Metro

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

Agenda - Final Revised

Wednesday, June 17, 2015

2:00 PM

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

Planning and Programming Committee

Mike Bonin, Chair
Jacquelyn Dupont-Walker, Vice Chair
Diane DuBois
Sheila Kuehl
Ara Najarian
Carrie Bowen, non-voting member

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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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b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
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NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA

CALL TO ORDER

ROLL CALL

14. CONSIDER: 2015-0478

A. adopting the **Regional Bikeshare Implementation Plan for Los Angeles County** ("Plan") (Attachment B).

B. awarding a two-year firm fixed price Contract No. PS272680011357 (RFP No. PS11357), to Bicycle Transit Systems, Inc. (BTS) for the equipment, installation and operations of the Metro Countywide Bikeshare Phase 1 Pilot in the amount of $11,065,673 contingent upon the execution of an MOU between the City of Los Angeles and Metro. Authorization of future phases will be presented for Board approval contingent upon successful completion and operation of the Phase 1 Pilot, and completion and operation of each subsequent phase, availability of funding and interest of participating communities (Attachment A).

C. authorizing the Chief Executive Officer (CEO) to take the following actions to implement the Metro Countywide Bikeshare Phase 1 Pilot in downtown Los Angeles ("Pilot"):

1. negotiating and executing a Memorandum of Understanding (MOU) between City of Los Angeles and Metro to set the terms of fiscal and administrative responsibility as described in the January 2015 Receive and File (Attachment C); and

2. amending the Fiscal Year 15/16 bikeshare project budget to include an additional $2.64M for the capital and operating and maintenance costs of the Metro Countywide Bikeshare Phase 1 Pilot (Attachment D).

Attachments:
Attachment A - Procurement Summary Bikeshare
Attachment B - Regional Bike Share Implementation Plan
Attachment C - Metro Countywide Bikeshare Recieve & File January 2015
Attachment D - Bikeshare Funding Expenditure Plan
Attachment E - Janauary 2014 Board Report
Attachment F - Motion Item 58
Attachment G - Coutywide Bikeshare Interoperability Objectives

(CARRIED OVER FROM MAY PLANNING AND PROGRAMMING COMMITTEE)

15. APPROVE: 2015-0501

A. preliminary transportation modal category funding marks; and
B. fund estimate of $199.4 million~~; and~~.
~~C. release of preliminary recommendations for the **2015 Countywide Call for Projects (Call)** for distribution.~~

Attachments: 2015 CFP Funding Marks - final attachment a
15Call Prelim Recom Attachment B 5-26-15
2015 CFP Funding Marks - attachment c

16. APPROVE the four recommendations detailed in Attachment A that address the following improvements to the **Call for Projects (Call) process for future Calls beyond 2015**: 2015-0477

A. Strengthen Subregional Partnership in Countywide Call Process;

B. Simplify and Improve the Call Process for Local Agencies;

C. Strengthen Focus on Greenhouse Gas Reductions; and

D. Maximize Funding Availability.

Attachments: Attachment A - Summary of Call Restructuring
Attachment B - Motion 21
Attachment C - revised 5-21-15
Attachment C1 - FHWA Response on Subregional Subvention
Attachment C2 - Revised
Attachment C3 - Revised
Attachment C4 - Compendium of Survey Responses
2015-0477 - Attachment D - 6-4-2015 bm

17. CONSIDER: 2015-0476

A. recertifying $76.8 million in existing Fiscal Year (FY) 2015-16 commitments from previously approved **Countywide Calls for Projects** and authorize the expenditure of funds to meet these commitments as shown in Attachment A;

B. deobligating $29.1 ~~$28.8~~ million of previously approved Countywide Calls for Projects funding, as shown in Attachment B. Continue to prioritize 2015 and future deobligated dollars to fund as the first priority the three previously approved County of Los Angeles Signal Call projects: 1) San Gabriel Valley Traffic Signal Corridors Project (#F3308); 2) Gateway Cities Traffic Signal Corridors Phase VI Project (#F3309); and 3) South Bay Traffic Signal Corridors Project (#F3310) that were not near-term priorities per the 2011 Long Range Transportation Plan (LRTP) Transportation Improvement Program (TIP) Priority List, and the second priority, the City of

Palmdale North County ITS - Palmdale Extension Project (#F7304);

C. authorizing:

1. The Chief Executive Officer (CEO) to: 1) Negotiate and execute all necessary agreements for approved projects; and 2) Amend the FY 2015-16 budget, as necessary, to include the 2015 Countywide Call for Projects Recertification and Extension funding in the Regional Programs' budget;

2. Staff to amend the agreements with the County of Los Angeles to add the Mobile Source Air Pollution Reduction Review Committee (MSRC) grant funds for design of previously down scoped elements for three projects: 1) South Bay Forum Traffic Signal Corridors Project (#F1311); 2) Gateway Cities Forum Traffic Signal Corridors Project Phase V (#F1321), and 3) San Gabriel Valley Forum Traffic Signal Corridors Project (#F1321);

D. approving changes to the scope of work for the City of Baldwin Park - Metrolink Parking Resource Demonstration Project (#F3712);

E. reprogramming:

1. $47.1 million of previously approved Countywide Call for Projects funding, as shown in Attachment D, for those projects that applied for, but were not awarded funds through the State Active Transportation Program (ATP) according to Metro's policy for transitioning to the State ATP;

2. Funding for the 1) City of El Monte - El Monte Clean Fuel Bus Replacement Project (#F7420) from FY 2016-17 and FY 2017-18 to FY 2015-16; 2) City of Culver City - City of Culver City Network-Wide Signal Synchronization with Video and Arterial Performance Measurement System Project (#F7303) from FY 2014-15, FY 2015-16 and FY 2016-17 to FY 2016-17; 3) City of Downey - City of Downey Woodruff Ave Fiber-Optic Traffic Signal Communication Project (#F3304) from FY 2014-15 to FY 2016-17; 4) City of Los Angeles - Stocker/MLK Crenshaw Access to Expo LRT Station from FY 2013-14 and FY 2014-15 to FY 2015-16 and FY 2016-17; 5) Los Angeles County - ExperienceLA 3.0 - Mobility in the Cloud Project (#F7703) from FY 2015-16, FY 2016-17, FY 2017-18 and FY 2018-19 to FY 2015-16; 6) City of Monrovia - Huntington Drive Phase II Project (#8211)

from FY 2011-12 to FY 2016-17; and 7) City of San Dimas - City of San Dimas Intersection Improvements on Bonita Ave at Cataract Ave (#F3307) from FY 2014-15 to FY 2017-18;

F. reallocating funds originally programmed to the City of Los Angeles for: 1) Figueroa Corridor Bike Station and Cycling Enhancements (#F3510); and 2) Expo Line Bike Hubs South Los Angeles (#F5523) to Metro towards the implementation of the Countywide Bikeshare Phase 1 Pilot in Downtown Los Angeles; and

G. receiving and filing time extensions for the 112 projects shown in Attachment E.

Attachments: Attachment A
Attachment B_Revised
Attachment C_Revised
Attachment D
Attachment E
Attachment F

18. APPROVE the **Wayfinding Signage Grant Pilot Program Guidelines** as outlined in Attachment A. 2015-0365

Attachments: Attachment A_Guidelines
Attachment B_November 2014 Board Motion
Attachment C_Station Wayfinding Signage Guideline

19. CONSIDER: 2015-0450

A. approving the summary of delegated Chief Executive Officer fund type assignments; and

B. receiving and filing this information as a **response to Motion 5.1 which directed staff to undertake a Fiscal Stability Overview and Funding Commitments Inventory**, subject to further review and validation.

