ESTATE ACQUISITION, RELOCATION, AND PROPERTY MANAGEMENT BENCH

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

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

ISSUE

The Los Angeles County Metropolitan Transportation Authority (LACMTA) Real Estate staff requires a bench contract for acquisition, relocation and property management services with eight (8) separate scopes: Project Management, Appraisal and Appraisal Review Services - Residential and Commercial, Acquisition/Negotiation Services (Owners and Tenants), Residential and Business Relocation Services, Quality Control, Title Review/Abstract Services, Escrow Coordination, Property Management and related services.

LACMTA has an on-going need for acquisition, relocation, and property management services in support of new transit and transportation projects, enhanced bus and rail operations, and a host of other administrative and transportation improvements.

Major transportation projects include:

1. Westside Purple Line Subway Extension Section III
2. Link Union Station
3. Eastside Transit Corridor Phase 2
4. Sepulveda Transit Corridor
5. West Santa Ana Branch Transit Corridor

6. Orange Line Bus Rapid Transit Improvement
7. East San Fernando Valley Transit Corridor

and other miscellaneous projects including bus, rail, and highway projects (projects).

These projects will be designed and constructed over the next eight years and will require the acquisition, relocation, and property management of various personal and real property interests.

Depending on the scope of services, the project manager will decide which discipline will be utilized. A task order will be awarded to a contractor in a specific discipline at the completion of a competitive procurement process.

The Real Estate Acquisition, Relocation, and Property Management Bench will allow task orders to be awarded more efficiently since the initial qualification reviews have been completed. The use of a bench streamlines the procurement process and allows staff timely access to professional resources to meet project schedules.

BACKGROUND

LACMTA's existing Real Estate Acquisition and Relocation Bench was issued October 1, 2011 and expires on September 30, 2021. A Request for Information and Qualification (RFIQ) was issued to interested firms in October 2020 to provide services in eight (8) separate scopes:

1. Project Management
2. Appraisal and Appraisal Review Services - Residential and Commercial
3. Acquisition/Negotiation Services (Owners and Tenants)
4. Residential and Business Relocation Services
5. Quality Control
6. Title Review/Abstract Services
7. Escrow Coordination
8. Property Management and related services

LACMTA received thirteen (13) responses to the RFIQ.

DISCUSSION

Findings

The current Real Estate Acquisition, Relocation, and Property Management Bench has been utilized over the past 10 years and has proven to be a very successful method in reducing staff resources expended on the procurement of service contracts and allowing for projects to be completed in a more efficient manner.

Considerations

Staff is recommending the total funding value of \$90,000,000 for this new Real Estate Acquisition, Relocation, and Property Management Bench. The funding value is based on projected project needs

and an increased demand for acquisition, relocation and property management services over the next seven years.

However, there may be unforeseen requirements for other project changes or schedule acceleration which may exceed existing assumptions and exhaust the approved total contract value before the end of the contract period. Under these circumstances, if needed, staff will return to the Board requesting for additional contract funding.

Equity Platform

This bench contract supports Pillar II, Listen and Learn as well as Pillar III, Focus and Deliver. Metro Real Estate is working diligently in acquiring properties expanding Metro's infrastructure to better serve the unserved communities in need of public transportation. This bench establishes 11 firms, including small and disadvantaged firms, to meet the demands of Metro's long-range planning projects. Metro Real Estate is committed to continuing their support of Metro projects through a robust acquisition/ relocation program that is equitable in all aspects.

DETERMINATION OF SAFETY IMPACT

This item does not have an impact on LACMTA safety standards.

FINANCIAL IMPACT

Adoption of the Real Estate Acquisition, Relocation, and Property Management Bench will have no impact on the existing FY21 budget. Funding for FY22 has been budgeted in projects requiring acquisition and relocation services across numerous cost centers. Each task order awarded to a contractor will be funded with the source of funds identified for that project. Since this is a multiyear contract, the project manager will be responsible for budgeting costs in future years, including any options exercised.

Impact to Budget

The funding for the task orders is dependent upon the specific project. Generally, all projects accessing the Real Estate Acquisition, Relocation, and Property Management Bench will be partially funded from Measures R and M. Additional funding for LACMTA projects comes from various state and federal sources including the Federal Transit Administration.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Real Estate Acquisition, Relocation, and Property Management Bench will allow task orders to be awarded more efficiently since the initial qualification reviews would already have been completed. It is critical to expedite the procurement process to meet tight project schedules and complete long-range planning projects.

Recommendation supports strategic plan goals:

1. Provide high-quality mobility options that enable people to spend less time traveling;

2. Deliver outstanding trip experiences for all users of the transportation system;
3. Enhance communities and lives through mobility and access to opportunity;
4. Transform LA County through regional collaboration and national leadership; and
5. Provide responsive, accountable, and trustworthy governance within the LACMTA organization.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the recommendations. This is not recommended as the alternatives would be to:

- a. award task orders as separate procurements which will dramatically increase the procurement times for the individual task orders, and/or
- b. increase the size of the Real Estate staff to perform the work in-house. LACMTA has historically had difficulty recruiting acquisition/relocation staff with the necessary experience and expertise to perform the various specialized types of acquisition/relocation assignments envisioned in the coming years.