Attachments: MASTER_ALL_FILES_4June2015v2

(ALSO ON FINANCE, BUDGET AND AUDIT COMMITTEE)

20. CONSIDER: 2015-0339

A. receiving the **Doran Street and Broadway/Brazil Safety and Access Project Study Report Equivalent** (PSRE); and

B. adopting Locally Preferred Alternative (LPA) 2 from the PSRE to advance into the Final Environmental Document.

Attachments: Attachment A - Exec Summary
Attachment B - Appendix J Constraint Analysis Matrix
Attachment C - Cumulative ROW
Attachment D - Alternative Comparison

21. AMEND the **Metro Gold Line Extension Phase 2A Funding Agreement** to increase funds for Phase 2B for environmental, engineering and preconstruction activities. 2015-0680

Attachments: Attachment A -January 2013_Metro Board Item 25_EIR - PE Funding Foothill F

22. RECEIVE AND FILE this update on the **Wilshire Bus Rapid Transit (BRT) All-Door Boarding Pilot and the Off-Board Fare Payment study** in response to the April Board Motion 24. 2015-0756

Attachments: Attachment A - Motion 24 April 2015

(ALSO ON SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE)

23. RECEIVE AND FILE report on implementation of the **First/Last Mile Strategic Plan.** 2015-0433

Attachments: Attachment A - FIrst/Last Mile Strategic Plan Implementation Concepts
Attachment B - Metro Car Share Pilot Program Station Location

24. RECEIVE **report of the Chief Executive Officer.** 2015-0765

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.

Adjournment

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

File #: 2015-0478, **File Type:** Contract **Agenda Number:** 14.

PLANNING AND PROGRAMMING COMMITTEE
JUNE 17, 2015

SUBJECT: METRO COUNTYWIDE BIKESHARE

ACTION: ADOPT A BIKESHARE IMPLEMENTATION PLAN AND AWARD CONTRACT

RECOMMENDATIONS

APPROVED AS AMENDED:

A. adopting the **Regional Bikeshare Implementation Plan for Los Angeles County** ("Plan") (Attachment B).

B. awarding a two-year firm fixed price Contract No. PS272680011357 (RFP No. PS11357), to Bicycle Transit Systems, Inc. (BTS) for the equipment, installation and operations of the Metro Countywide Bikeshare Phase 1 Pilot in the amount of $11,065,673 contingent upon the execution of an MOU between the City of Los Angeles and Metro. Authorization of future phases will be presented for Board approval contingent upon successful completion and operation of the Phase 1 Pilot, and completion and operation of each subsequent phase, availability of funding and interest of participating communities (Attachment A).

C. authorizing the Chief Executive Officer (CEO) to take the following actions to implement the Metro Countywide Bikeshare Phase 1 Pilot in downtown Los Angeles ("Pilot"):

    1. negotiating and executing a Memorandum of Understanding (MOU) between City of Los Angeles and Metro to set the terms of fiscal and administrative responsibility as described in the January 2015 Receive and File (Attachment C); and

    2. amending the Fiscal Year 15/16 bikeshare project budget to include an additional $2.64M for the capital and operating and maintenance costs of the Metro Countywide Bikeshare Phase 1 Pilot (Attachment D).

ISSUE

At the January 2014 meeting, the Board approved the CEO to undertake a study of how a Metro-led bikeshare program could be implemented throughout Los Angeles County (Attachment E). The Board

also authorized the CEO to procure, contract, and administer the bikeshare program through Motion 58 (Attachment F). Per Board direction and in coordination with the Bikeshare Working Group, staff identified a phased approach to implementing the program and how to apply the Board's commitment of funding up to 50 percent of total capital costs and up to 35 percent of ongoing operations and maintenance (O&M) costs for each participating city. At the January 2015 meeting, the Board received and filed staff's recommended business structure for the Metro Countywide Bikeshare (Attachment C). Per the Board's direction, staff proposes to implement a two-year (FY16 & FY17) Pilot in downtown Los Angeles (DTLA) starting in FY15/16 to test the feasibility of a Countywide Bikeshare system. The Pilot will include a bikeshare system with approximately 65 bikeshare stations and 1,090 bicycles.

Prior to the end of the two-year Pilot, staff will return to the Board for a determination on whether to continue the Pilot and/or expand bikeshare to additional bikeshare-ready communities per the Countywide Bikeshare Implementation Plan ("Plan"). Having one contractor for the duration of the program is key to ensuring countywide interoperability and allowing Metro to pursue Federal and State funding. The continuation of the bikeshare program beyond FY17 is dependent upon Board direction, availability of funding and interest of participating communities.

DISCUSSION

Bikeshare is a program designed for point-to-point local trips using a shared use fleet of bicycles strategically located at docking stations throughout a well-defined project area and within easy access to each other.

Bikeshare programs around the country and world have proven to be a strong first and last-mile short -trip transportation option. Currently there are over 50 bikeshare programs operating in cities in the United States. When coordinated with transit, such programs can facilitate reductions in vehicle miles traveled, reduced travel times, improved access, and growth in bicycling as a viable mode of travel.

Implementation Plan

Subsequent to the January 2014 Board direction, staff coordinated the formation of the Bikeshare Working Group to guide the preparation of the Plan. Group members included Metro staff (including TAP, OMB, and Design Studio), as well as representatives from the cities of Los Angeles and Pasadena. Representatives from the cities of Santa Monica and Long Beach also participated to coordinate their efforts and update the Group on their progress on parallel bikeshare efforts.

Since the initiation of the Plan, Metro has had approximately 20 meetings with either the entire Working Group or individually with the cities of Santa Monica, Pasadena, Los Angeles, West Hollywood, Culver City, Beverly Hills, Long Beach and other interested jurisdictions. Metro has also held public Metro Bicycle Roundtable meetings that included discussions about Metro Countywide Bikeshare. Additionally, in order to gauge whether Metro's technical work is in line with community support, Metro solicited feedback through an online crowdsourcing map that identified potential locations for bikeshare stations in the pilot cities of downtown Los Angeles, Pasadena and Santa Monica in September 2014. Metro had a successful response with over 3,000 people viewing the map, over 5,200 location "likes" and 400 suggested locations were received. To follow up on this first map, in December 2014, Metro requested additional input through a second crowdsourcing map. The

second crowdsourcing map identified potential future bikeshare communities identified through the Plan. Similar to the first map, Metro asked that community members provide feedback regarding Metro identified communities. The input collected from these crowdsourcing maps helped confirm the locations that Metro has identified for bikeshare station locations and potential future bikeshare communities. Final bikeshare station locations will be determined by respective city staff in consultation with Metro and the bikeshare operator.

The Plan envisions a bikeshare system that is accessible to Los Angeles County residents, students, workers and visitors, and that integrates with existing Metro transit services to provide a seamless passenger experience and improve the reliability, efficiency and usefulness of Metro's transportation system. Consistent with findings and recommendations from the Plan, the first phase of the Pilot is recommended to be in DTLA. Up to eight additional communities were identified to be bikeshare ready with Pasadena identified as primed for a second phase of the Pilot. As indicated previously, the continuation of the bikeshare program beyond the Phase 1 of the Pilot is dependent upon Board direction, availability of funding and interest of participating jurisdictions.

Memorandum of Understanding

The execution of a MOU between the City of Los Angeles and Metro is necessary to implement a bikeshare system where Metro is acting as the lead agency administering the contract to implement bikeshare stations on City of Los Angeles right-of-way. The MOU sets terms of fiscal and administrative responsibility for the Pilot. The financial participation is set at 50/50 split for capital and 35/65 split for O&M per the direction of Metro Board Motion 58 (Attachment F) and the Receive and File report in January 2015 (Attachment C). The agreement outlines the roles and responsibilities of Metro and the City of Los Angeles for the Pilot by setting the procedures for reimbursement of the capital and O&M costs, the rights of advertisement / sponsorship, and the delivery of bikeshare station locations. Execution of a contract between Metro and BTS, is contingent on Metro executing the MOU with the City of Los Angeles.

Regional Interoperability

True bikeshare interoperability is best achieved through one Countywide Bikeshare vendor system, as bicycles and docks of bikeshare systems are proprietary and are not physically interoperable with one another. In order to develop an interoperable Metro Countywide Bikeshare system in line with the Metro Board's direction, any city or community that would like to participate in a system should ideally use the same vendor system. That vendor should have a proven track record of launching and delivering similarly scaled systems and proven technology.

Santa Monica and Long Beach have chosen to move forward with independent bikeshare systems. However, a more limited level of interoperability can be achieved through operational and/or technological integration of bikeshare facilities throughout the County. Technological integration can occur through web/mobile applications, the TAP system and membership reciprocity. In Motion 58 the Board directed the CEO to develop a Countywide Bikeshare program under the following conditions (Attachment A):

a. Metro needs to be the lead agency in the county that will manage and procure a robust bicycle share program and
b. That a single-point agency will also ensure interoperability among the different jurisdictions

and can also provide a multi-modal transportation system through the use of the Transit Access Program ("TAP") smart card.

Metro commits to working with Santa Monica and Long Beach who are implementing their own bikeshare program to create an interoperable system and will continue to engage both cities in order to achieve this. To develop an interoperable Metro Countywide Bikeshare system in line with the Metro Board's direction, we have set forward objectives of countywide interoperability for these cities (Attachment G). To accomplish this, Metro included requirements for TAP integration in the Metro Countywide Bikeshare RFP that was released in December 2014. TAP integration is intended to provide consistent access across bikeshare platforms at a minimum, and payment and revenue settlement at its fullest capabilities. Metro is committed to working with a bikeshare vendor and Metro's TAP group to develop and implement a system that, at a minimum, is capable of utilizing the TAP card as a membership card. Additionally, Metro is committed to working with the selected Metro Countywide Bikeshare vendor to provide for physical co-location of bikeshare kiosks/stations as needed. Staff will also work with the cities on fare structure, branding, marketing and education and membership reciprocity.

Contract for DTLA Pilot

An RFP for a multi-phased Countywide Bikeshare program was issued on December 15, 2014. The RFP scope included a regional bikeshare system with at least 5 phases including 9 different bikeshare ready communities in Los Angeles County, as identified in the Plan. The scope was tailored to be inclusive of all the regional needs for bikeshare since the best way to ensure regional interoperability is to use one vendor for all of Los Angeles County. Additionally, this procurement approach will best prepare the region for federal and state funding opportunities for future bikeshare phases since the lifetime project costs have been assessed holistically and not piecemealed out.

DETERMINATION OF SAFETY IMPACT

The Metro Countywide Bikeshare Phase 1 Pilot will not have any adverse safety impacts on Metro employees and patrons.

FINANCIAL IMPACT

The proposed FY16 project cost is $7.78M. Of this, $5.8M is a one-time capital cost and $1.98M is the Operating and Maintenance (O & M) cost. Attachment D reflects the funding plan for the Pilot. The FY16 budget currently includes $5.14M for this project. The proposed action will add $2.64M in Cost Center 4320, Project 405301 - 05.01 (Bikeshare Program).

Capital Costs

The capital costs of $5.8M in FY16 will be funded by Metro, $3.8M from toll revenues and $2.0M from two City of Los Angeles Call for Projects grants that are being reallocated to Metro through the June 2015 Call for Projects recertification and deobligation process. The City of Los Angeles has requested to cancel the Call for Projects grants originally programmed to #F3510 - Figueroa Corridor Bike Station and Cycling Enhancements and #F5523 - Expo Line Bike Hubs South Los Angeles, and to reallocate the funds to Metro towards the implementation of the Countywide Bikeshare Phase 1

Pilot in Downtown Los Angeles (the “Pilot”). The reallocation of funds to the Pilot is consistent with the original intent of the Call for Projects grants.

Operating and Maintenance Costs

Total O & M costs in FY16 are 2.0M. $1.3M of this will be funded by City of Los Angeles, which includes the City’s local match of $919,539 from the cancelled Call for Projects mentioned above ($368,213 for the Figueroa Corridor Bike Station and $551,326 for the Expo Line Bike Hubs South Los Angeles) plus an additional City’s contribution of $364,446. The remaining $0.7M is estimated to be Metro’s share. However, anticipated revenues from user fees and potential title sponsorship may reduce Metro’s funding responsibility.

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

Impact to Budget

For contracting purposes, $5.14M is already included in the FY16 budget. This action will add $2.64M to the budget which will be immediately funded from general funds or other eligible and available local funds. This funding will be restored to the general funds with City of Los Angeles’s reimbursements and 2015 Call for Projects fund assignment to ensure revenue neutrality and no impact to other programs supported through the general fund.

ALTERNATIVES CONSIDERED

The Board may choose not to award a contract. This alternative is not recommended, as it is not in line with the June Board Motion 58 directing staff to procure, contract, and administer the bicycle share program.

NEXT STEPS

Bikeshare Marketing and Branding

Staff has been coordinating with the Metro Design Studio and the Bikeshare Working Group regarding design and branding of a Metro Countywide Bikeshare system. Metro is working collectively with the participating cities to determine a design that is representative of Metro while exploring opportunities for local identity. Metro’s Countywide Bikeshare system will utilize the Metro-Bike color palette for branding and designs which will be finalized once the Pilot contract is executed.

Sponsorship

Metro Communications is on schedule to amend the existing Metro system-wide advertising contract to include provisions for a bikeshare title sponsorship starting in June 2015. Communications plans to complete the amendment by fall 2015, well ahead of the estimated Pilot launch in spring 2016. Per the January 2015 Receive and File report in January 2015 (Attachment C), Metro would retain on -bike title sponsorship and reserve the right to sell to sponsor(s) as a source of Metro's funding commitment. On-bike title sponsorship revenue would first be applied towards Metro's financial

commitment. Remaining sponsorship revenues would then be applied towards each city's O&M cost. Any excess sponsorship revenues would then be expended for the bikeshare program under the terms of the MOU. Cities would retain the right to sell advertising or sponsorship at bikeshare stations based on their jurisdiction's policies to meet the local share of capital and operating expenses.

Existing bikeshare systems in Denver, Minneapolis, Washington D.C., Philadelphia and New York have utilized corporate sponsorship/advertisements contracts to generate revenue to cover all or some of the O&M costs in which ads are placed on the bike and/or the kiosks. An average title sponsorship of these bikeshare systems generates $1,375 of revenue annually per bike. Although markets vary and it is unknown at this time what the Los Angeles region's potential is, based on an average from other programs, Metro estimates that the Pilot could generate $1.5 million annually from sponsorship revenues.