Both alternatives will hamper the Real Estate division's ability to respond quickly to project needs resulting in significant delays and cost increases. The current project schedules anticipate most of the acquisition/relocation work to take place over the next 3 to 5 years.

NEXT STEPS

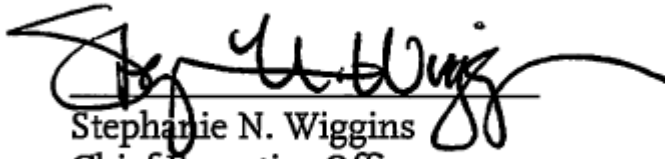
Upon Board approval, staff will establish and execute the bench contracts. As needed, staff will solicit responses to individual task orders from specific disciplines. SBE, DVBE and/or DBE goal requirements will be set for each individual task order.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment A-1 - Recommended Firms
Attachment B - DEOD Summary

Prepared by: Chris Carrillo, Senior Manager, Countywide Planning & Development, (213) 922-5281
John Potts, Executive Officer, Countywide Planning & Development, (213) 418-3397

Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



Stephanie N. Wiggins
Chief Executive Officer

RECOMMENDED FIRMS**REAL ESTATE ACQUISITION, RELOCATION, AND PROPERTY MANAGEMENT
BENCH**

Contractors
1. 16 th & G Agency Corp dba The ROW Company
2. Bender Rosenthal, Inc.
3. Del Richardson & Associates, Inc.
4. Epic Land Solutions, Inc.
5. Interwest Consulting Group, Inc.
6. McKenna Lanier Group, Inc.
7. Monument ROW, Inc.
8. Paragon Partners, Ltd.
9. Regency Right of Way Consulting, LLC
10. Tierra West Advisors, Inc.
11. Yvonne Green Davis, P.C.

PROCUREMENT SUMMARY

**REAL ESTATE ACQUISITION, RELOCATION, AND PROPERTY MANAGEMENT
BENCH
PS71380000 through PS71380010**

1.	Contract Number: PS71380000 through PS71380010	
2.	Recommended Vendor: Various (see Attachment A-1)	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order <input checked="" type="checkbox"/> RFIQ	
4.	Procurement Dates:	
	A. Issued: October 9, 2020	
	B. Advertised/Publicized: October 9, 2020	
	C. Pre-Proposal Conference: October 22, 2020	
	D. Proposals Due: November 24, 2020	
	E. Pre-Qualification Completed: In-process	
	F. Conflict of Interest Form Submitted to Ethics: December 16, 2020	
	G. Protest Period End Date: June 22, 2021	
5.	Solicitations Picked-up/Downloaded: 68	Proposals Received: 13
6.	Contract Administrator: Mark Marukian	Telephone Number: 213-418-3313
7.	Project Manager: Christopher Carrillo	Telephone Number: 213-922-5281

A. Procurement Background

This Board Action is to approve Contract Nos. PS71380000 through PS71380010 issued to provide Real Estate Acquisition, Relocation, and Property Management services. Board approval of contract awards are subject to resolution of any properly submitted protest.

Contracts will be issued to qualified contractors for professional services required in support of: Project Management, Appraisal and Appraisal Review Services (Residential and Commercial), Acquisition/Negotiation Services (Owners and Tenants), Residential and Business Relocation Services, Quality Control, Title Review/Abstract Services, Escrow Coordination, Property Management and Related Services.

This Request for Information and Qualifications (RFIQ) was issued in accordance with Metro's Acquisition Policy. The RFIQ was issued with Disadvantaged Business Enterprise (DBE) or Small Business Enterprise (SBE) / Disabled Veteran Business Enterprise (DVBE) participation goals to be determined on a per task order basis. Task orders will be issued on a firm fixed price basis.

Work will be authorized through the issuance of separate task orders. Each future task order will contain a specific statement of work for a scope of services.

Individual task order requests under the Bench Contracts will be issued to all Contractors and will be competed and awarded based on the specific statement of work.

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

- Amendment No. 1, issued on October 14, 2020, identified virtual pre-proposals conference access information.
- Amendment No. 2, issued on October 29, 2020, updated Submittal Requirements.
- Amendment No. 3, issued on November 6, 2020, updated DEOD DBE Forms.

A virtual pre-proposal conference was held on October 22, 2020 and was attended by 52 participants. During the solicitation phase, 50 questions were asked, and responses were released prior to the proposal due date.

A total of 68 firms downloaded the RFIQ and were included in the planholders list. A total of 13 proposals were received on November 24, 2020.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of Metro's Real Estate Department staff was established. The PET convened and conducted a comprehensive technical evaluation of the proposals received.

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

- Firms (Prime and Subcontractors) Experience and Qualifications 50 percent
- Key Team Experience and Professional Qualifications 25 percent
- Project Understanding and Approach 25 percent

The evaluation criteria are appropriate and consistent with criteria developed for other, similar real estate acquisition, relocation, and property management bench procurements. Several factors were considered when developing these weights, giving the greatest importance to the experience and capabilities of the firms on the contractors' team.