Fare Structure & TAP Integration

Staff will return to the Metro Board in fall 2015 with a recommended fare structure and TAP integration strategy for the Pilot in DTLA.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Regional Bikeshare Implementation Plan for Los Angeles County
Attachment C - Bikeshare Program Receive and File January 2015
Attachment D - Bikeshare Funding/Expenditure Plan
Attachment E - Countywide Metro Bikeshare Board Report January 2014
Attachment F - Metro Board Motion 58
Attachment G - Interoperability Objectives with Existing Local Bikeshare Programs

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Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

METRO COUNTYWIDE BIKESHARE

1.	**Contract Number**: PS272680011357 **(RFP No. PS11357)**	
2.	**Recommended Vendor**: Bicycle Transit Systems, Inc.	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: December 15, 2014	
	B. Advertised/Publicized: December 11-15, 2014	
	C. Pre-proposal Conference: January 6, 2015	
	D. Proposals Due: January 27, 2015	
	E. Pre-Qualification Completed: April 13, 2015	
	F. Conflict of Interest Form Submitted to Ethics: March 4, 2015	
	G. Protest Period End Date: June 24, 2015	
5.	**Solicitations Picked up/Downloaded**: 83	**Proposals Received**: 5
6.	**Contract Administrator**: Lily Lopez	**Telephone Number**: 213-922-4639
7.	**Project Manager**: Avital Shavit	**Telephone Number**: 213-922-7518

A. Procurement Background

This Board Action is to approve a two-year Pilot program in support of Metro's Countywide Bikeshare program; Contract No. PS27268001357 (RFP PS11357). The contract will provide implementation, installation, operation, and maintenance of equipment as well as publicize a network of publicly-available bicycles in a Regional Countywide Bikeshare System ("System"). The System encompasses five (5) phases within Los Angeles County. The two-year Pilot program will launch in downtown Los Angeles (DTLA) with 65 stations and 1,090 bikes and is a subset of Phase I. The balance of Phase I and future phases will be presented for Board approval contingent upon successful completion and operation of the Pilot, completion and operation of each subsequent phase, cities participation, and available funding. Subsequent phases may be rolled out to maintain and/or expand the System as follows:

- Phase I (remaining balance): continue operations and maintenance (O&M) of the Pilot
- Phase II: Pasadena – 34 stations and 490 bikes
- Phase III: Two Expansion Cities/Communities – 65 stations and 936 bikes
- Phase IV: Two Expansion Cities/Communities - 53 stations and 763 bikes
- Phase V: Three Expansion Cities/Communities - 37 stations and 533 bikes

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

Five (5) amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on December 31, 2014, provided revisions to the solicitation documents and provided responses to questions received;
- Amendment No. 2, issued on January 7, 2015, provided documents related to the Pre-Proposal conference convened on January 6, 2015, provided responses to questions received and extended the proposal due date;
- Amendment No. 3, issued on January 15, 2015, provided responses to questions related to the statement of work (SOW) received;
- Amendment No. 4, issued on January 21, 2015 provided responses to questions related to the SOW received;
- Amendment No. 5, issued January 29, 2015, after receipt of proposals, provided clarifications to the SOW

A pre-proposal conference was held on January 6, 2015, attended by thirty-four (34) participants representing twenty-six (26) firms. Twelve (12) questions were asked during the pre-proposal conference and an additional thirty-seven (37) questions were asked during the solicitation phase.

Eighty-three (83) firms downloaded the RFP and were included in the planholders list. A total of five (5) proposals were received on January 27, 2015.

B. Evaluation of Proposals/Bids

A Proposal Evaluation Team (PET) consisting of staff from Metro's Countywide Planning and Development, City of Los Angeles and City of Pasadena was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- Proposer's Expertise and Experience 30%
- Quality of Equipment and Software 25%
- Regional Integration and Execution Plan 20%
- Innovation 10%
- Cost 15%

The evaluation criteria are appropriate and consistent with criteria developed for similar procurements. Several factors were considered when developing these weights, giving the greatest importance to the proposer's expertise and experience. The PET evaluated the proposals according to the pre-established evaluation criteria.

During the week of February 9, 2015, the PET completed its evaluation of the five (5) proposals received and determined that four (4) were within the competitive range. The four (4) firms within the competitive range are listed below in alphabetical order:

1. Bicycle Transit Systems, Inc.
2. CycleHop, LLC
3. Motivate International, Inc.
4. Nextbike, Inc.

One (1) firm, Bewegen Technologies, Inc. was determined to be outside the competitive range and was not included for further consideration as its proposal did not demonstrate it had the required experience on similar projects (bikeshare, carshare, and other sharable transportation service). Additionally, the technology proposed was new and had not been proven successful on a large scale similar to Metro.

After evaluations, the PET determined that oral presentations by the firms within the competitive range were required. During the week of February 17, 2015, the above-mentioned firms were scheduled for oral presentations. The firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the PET's questions. In general, each team addressed the requirements of the RFP, experience with all aspects of the required scope, and stressed each firm's commitment to the success of the project. Each team was asked questions relative to each firm's proposed staffing plans, perceived project issues, implementation of similar projects and previous experience.

At the conclusion of the oral presentations, two of the four firms in the initial competitive range, BTS and Motivate, remained for consideration and were requested to submit Best and Final Offers.

Qualifications Summary of Firms Within the Competitive Range:

Bicycle Transit Systems, Inc. (BTS)

BTS specializes in bikeshare system implementation and operation. BTS' team member experience spans over 25 years of sustainable transportation solutions that bring with them a broad base of skills and experience having provided similar services for both the private and public sectors.

The Project Manager has over ten (10) years of bikeshare management experience and has led the launch of several programs across major U.S. metropolitan cities, such as Philadelphia, Boston, Washington, D.C. and New York.

In terms of overall experience, the staff at BTS/B-Cycle collectively have launched and/or operated approximately 40 bikesharing systems comprising of approximately 20,000 of bicycles at 1,500 stations. The BTS/B-Cycle Team recently implemented and currently operates a 500 bicycle system in Philadelphia and operates systems in Oklahoma. B-Cycle, in separate partnerships, implemented and operates 26 bikeshare systems in locations like Colorado (700 bikes), San Antonio (425), Austin (375), Fort Worth (300) and others.

BTS proposed a smart-dock bikeshare system that utilizes a payment kiosk and a docking station to return the bikes. This system has been proven successful in large North American cities similar in scale to Los Angeles as it easily identifies a known place to find bikes and allows users to walk up to a station and pick-up a bike at any moment. Smart-dock bikes unlock in response to a credit card or a member key, providing a secure locking point to deter theft and safely transmit usage.

The current 2.0 system BTS is proposing for the Phase 1 Pilot is a smart-dock system however, BTS is currently working on the development of a 3.0 system that includes a smart-bike that would be ready as early as 2017.

Additionally, the team has a proven on-time delivery and launch record and an established domestic supply chain with B-Cycle (subsidiary of Trek Bicycle Corporation) to furnish the bikes required for the program. BTS has invested in technology research and development for software systems that has allowed for the development of a new software system to address past industry issues, such as:

- Transit integration and interoperability with other bikeshare systems in the region
- Acceptance of multiple payment methods
- Smart-bikes (which work with or without stations)
- Stations with and without kiosks
- A dedicated smartphone app to Metro that will provide real time and scheduled data for the majority of bus and rail options available in the greater Los Angeles area and surrounding counties for transit connectivity.

During oral presentations, BTS demonstrated the bike being proposed for the DTLA Pilot launch.

BTS' team includes DBE and non-DBE subcontractors. BTS has no previous contract with Metro.

CycleHop, LLC (CycleHop)

CycleHop, founded in 2011 in Florida, and as of 2015 headquartered in Santa Monica, California, specializes in bikeshare system implementation and operation. CycleHop's client portfolio includes cities, universities, hotels and businesses within the U.S., and is proposing to partner with Social Bike (Sobi) to implement a smart-bike bikesharing system that places the technology on the bike rather than a docking station. The CycleHop/Sobi team has experience in the bicycle industry, however, the majority of the experience is related to bike rental and bike parking rather than

bikeshare operations.

The smart-bike technology allows users to drop-off bikes anywhere a bike rack is available and relies on the usage of smartphones to locate bikes. Most cities that deploy smart-bikes create bikeshare stations using bike racks and charge a user an additional fee (approximately $2/per trip) if the bike is not returned to the station. Some of CycleHop/Sobi current projects include bikeshare systems in Phoenix, University of Virginia, Tampa and Hamilton, Canada. CycleHop have planned systems for launch in 2015 for Santa Monica, Atlanta, Providence, Ottawa, Canada and other North American cities. CycleHop has no previous contract with Metro.