The technical evaluation of the 13 proposals received was completed during the period of January 2021 through March 2021. Of the 13 responsive proposals received, 11 were within the competitive range. Two of the firms did not demonstrate a strong background in their experience and qualifications to perform the services and did not demonstrate a clear understanding of the project requirements. After initial internal reviews and discussion, the PET determined interviews were not necessary.

The 11 firms within the competitive range are listed below in alphabetical order:

1. 16th & G Agency Corp., dba The ROW Company
2. Bender Rosenthal, Inc.
3. Del Richardson & Associates, Inc.
4. Epic Land Solutions, Inc.
5. Interwest Consulting Group, Inc.
6. McKenna Lanier Group, Inc.
7. Monument ROW, Inc.
8. Paragon Partners, Ltd.
9. Regency Right of Way Consulting LLC
10. Tierra West Advisors, Inc.
11. Yvonne Green Davis, P.C.

Qualifications Summary of Recommended Firms

16th & G Agency Corp., dba The ROW Company

16th & G Agency Corp., dba The ROW Company (ROWCO), with offices in Pasadena, CA and Redlands, CA, provides comprehensive project services and sets industry standards for planning, managing, and delivering right of way projects.

In their proposal, ROWCO described having over 25 years of right of way experience providing services of relocation assistance and planning, property management, and property acquisition working with agencies such as Caltrans, San Bernardino County Transportation Authority, and Riverside County Transportation Commission.

Bender Rosenthal, Inc.

Bender Rosenthal, Inc. (BRI) was founded in 1997 and is a California corporation that specializes in right of way project management and planning, real estate appraisal, real property acquisition, residential and business relocation, property management and land services.

In their proposal, BRI described having provided right of way services to over 125 public sector clients in the transportation, flood, and water industries within the last five years. BRI has provided right of way services for nearby communities for agencies including the County of Orange, San Bernardino County Transportation Authority, City of Riverside, Riverside County Transportation Commission, North County Transit District, City of Irvine, City of Moreno Valley, City of Highland and numerous Southern California utilities.

Del Richardson & Associates, Inc.

Established in 1998, Del Richardson & Associates, Inc. (DRA) is a California corporation with experience in managing transportation projects and delivering

complex acquisition and relocation services in compliance with state and federal laws, and local ordinances.

In their proposal, DRA described prior work with other agencies such as Los Angeles World Airports, Orange County Flood Control District while also providing services for Metro on projects such as Westside Subway Extension Section I and II projects, Rosecrans Marquardt Grade Separation Project, and the Exposition Corridor Transit Project Phase 2.

Epic Land Solutions, Inc.

Founded in 2000, Epic Land Solutions, Inc. is a full-service right of way and real property firm with over 20 years of experience performing right of way and property management services on behalf of local public agencies for significant public works projects shaping transportation solutions in Southern California. Epic Land Solutions has managed a wide range of properties throughout the west coast focusing on acquisition and eminent domain work.

Epic Land Solutions, Inc. described having served a wide range of public agency clients, including municipalities, counties, water districts, school districts, public utilities, airports, housing authorities, and transportation agencies while also providing services to five counties in Southern California (Los Angeles, Orange, Riverside, San Bernardino, and San Diego).

Interwest Consulting Group, Inc

Interwest Consulting Group, Inc. (Interwest), founded in 2002, serves in a multitude of capacities within public works and real estate departments throughout California and provides comprehensive right of way acquisition and relocation services to counties, cities, and various agencies within California.

In their proposal, Interwest described having completed approximately 8,000 acquisition and relocation assignments for more than 300 projects for various cities through Southern California, as well as providing services for the Los Angeles Housing and Community Investment Department and for Metro on projects such as the Crenshaw/LAX Light Rail Project and the Exposition Transit Corridor Project.

McKenna Lanier Group, Inc

Incorporated in 2013, McKenna Lanier Group, Inc. (McKenna Lanier) is a professional management consulting firm located in Temecula, California. McKenna Lanier has extensive experience providing planning, entitlement, environmental, housing, grant writing/management, and development consulting to its clients.

In their proposal, McKenna Lanier described their experience in managing government program, projects, and private developments in California through

various on-call project management services for housing, land acquisition and negotiation, redevelopment, and planning activities for cities, counties, local communities, and State and Federal agencies.

Monument ROW, Inc

Monument ROW, Inc. (Monument) is headquartered in Irvine, California with offices in Sacramento. Monument provides comprehensive right of way services, including program and project management, appraisal and appraisal review, acquisition, relocation, environmental assessment, title investigation, escrow coordination, utility coordination, right of way engineering, property management, cost estimating and cost studies, eminent domain support, certification, and close out.

In their proposal, Monument described a portfolio of projects for a variety of capital improvement projects for local cities, counties, transportation agencies, and municipalities with an emphasis on projects involving local, state, and federal funding. These include major programs for Orange County Transportation Authority, Riverside County Transportation Commission, and San Bernardino County Transportation Authority, among others.

Paragon Partners, Ltd.

Established in 1993, Paragon Partners, Ltd. (Paragon) is a real estate services firm headquartered in Cypress, California, with offices throughout California, Nevada, and Texas providing comprehensive right of way, land rights, and project management consulting services to private and public sector clients across a diverse range of business landscapes.