CycleHop/Sobi collectively has the fewest operating bikeshare systems compared to the other firms. In addition, a reference for the firm stated there have been delays due to on-bike technology and supply chain issues. The Sobi smart-bicycle technology is so new that they have not had a chance to demonstrate long term viability and large scale reliability. This lack of long-term demonstrated experience and product success resulted in lower scores than the other proposals.

During oral presentations, CycleHop demonstrated the bike being proposed for the DTLA Pilot launch.

CycleHop includes DBE and non-DBE subcontractors.

Motivate International, Inc. (Motivate)

Motivate, founded in 2009 and headquartered in New York City, New York, specializes in bikeshare system implementation and operation. Motivate currently manages bikeshare systems in the U.S., Canada and Australia. Motivate has no previous contract with Metro. Although Motivate has provided financial information at the request of Metro in support of pre-qualification reviews, the data is incomplete and cannot be validated. Motivate also proposed a smart-dock bikeshare system similar to BTS.

During oral presentations, Motivate was not able to demonstrate the bike being proposed for the DTLA Pilot launch as it was under production nor did the firm bring an older existing model for demonstration purposes.

Motivate includes DBE and non-DBE subcontractors.

Nextbike, Inc. (Nextbike)

Nextbike, founded in 2004 and headquartered in Leipz, Germany, specializes in bikeshare system implementation and operation. Nextbike currently manages bikeshare systems in Australia, New Zealand, United Arab Emirates and throughout Europe and has recently began to expand into the U.S. market. Nextbike has no

previous contract with Metro. Nextbike proposed a smart-bike bikeshare system similar to CycleHop.

Nextbike's experience is primarily in Europe but did not demonstrate it had the required experience on similar projects. Additionally, the smart-bike technology proposed is the newest type of bikeshare technology available and has not been proven successful on a large scale similar to Metro.

During oral presentations, Nextbike demonstrated the bike being proposed for the DTLA Pilot launch.

Nextbike includes a DBE subcontractor.

Following is a summary of the PET scores:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	**BTS**				
3	Proposer's Expertise and Experience	88.00	30.00%	26.40	
4	Quality of Equipment and Software	83.31	25.00%	20.83	
5	Regional Integration and Execution Plan	64.00	20.00%	12.80	
6	Innovation	81.00	10.00%	8.10	
7	Price	53.33	15.00%	8.00	
8	**Total**		**100.00%**	**76.13**	**1**
9	**CycleHop**				
10	Proposer's Expertise and Experience	40.67	30.00%	12.20	
11	Quality of Equipment and Software	57.73	25.00%	14.43	
12	Regional Integration and Execution Plan	78.00	20.00%	15.60	
13	Innovation	75.00	10.00%	7.50	
14	Price	86.67	15.00%	13.00	
15	**Total**		**100.00%**	**62.73**	**4**
16	**Motivate**				
17	Proposer's Expertise and Experience	84.67	30.00%	25.40	
18	Quality of Equipment and Software	64.94	25.00%	16.24	

19	Regional Integration and Execution Plan	50.00	20.00%	10.00	
20	Innovation	80.00	10.00%	8.00	
21	Price	66.67	15.00%	10.00	
22	**Total**		**100.00%**	**69.64**	**2**
23	**Nextbike**				
24	Proposer's Expertise and Experience	53.33	30.00%	16.00	
25	Quality of Equipment and Software	64.29	25.00%	16.07	
26	Regional Integration and Execution Plan	54.00	20.00%	10.80	
27	Innovation	69.00	10.00%	6.90	
28	Price	100.00	15.00%	15.00	
29	**Total**		**100.00%**	**64.77**	**3**

C. Cost Analysis

The Phase I two-year pilot program recommended price of $11,065,673 has been determined to be fair and reasonable based upon Metro's Management and Audit Services Department (MASD) audit findings, an independent cost estimate (ICE), a Project Manager's technical analysis, a cost analysis, fact finding, and negotiations. Bikeshare will encompass five (5) phases within Los Angeles County, inclusive of the Phase I two-year pilot program in downtown Los Angeles. Future expanded phases up to $65,341,029 will be presented for Board approval contingent upon successful completion and operation of the Pilot, completion and operation of each subsequent phase, cities participation and available funding.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated
1.	BTS (Pilot)	$11,756,151	$9,781,553	$11,065,673
	BTS (remaining phases)	$68,758,718	$48,755,302	$65,341,029

D. Background on Recommended Contractor

The recommended firm, BTS, headquartered in Philadelphia, Pennsylvania, has been in business since 2013. BTS' core leadership team consists of experienced planning, product and implementation individuals who have direct hands-on bikeshare experience, such as the launch and operations of a 2,000 bike regional system in Washington, D.C. and the 1,000-bike regional system in Boston. Additionally, the team brings sponsorship experience from its New York Citi Bike program. In addition to the systems mentioned, BTS' team has also worked on

bikeshare systems in Philadelphia, Chicago, San Francisco, Boston, New York, Washington D.C., Chattanooga, Denver, Austin, Houston, Kansas City, Omaha, Charlotte, Santiago, Chile, and Melbourne, Australia.

BTS' core leadership team and also the founding members of BTS previously worked together at Alta Bicycle Share. BTS' business strategy includes decentralization of management and decision making at the local operations center, employee morale, and ensuring leadership has operations experience.

As previously noted, BTS' proposed smart-dock systems aligns with Los Angeles' large, dense environment as the locations are permanently situated and accessible to users.

BTS' manufacturer, B-Cycle, has implemented and operated over 25 systems throughout the U.S., including the first bikeshare system in Denver, and others in cities such as Madison, San Antonio, and Charlotte. B-Cycle offers experience and well-tested technology that is kiosk-based and has three main components, the bicycle, the stations, and the software. The stations are solar-powered, which means that the docks are powered on their own independent of grid power. Each station houses a custom controller board, a proprietary locking mechanism, LED user notification, and an Radio Frequency Identification (RFID) reader for inventory control.

E. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 22% Disadvantaged Business Enterprise (DBE) goal for this solicitation. This contract is funded by the Federal Highway Administration (FHWA) and falls under the Caltrans DBE Program. As such, all DBE groups are counted toward the DBE commitment. Bicycle Transit Systems, Inc. exceeded the goal by making a 22.37% DBE commitment.

Disadvantaged Business Enterprise Goal	22% DBE	Disadvantaged Business Enterprise Commitment	22.37% DBE

	DBE Subcontractors	Ethnicity	% Commitment
1.	Say Cargo Express	Hispanic American	0.68%
2.	Accel Employment Services	Asian Pacific American	15.28%
3.	BikeHub	Asian Pacific American	5.48%
4.	Toole Design Group, LLC	Non-Minority Woman	0.93%
	Total Commitment		**0**

F. Living Wage and Service Contract Worker Retention Policy Applicability

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

G. Prevailing Wages

Prevailing wage will be applicable to this contract. Metro will monitor and enforce State and Federal (if applicable) prevailing wage guidelines to ensure that workers are paid at minimum, the appropriate prevailing wage rates, and if applicable, the federal prevailing wage rates. In addition, contractors will be responsible for submitting the required documents needed to determine overall compliance with Metro's prevailing wage monitoring.

H. All Subcontractors Included with Recommended Contractor's Proposal

	Subcontractor	Services Provided
1.	B-Cycle, LLC	Equipment
2.	Kiosk Information Systems	Equipment
3.	Say Cargo Express	Shipping services
4.	RideScout	Software development
5.	Accel Employment Services	Staffing service
6.	BikeHub	Bike repair services
7.	Toole Design Group, LLC	Design services

Attachment B

Regional Bike Share Implementation Plan FOR LOS ANGELES COUNTY

PREPARED BY

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PREPARED FOR

Metro

April 22, 2015

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TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

APPENDICES

Appendix A: Phase 1 Pilot Stations – Downtown Los Angeles

Appendix B: Phase 2 Pilot Stations – Pasadena

Appendix C: Financial Estimates

Appendix D: Potential Bikeshare Expansion Communities

Appendix E: Regional Bikeshare Suitability by City

Appendix F: Variables Considered in Bikeshare Ridership Forecasting Model

EXECUTIVE SUMMARY

This Regional Bikeshare Implementation Plan envisions a bikeshare system that is accessible to Los Angeles County residents, students, workers and visitors, and that integrates with existing Metro services to provide a seamless passenger experience and improve the reliability, efficiency and usefulness of Metro's transportation system. The envisioned system begins with 99 stations and 1,580 bikes in the Phases 1 and 2 pilot areas of Downtown Los Angeles and Pasadena, eventually growing to a total of 254 stations and 3,800 bikes in multiple communities around Los Angeles County, with future expansions to bikeshare-ready communities to be identified thereafter.

The Plan includes business plan recommendations for operating a regional bikeshare system in Los Angeles County (Chapter 3), a bikeshare readiness analysis (Chapter 4), and a station siting analysis (Chapter 5).

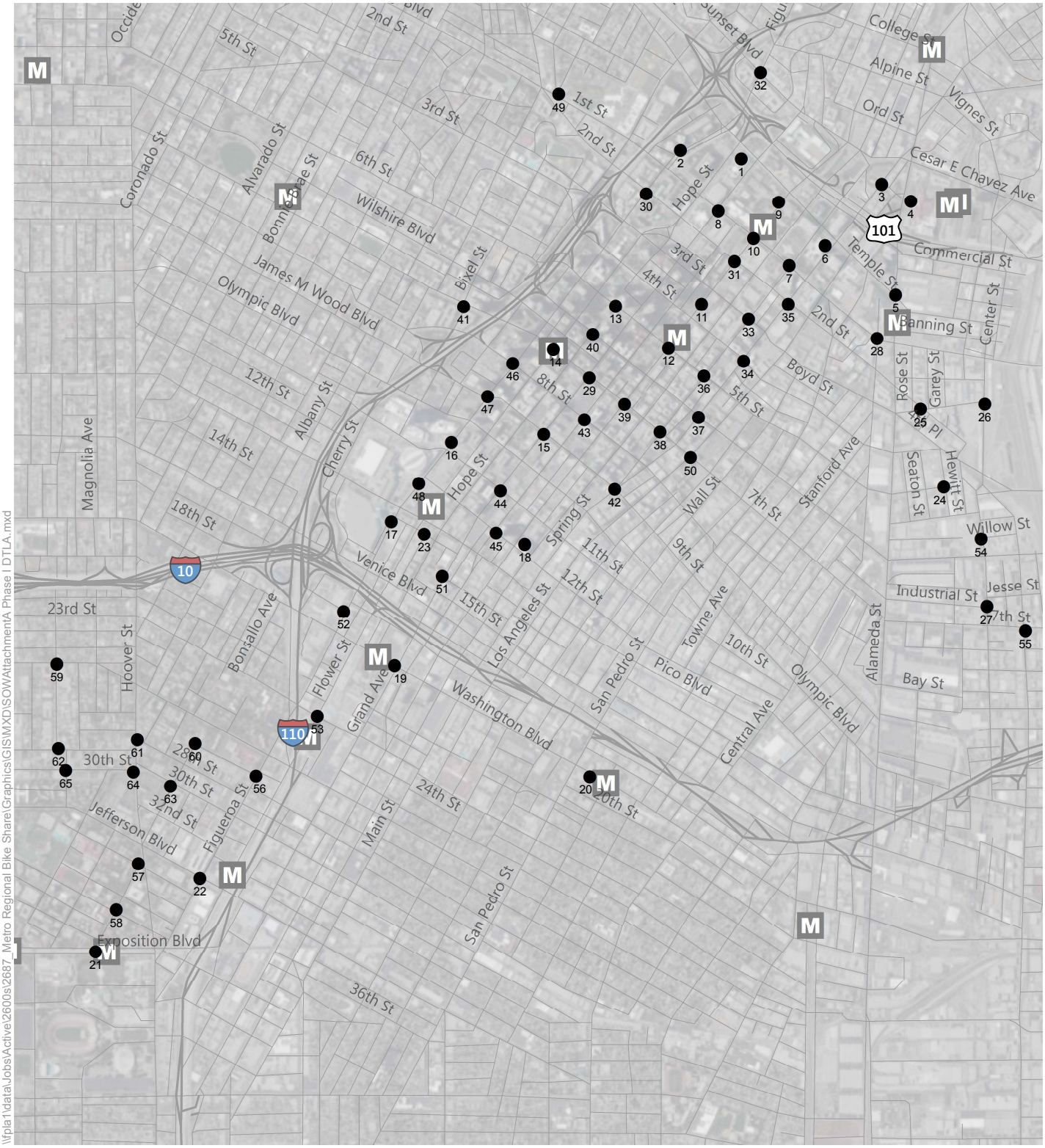
Metro will own and manage the system's equipment and will contribute up to 50 percent of the capital costs. Metro will also manage a master operations contract to provide operations and maintenance for the entire regional system and provide up to 35 percent of the net operating cost of each city's network of stations.

This study explored two options for fare structures: conventional and integrated. If TAP card integration is feasible in the pilot or future phases, an integrated fare structure, consistent with Metro bus and rail fares, along with payment media integrated through Metro's TAP card will provide a seamless passenger experience, encouraging use by existing Metro passengers and promoting use of Metro bus and rail services by new bikeshare customers. System branding, still under development by Metro Creative Services, will further integrate the system with the Metro brand while providing opportunities for sponsorship and recognition of participating jurisdictions.

Potential revenue from sponsorship, which may exceed $10 million[1] over nine years, will be used to offset program operation and maintenance costs.

Key decisions, to be made by Metro in collaboration with a selected bikeshare vendor, are still in progress on the approach to fare structures and TAP integration.