In their proposal, Paragon demonstrated over 27 years of technical right of way expertise providing services for various agencies and cities including San Gabriel Valley Council of Governments, Orange County Transportation Authority and California High Speed Rail Authority. Paragon has also provided services for Metro on projects such as the Crenshaw/LAX Transit Corridor, Airport Metro Connector, Blue Line Track Improvement, and Willowbrook/Rosa Parks Station Improvement.

Regency Right of Way Consulting LLC

Established in 2013, Regency Right of Way Consulting LLC (Regency) is located in Elk Grove, California delivering right of way services consisting of project management, acquisition, negotiations, relocation, and property management for the rail and transit industry.

In their proposal, Regency described their experience with transportation projects for various agencies with federal, state and local funding sources. Regency demonstrated it has worked on projects for San Bernardino County Transportation Authority, Metrolink/Southern California Regional Rail Authority, and Metro.

Tierra West Advisors, Inc

Tierra West Advisors, Inc. (Tierra West), based in the City of Los Angeles has provided real estate and financial analysis, right of way strategies, community engagement, project management and sustainable development services to a variety of public agencies and private developers for over 35 years.

In their proposal, Tierra West demonstrated their experience with right of way programs throughout the Los Angeles region, working on projects for various cities such as Commerce, Downey, Garden Grove, Montebello, and the City of Los Angeles among others, while also providing services for agencies such as Metro, CalTrans, Los Angeles World Airports and the Los Angeles Department of Transportation.

Yvonne Green Davis, P.C.

Formed in 1996, Yvonne Green Davis, P.C. (YGD), with offices in Birmingham, Alabama; Atlanta, Georgia; Dallas, Texas and Long Beach, California provides program management, real estate acquisition, relocation and project management services nationally.

In their proposal, YGD described their experience having provided program management and/or project management services for over 35 U.S. DOT federally funded real estate acquisition and relocation projects over the last 24 years. YGD has provided services for agencies such as Birmingham Airport Authority, United State General Services Administration, and United States Army Corps of Engineers among others.

C. Cost/Price Analysis

The RFIQ contained neither price nor a specific statement of work (SOW). Each future RFP task order will contain a detailed specific SOW which will be competed among the firms. Bench contractors will have an opportunity to propose a price according to the requirements in the task order SOW and pricing will be determined fair and reasonable based on an independent cost estimate (ICE), a cost/price analysis, fact finding, and negotiations as applicable.

D. Background on Recommended Contractor

All 11 firms listed above, under Qualifications Summary of Recommended Firms, are recommended for award. These firms have been evaluated and are determined to be responsive and responsible to perform work on Metro assignments on an as-needed, task order basis.

DEOD SUMMARY

**REAL ESTATE ACQUISITION, RELOCATION, AND PROPERTY MANAGEMENT
BENCH / CONTRACT NUMBER PS71380000 through PS71380010**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) will determine a Disadvantaged Business Enterprise (DBE), Small Business Enterprise (SBE), and the Disabled Veteran Business Enterprise (DVBE) goal for this multiple-funding source, bench contract, prior to the issuance of each task order for real estate services. Proposers were encouraged to form teams that include DBE, SBE, and DVBE firms to perform the scopes of work identified without schedules or specific dollar commitments prior to establishment of this contract.

For each task order, a DBE or SBE/DVBE goal will be recommended based on scopes of work and estimated dollar value for a task order that is federally and/or state/locally funded. 16th & G Agency Corp dba The ROW Company, Bender Rosenthal, Inc., Del Richardson & Associates, Inc., Interwest Consulting Group, Inc., McKenna Lanier Group, Inc., Monument ROW, Inc., Paragon Partners, Ltd., Regency Right of Way Consulting, LLC, Tierra West Advisors, Inc., and Yvonne Green Davis, P.C. will be required to meet or exceed the DBE goal or demonstrate good faith efforts to do so. 16th & G Agency Corp dba The ROW Company, Bender Rosenthal, Inc., Del Richardson & Associates, Inc., Interwest Consulting Group, Inc., McKenna Lanier Group, Inc., Monument ROW, Inc., Paragon Partners, Ltd., Regency Right of Way Consulting, LLC, Tierra West Advisors, Inc., and Yvonne Green Davis, P.C. will be required to meet or exceed the SBE/DVBE goal to be eligible for task order award.

Prime: 16th & G Agency Corp dba The ROW Company

	Subcontractors	SBE	DVBE	DBE
1.	16 th & G dba The ROW Company (SBE/DBE Prime)	X		X
2.	Cambrian Solutions, Inc.	X		X
3.	Guida Surveying, Inc.	X		
4.	Hennessey & Hennessey	X		X
5.	Integra Realty Resources Orange County	X		X
6.	Santolucito Doré Group Inc. (SD Group)	X		X

Prime: Bender Rosenthal, Inc.