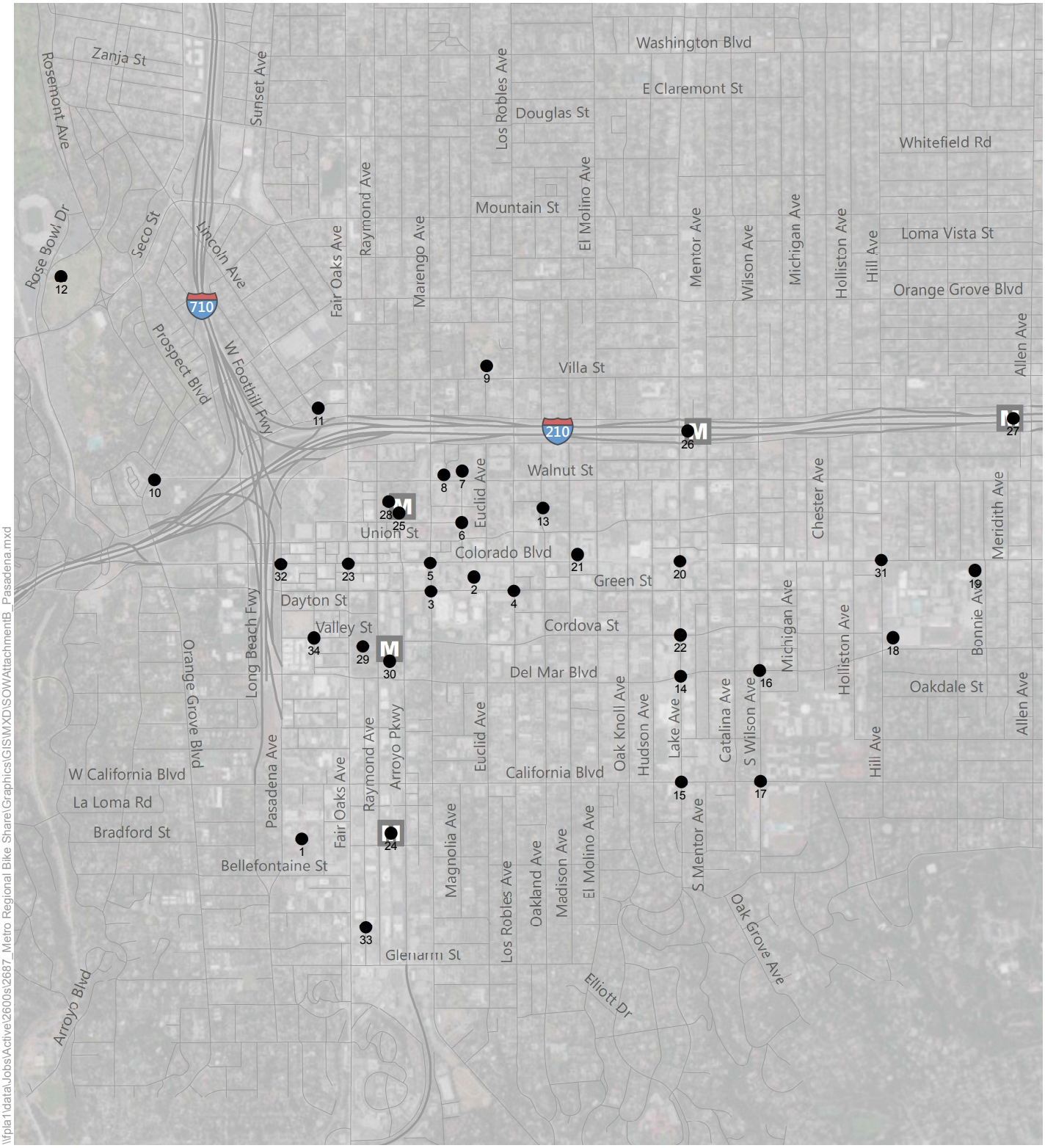
[1] Based on average from D.C., Denver, and New York City sponsorship revenues.



Phase I Stations in Downtown Los Angeles

- Phase I - 65 Stations

Phase I Stations
Downtown Los Angeles, CA

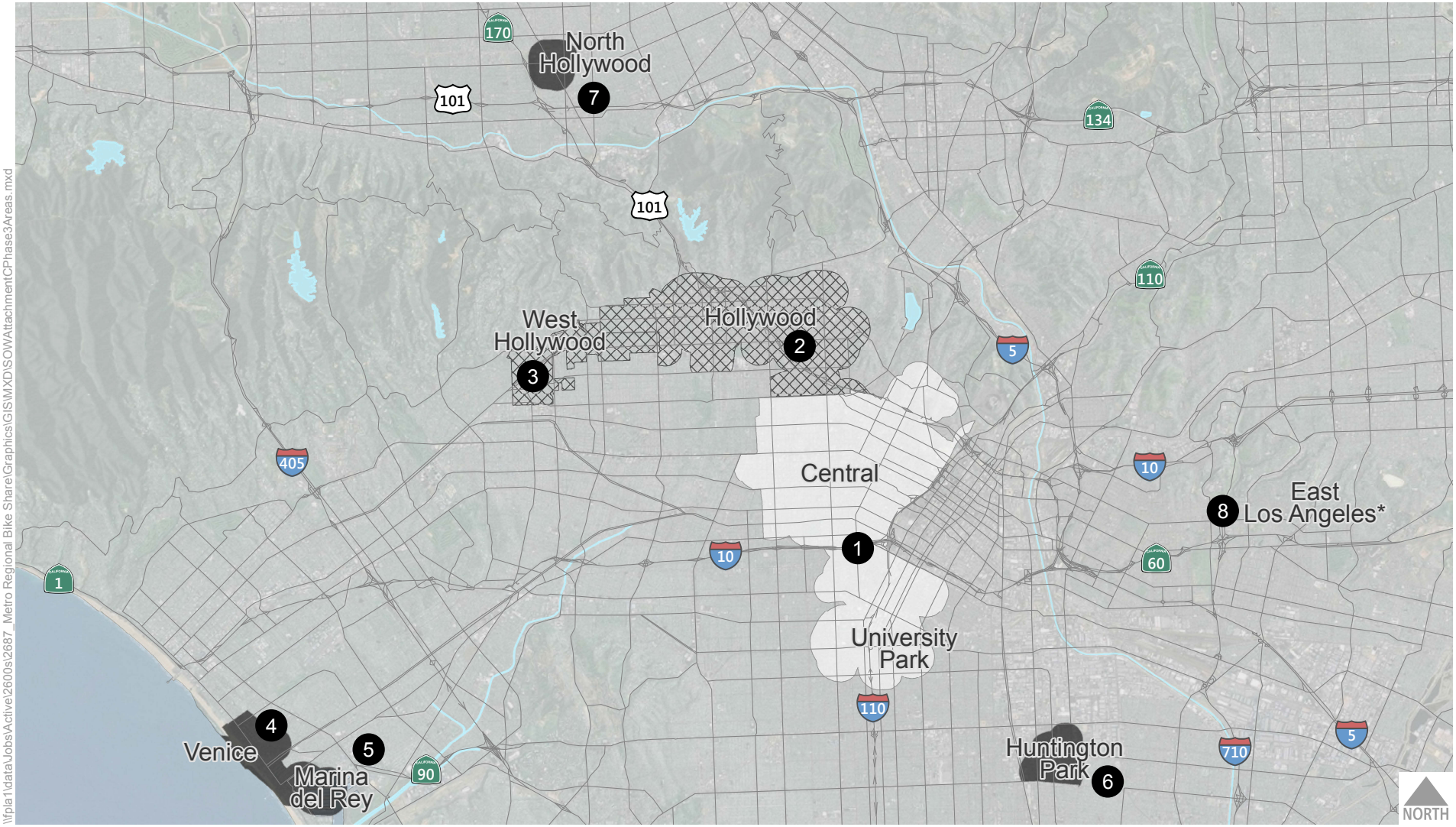


Metro Rail Station

Phase II Stations in Pasadena

- Phase II - 34 Stations

Phase II Stations
Pasadena, CA



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* A specific boundary for the East Los Angeles Expansion Area has not yet been identified.

Potential Bikeshare Expansion Communities

- Phase III - 65 Stations
- Phase IV - 53 Stations
- Phase V - 37 Stations

1 Expansion Area

Potential Bikeshare Expansion Communities

INTRODUCTION

In January 2014, The Metro Board of Directors approved the Chief Executive Officer to undertake a study of how a Metro-led bikeshare program could be implemented throughout Los Angeles County, to implement the program in a phased approach, coordinating with local cities, and to provide up to 50 percent of total capital costs and up to 35 percent of ongoing operations and maintenance costs for each participating city. The board also authorized the CEO to procure, contract, and administer the bicycle share program.

Metro staff coordinated the formation of a Bikeshare Working Group to guide the preparation of this Regional Bikeshare Implementation Plan. Group members included **Metro** staff, including TAP, OMB, and Creative Services, as well as representatives from the pilot cities of **Los Angeles** and **Pasadena**, and members of the consulting team; representatives from the cities of **Santa Monica** and **Long Beach** also participated to coordinate their efforts and update the Group on their progress.