	Subcontractors	SBE	DVBE	DBE
1.	Donna Desmond Associates			X
2.	Epic Land Solutions	X		
3.	First Choice DVBE		X	
4.	Hodges Lacey & Associates LLC	X		
5.	Integra Realty Resources Orange County	X		X
6.	Jacobsen/Daniels Associates, LLC			X
7.	NuMarc US, Inc.	X		X
8.	Santolucito Doré Group, Inc.	X		X

Prime: Del Richardson & Associates

	Subcontractors	SBE	DVBE	DBE
1.	Del Richardson & Associates (SBE/DBE Prime)	X		X
2.	Cal Pacific Land Services	X		
3.	Donna Desmond Associates			X
4.	GCM Consulting Inc.	X		
5.	Hunsaker & Associates Los Angeles, Inc.	X		X
6.	Keith Settle and Company, Inc.	X		X
7.	Regency Right of Way Consulting	X		X
8.	Romo Acquisition & Relocation Services, LLC	X		X

Prime: Epic Land Solutions, Inc.

	Subcontractors	SBE	DVBE	DBE
1.	Epic Land Solutions (SBE Prime)	X		
2.	Calvada Surveying, Inc.		X	
3.	Citrus Escrow, Inc.		X	
4.	Coast Surveying, Inc.	X		X
5.	Donna Desmond Associates			X
6.	Diaz Yourman & Associates	X		X
7.	Golden State Escrow, Inc.	X		X
8.	Integra Realty Resources Orange County	X		X
9.	NuMarc US, Inc.	X		X
10.	Santolucito Doré Group, Inc.	X		X

Prime: Interwest Consulting Group, Inc.

	Subcontractors	SBE	DVBE	DBE
1.	Del Richardson & Associates	X		X
2.	Donna Desmond Associates			X
3.	Golden State Escrow, Inc.	X		X
4.	Hennessey & Hennessey	X		X
5.	Integra Realty Resources Orange County	X		X
6.	Keith Settle and Company, Inc.	X		X
7.	R. P. Laurain & Associates, Inc.	X		
8.	RT Engineering & Associates, Inc. (RTEA)	X		X
9.	Santolucito Doré Group, Inc.	X		X

Prime: McKenna Lanier Group, Inc.

	Subcontractors	SBE	DVBE	DBE
1.	McKenna Lanier Group (SBE/DBE Prime)	X		X
2.	Calvada Surveying, Inc.		X	
3.	Coast Surveying, Inc.	X		X
4.	Donna Desmond Associates			X
5.	Guida Surveying, Inc.	X		
6.	Hennessey & Hennessey	X		X
7.	Hodges Lacey & Associates LLC	X		
8.	Integra Realty Resources Orange County	X		X
9.	Jacobsen/Daniels Associates, LLC			X
10.	R. P. Laurain & Associates, Inc.	X		
11.	Tierra West Advisors, Inc.	X		X
12.	UltraSystems Environmental, Inc.	X		
13.	Yvonne Green Davis, PC	X		X

Prime: Monument ROW, Inc.

	Subcontractors	SBE	DVBE	DBE
1.	Monument ROW, Inc. (SBE/DBE Prime)	X		X
2.	Anchor CM			X
3.	Calvada Surveying, Inc.		X	
4.	Donna Desmond Associates			X
5.	Guida Surveying, Inc.	X		
6.	Hodges Lacey & Associates LLC	X		
7.	Integra Realty Resources Orange County	X		X
8.	Keith Settle and Company, Inc.	X		X
9.	R. P. Laurain & Associates, Inc.	X		
10.	Santolucito Doré Group, Inc.	X		X

Prime: Paragon Partners, Ltd.

	Subcontractors	SBE	DVBE	DBE
1.	Conaway Geomatics	X	X	
2.	Del Richardson & Associates	X		X
3.	Donna Desmond Associates			X
4.	Eco & Associates	X		X
5.	Hodges Lacey & Associates LLC	X		
6.	Integra Realty Resources Orange County	X		X
7.	Jacobsen/Daniels Associates, LLC			X
8.	Keith Settle and Company, Inc.	X		X
9.	KMEA		X	
10.	NuMarc US, Inc.	X		X
11.	R. P. Laurain & Associates, Inc.	X		
12.	Regency Right of Way Consulting, LLC	X		X
13.	Tierra West Advisors, Inc.	X		X
14.	Wagner Engineering & Survey, Inc.	X		

Prime: Regency Right of Way Consulting, LLC

	Subcontractors	SBE	DVBE	DBE
1.	Regency Right of Way Consulting, LLC (SBE/DBE Prime)	X		X
2.	Conaway Geomatics	X	X	
3.	Del Richardson & Associates	X		X
4.	Donna Desmond Associates			X
5.	Eco & Associates	X		X
6.	Golden State Escrow, Inc.	X		X
7.	Hodges Lacey & Associates LLC	X		
8.	Integra Realty Resources Orange County	X		X
9.	Jacobsen/Daniels Associates, LLC			X
10.	Keith Settle and Company, Inc.	X		X
11.	KMEA		X	
12.	NuMarc US, Inc.	X		X
13.	R. P. Laurain & Associates, Inc.	X		
14.	Tierra West Advisors, Inc.	X		X
15.	Wagner Engineering & Survey, Inc.	X		

Prime: Tierra West Advisors, Inc.

	Subcontractors	SBE	DVBE	DBE
1.	Tierra West Advisors, Inc. (SBE/DBE Prime)	X		X
2.	Calvada Surveying, Inc.		X	
3.	Coast Surveying, Inc.	X		X
4.	Donna Desmond Associates			X
5.	Guida Surveying, Inc.	X		
6.	Hennessey & Hennessey	X		X
7.	Hodges Lacey & Associates LLC	X		
8.	Integra Realty Resources Orange County	X		X
9.	McKenna Lanier Group	X		X
10.	R. P. Laurain & Associates, Inc.	X		
11.	UltraSystems Environmental, Inc.	X		X
12.	Yvonne Green Davis, PC	X		X

Prime: Yvonne Green Davis, P.C.

	Subcontractors	SBE	DVBE	DBE
1.	Yvonne Green Davis, PC (SBE/DBE Prime)	X		X
2.	Calvada Surveying, Inc.		X	
3.	Coast Surveying, Inc.	X		X
4.	Donna Desmond Associates			X
5.	Guida Surveying, Inc.	X		
6.	Hennessey & Hennessey	X		X
7.	Hodges Lacey & Associates LLC	X		
8.	Integra Realty Resources Orange County	X		X
9.	McKenna Lanier Group	X		X
10.	R. P. Laurain & Associates, Inc.	X		
11.	Tierra West Advisors, Inc.	X		X
12.	UltraSystems Environmental, Inc.	X		X

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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

**Board Report**

File #: 2021-0048, **File Type:** Program**Agenda Number:** 12.

**FINANCE, BUDGET AND AUDIT COMMITTEE
JUNE 16, 2021****SUBJECT: EXCESS LIABILITY INSURANCE PROGRAM****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

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

ISSUE

Metro's Public Entity excess liability insurance policies (which includes transit rail and bus operations) expire August 1, 2021. Insurance underwriters will not commit to final pricing until roughly six weeks before our current program expires on August 1st. Consequently, we are requesting a not-to-exceed amount for this renewal pending final pricing and carrier selection. Without this insurance, Metro would be subject to unlimited liability for bodily injury and property damage claims resulting from, primarily, bus and rail operations.

DISCUSSION

Our insurance broker, USI Insurance Services ("USI"), is responsible for marketing the excess liability insurance programs to qualified insurance carriers. Quotes are in the process of being received for our Public Entity program by our broker from carriers with A.M. Best ratings indicative of acceptable financial soundness and ability to pay claims.

Staff and USI developed a 2021-2022 Public Entity excess liability insurance renewal strategy with the following objectives. First, our insurance underwriter marketing presentations emphasized the low risk of light rail and bus rapid transit services in addition to safety enhancements and pilot programs added over the past years in order to mitigate insurer's concerns with increased operating exposures. Second, we desired to maintain a continuing diversified mix of international and domestic insurers to maintain competition and reduce our dependence on any single insurance carrier. Third, we desired to obtain total limits of \$300 million while maintaining an \$8 million self-insured retention for rail claims and \$10 million for all other claims but were open to increasing our self-insured retention structure if needed to retain reasonable premium pricing.

USI is presenting Metro's submission to all potential insurers in the U.S., London, European and

Bermuda markets representing over 25 carriers in order to create competition in all layers of our insurance program. Our broker communicated with principals in the markets starting in February of this year. Insurance executives both nationally and internationally articulated continuing increased underwriting discipline particularly for transportation risks. Insurers asked for detailed loss information on Metro risks and performed detailed actuarial valuations on our book of business to establish their premiums. We are awaiting final insurance quotes from carriers for the Public Entity policies from our broker.

Since Metro has a newer rail system, our systems incorporated industry leading safety enhancements before other transit agencies, additionally due to a robust claims management process, we benefit from favorable acceptance of our risk in the marketplace which differentiates us from other transit risk profiles. Last year, we obtained \$250 million in Public Entity coverage with \$8 million retention for rail claims and \$10 million for all other claims with selected additional retention for the first claim for \$14.1 million. The relatively calm market we enjoyed for over 17 years changed drastically over the last several years. Extensive loss development specifically related to auto liability, caused the market to “harden” significantly last year resulting in less carrier capacity and higher premiums. The trend continues this year. “Nearly all commercial insurance lines can expect to see rate increases and reductions in capacity through 2021”, according to the 2020-2021 Commercial Property & Casualty Market Outlook Q4 Update from USI. To further complicate the situation, the COVID-19 pandemic significantly exacerbated market conditions.

Metro proves no exception to the international trend. USI faces many challenges in marketing Metro’s liability insurance renewal. Carrier results from public agencies, particularly in California, have been significantly worse than other states and carriers have been leaving the niche. A very limited pool of carriers is willing to even consider writing public entity policies. Metro is no exception primarily due to the size of our system and the fact that we are in Los Angeles County (considered to be a plaintiff-friendly jurisdiction). The loss development the carriers are experiencing on their accounts, including Metro, resulted in many of the carriers ceasing operations entirely in California, with some of them pulling out of the U.S. entirely. At least 20 carriers ceased to write transit or public entity in California in the past 18 months which includes four carriers in Metro’s primary \$30 million layers. According to Risk and Insurance Magazine, “The biggest villain in this sad tale is the trend known as nuclear verdicts, the granting of multimillion-dollar payments or settlements by the courts in liability cases involving transportation companies. Liability payments worth millions of dollars have mushroomed, and insurers have grown ever wary of putting capacity on the line for this kind of risk.” In 2020, Metro lost nearly \$100 million in capacity (including our lead incumbent carrier of many years), replacing insurance carriers proved daunting. The loss in capacity has resulted in Metro assuming additional risk in the first \$25 million of coverage. Replacing retreating carriers in the first \$25 million layer of our program proved challenging, especially considering Metro’s recent loss history. Consequently, we are anticipating another rate increase in our Public Entity general liability program premiums.

Metro’s August 1st insurance placement will reflect higher insurance premiums necessitated by tightened underwriting guidelines, the need to replace carriers who exited our class of business and negative developments in auto liability losses. Our renewal program also includes a self-insured retention to \$10 million for bus and other non-rail related risks. Carriers are not willing to insure Metro’s bus operations risk for less. USI recommends a bifurcated program where Metro will retain

an \$8 million self-insured retention on rail related risks. We were also presented with several approaches within our bus program where Metro will retain a quota share of a loss in addition to the self-insured retention within a layer to reduce our renewal premium. USI will continue to seek options (including alternate retentions and quota share options) and more favorable premiums through July.

To put this into perspective, the most recent USI state of the industry report provides the following insight: "Auto liability, aviation, casualty, construction, financial lines, marine, professional liability, and property rate increases ranged from an average 11% to 30% upon renewal for U.S. account. Tighter underwriting standards and markets exiting certain classes of business have accelerated over the past year and we do not see this trend abating soon, and, anticipate this will continue throughout 2021 and into 2022. In particular, umbrella and excess liability lines, have experienced the most firming over the past few months and in some cases, we are seeing pricing up over 100% with total capacity decreasing at least 25% and underlying attachment points increasing, especially for automobile liability" (USI 2021-2022 Commercial Property & Casualty Market Outlook Q1 Update).

Attachment A provides an overview of the current Public Entity program, renewal options and estimated associated premiums, and the agency's loss history. The Recommended Program, Option A, includes total limits of \$250 million with a bifurcated retention and provides terrorism coverage at all levels. Attachment B shows the tentative Public Entity program carriers selected and program structure.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Funding for eleven months of \$18.9 million for this action is included in the FY22 budget request in cost center 0531, Risk Management - Non Departmental Costs, under projects 300022 - Rail Operations - Blue Line, 300033 - Rail Operations - Green Line, 300044 - Rail Operations - Red Line, 300055 - Gold Line, 300066 - Rail Operations - Expo Line, 301012 - Metro Orange Line, 306001 - Operations Transportation, 320011 - Union Station, and 405533 - Commuter Rail in account 50602 (Ins Prem For Gen Liability). Additional funds required to cover premium costs beyond FY22 budgeted amounts will be addressed by fund reallocations during the year.

The remaining month of premiums will be included in the FY23 budget request, cost center 0531, Risk Management - Non Departmental Costs, under projects under projects 300022 - Rail Operations - Blue Line, 300033 - Rail Operations - Green Line, 300044 - Rail Operations - Red Line, 300055 - Gold Line, 300066 - Rail Operations - Expo Line, 301012 - Metro Orange Line, 306001 - Operations Transportation, 320011 - Union Station, and 405533 - Commuter Rail in account 50602 (Ins Prem For Gen Liability).

Impact to Budget

The current fiscal year funding for this action will come from the Enterprise, General and Internal Service funds paralleling funding for the actual benefiting projects charged. No other sources of

funds were considered because these are the activities that benefit from the insurance coverage. This activity will result in an increase to operating costs from the prior fiscal year.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports strategic plan goal # 5 “Provide responsive, accountable and trustworthy governance within the LA Metro organization.” The responsible administration of Metro’s risk management programs includes the use of insurance to mitigate large financial risks resulting from unlimited liability for bodily injury and property damage claims resulting from, primarily, bus and rail operations.

ALTERNATIVES CONSIDERED

Various deductibles and limits of coverage options were considered as outlined in Attachment A for the Public Entity program of insurance. Option A maintains \$250 million limits and bifurcates the program to achieve self-insured retentions (SIR) for bus and non-rail operations at \$10 million plus a 50% share of losses in the primary layer and a SIR for rail operations at \$8 million without any additional share of losses. Option B structure utilizes \$300 million limits and bifurcates the program to achieve self-insured retentions (SIR) for bus and non-rail operations at \$10 million plus a 50% share of losses in the primary layer and a SIR for rail operations at \$8 million without any additional share of losses. Option C incorporates an SIR of \$10 million with a quota share of 50% of losses in primary layer of coverage. Option A is recommended as the most cost effective while retaining a reasonable amount of risk. Option B increases our insurance limits to \$300 million. Option C is not recommended as it provides for retroactive premium capture and could expose Metro to additional premiums over several years.

NEXT STEPS

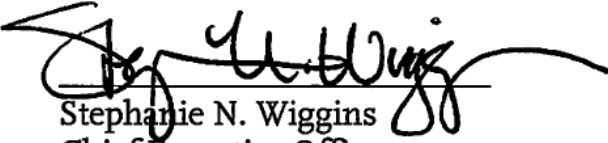
Upon Board approval of this action, we will advise USI to proceed with placement of the excess liability insurance program outlined herein effective August 1, 2021.

ATTACHMENTS

Attachment A - Options, Premiums and Loss History
Attachment B - Proposed Public Entity Carriers and Program Structure

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Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

Options, Premiums and Loss History

Public Entity Program Insurance Premium and Proposed Options

	CURRENT PROGRAM	OPTIONS (Estimated)		
		A	B	C
Self-Insured Retention	\$8.0 mil rail, \$10.0 mil bus & other non-rail	\$8.0 mil rail, \$10.0 mil bus & other non-rail	\$8.0 mil rail, \$10.0 mil bus & other non-rail	\$10.0 mil Combined rail, bus & other
Quota Share	50% bus in primary layer + \$2.5M x \$22.5M	50% bus in primary layer + \$2.5M x \$22.5M	50% bus in primary layer + \$2.5M x \$22.5M	50% in primary layer
Limit of Coverage	\$250 mil	\$250 mil	\$300 mil	\$300 mil
Terrorism Coverage	Yes	Yes	Yes	Yes
Premium	\$14.5 mil	\$17.8 mil	\$18.9 mil	\$15.6 mil*

***Plus \$2.75M if losses exceed contract amount**

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

	2013/2014	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	2020/2021
Self-Insured Retention	\$7.5 mil	\$7.5 mil	\$7.5 mil	\$7.5 mil	\$7.5 mil	\$8.0 mil	\$8.0 mil	\$8/\$10 mil
Insurance Premium	\$3.6 mil	\$3.7 mil	\$3.6 mil	\$3.7 mil	\$4.1 mil	\$4.1 mil	\$6.2 mil	\$14.5 mil
Claims in Excess of Retention	1	1	0	2	1	1	1	0
Estimated Amount in Excess of Retention	\$1.3 mil	\$0	\$0	\$10.0 mil	TBD	TBD	TBD	TBD



USI Insurance Services
NTE Liability Insurance Summary 2021 - 2022
Los Angeles County Metropolitan Transportation Authority

ATTACHMENT B

Excess Limit		Layer(s)		Participation	Carrier	Premium
\$300M	Excess Liability	\$50M xs \$250M		\$50,000,000	Pending	\$1,050,200.00
\$250M	Excess Liability	\$10M xs \$240M		\$10,000,000	Munich Re	\$220,625.00
\$240M	Excess Liability	\$40M xs \$200M		\$10,000,000 \$10,000,000 \$10,000,000 \$10,000,000	Liberty Specialty CHUBB AIG AWAC	\$1,050,000.00
\$200M	Excess Liability	\$30M xs \$170M		\$15,000,000 \$5,000,000 \$10,000,000	Hiscox Convex Argo	\$912,829.00
\$170M	Excess Liability	\$70M xs \$100M		\$15,000,000 \$7,500,000 \$5,000,000 \$7,500,000 \$10,000,000 \$7,500,000 \$15,000,000 \$2,500,000	Aspen Apollo Ascot Canopus Argo Hamilton XL Bermuda Queen's Island	\$2,555,921.00
\$100M	Excess Liability	\$17.5M xs \$82.5M		\$7,500,000 \$10,000,000	Apollo Hamilton	\$745,481.00
\$82.5M	Excess Liability	\$7.5M xs \$75M		\$7,500,000	Sompo	\$338,125.00
\$75M	Excess Liability	\$10M xs \$65M		\$10,000,000	XL	\$600,000.00
\$65M	Excess Liability	\$15M xs \$50M		\$15,000,000	AWAC	\$1,170,000.00
\$50M	Excess Liability	\$10M xs \$40M		\$10,000,000	Great American	\$1,100,000.00
\$40M	Excess Liability	\$15M xs \$25M		\$4,000,000 \$1,500,000 \$1,000,000 \$2,500,000 \$1,000,000 \$5,000,000	Hiscox Inigo Helix Ascot MAP Pending	\$2,434,210.00
\$25M	Primary Liability	\$17M Rail - Gemini/Queens Island	\$15M Bus/All Other - Gemini	\$17,000,000	Queens Island Rail	\$1,004,111.00
				\$2,500,000	Self-Insured	N/A
				\$2,500,000	Lexington	\$1,618,750.00
				\$10,000,000	Gemini Quota Share w/Metro 50%	\$3,500,000.00
\$8M Rail SIR Per Occurrence						
\$10M Bus/All Other SIR Per Occurrence						
Estimated Program Premium						\$17,250,052
Tax and Fees (T&F)						\$560,626.69
Estimated Program Not-To-Exceed Total						\$17,810,679

Terrorism pricing is included above.

*Subject to finalization of on-going negotiations with carriers

Program Total Including \$50x\$250

\$18,895,010