The consulting team consisted of:

- **Fehr & Peers** – led the consultant team and planning efforts, including the bikeshare readiness analysis, ridership forecasting, station scaling recommendations, planning-level future phase community and station selection, business plan development, and data, technology, and TAP integration recommendations.
- **Sam Schwartz Engineering** – led the field-level station siting effort.
- **Parry Burnap** – provided the bikeshare operator's perspective and experience, informing all aspects of the study.
- **Economic & Planning Systems** – provided capital and operating cost and revenue estimates, potential funding sources, and sponsorship best practices.
- **MIG** – developed branding criteria for the bikeshare system.

Chapter 3 of this Regional Bikeshare Implementation Plan presents the Business Plan recommendations for operating a regional bikeshare system in Los Angeles County.

Chapter 4 describes the process and results of the bikeshare readiness analysis, including a Bikeshare Suitability Index, comparisons of Los Angeles to other bikeshare communities, the identification of expansion communities, ridership forecasting, and station size and bike quantity analysis.

Chapter 5 describes key differences in bikeshare hardware and technology, presents siting considerations and provides an example of the siting materials prepared for the first 99 stations in the Phases 1 and 2 pilot areas.

BUSINESS PLAN

This chapter provides information on the vision for the regional bikeshare system and an overview of the pilot system and future expansion phases, followed by additional details on:

- **Capital Ownership**
- **Operations Model**
- **Fare Structure**
- **TAP Integration**
- **Mobility Hub Coordination**
- **Equity**
- **Operations Funding**
- **Revenue Allocation**
- **Sponsorship**
- **Financial Estimates**

Key decisions, to be made by Metro in collaboration with a selected bikeshare vendor, are still needed on the approach to fare structures and TAP integration:

Fare Structure

- **Integrated as Metro Service** – bikeshare fares integrate seamlessly with Metro bus and rail fares.
- **Integrated as Muni –** bikeshare fares mimic the relationship between municipal transit operators and Metro, requiring a transfer fee.
- **Conventional** – bikeshare fares are unrelated to bus and rail transit fares; users pay a daily, weekly, or monthly membership fee and additional usage fees for longer-duration trips.

TAP Integration

- **Real Time Integration** – Full TAP integration allows real-time communication between the bikeshare back end system and TAP data.
- **Delayed Reconciliation –** TAP data are shared with the bikeshare vendor and reconciled with bikeshare usage data on a regular (e.g., daily) basis.
- **Minimal Integration** – TAP card is used as a unique identifier only.

Each of these approaches is described in more detail below.

VISION

This Bikeshare Implementation Plan draws its vision from Metro's Vision and Mission, as described below.

Metro Vision

> *Safe, clean, reliable, on-time, courteous service dedicated to providing Los Angeles County with a* ***world class transportation system***

Metro Mission

> *Metro is responsible for the* ***continuous improvement*** *of an* ***efficient*** *and* ***effective*** *transportation system for Los Angeles County*

The Plan's vision is also inspired by a recent Metro fare policy change that integrates fares for bus and rail passengers and includes for the first time a two-hour period of free transfers on Metro's bus and rail system when using a stored value TAP (Transit Access Pass) card to pay for the base fare.

Regional Bikeshare Vision:

Provide new and existing transit users with an ***accessible, reliable,*** *and* ***efficient*** *mobility option as an* ***integrated*** *part of Los Angeles County's world class transportation system.*

Accessible means that the system is available and easy to use for anyone who wants to bike. Barriers to join the system are minimized and the process of checking out and returning bikes is as simple as possible. The system also promotes equity with an affordable fare structure or fare assistance program and by making stations available in a variety of neighborhoods.

Reliable means that users can easily locate, check out, and return bikes when and where they need to. The bikes and stations are maintained in good working condition and the software and data connectivity are reliable to minimize outages.

Efficient means that the system is cost-competitive with other travel modes, both for passengers and for Metro as an organization. Bikeshare is a cost-effective means of providing a world class transportation system: fare recovery ratios, the amount of the cost of serving each trip that is covered by user fees, are higher for bikeshare than all but the best-performing rail and bus systems (see **Figure 1**). The system will pursue a variety of funding options to ensure that it is financially sustainable. Finally, bikeshare leverages existing transit resources to better serve existing bus and rail passengers and attract new bikeshare users to Metro's bus and rail services.

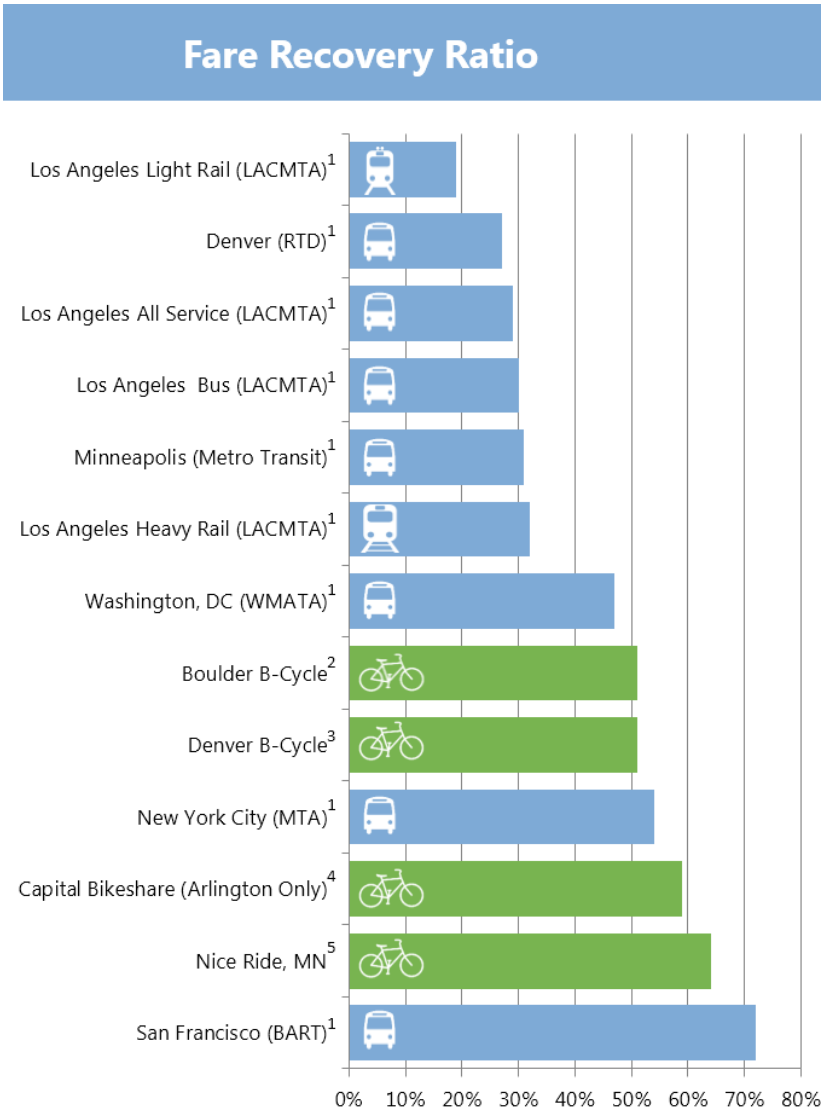


Figure 1 – Fare Recovery Ratios of Major Transit Systems

Integrated means that bikeshare is an integrated part of the public transportation system, alongside bus and rail. An integrated bikeshare system makes Metro's bus and rail services more cost competitive by efficiently serving first- and last-mile connections, thereby reducing the time costs to passengers of transfers and long walks. Bikeshare increases capacity on trains by providing an alternative to passengers bringing their bikes on board. Bikeshare can also replace short-distance bus or rail trips, freeing seats and reducing dwell times in dense and congested areas.

Integration is also accomplished by shared branding, service area, fare media, and integrated and consistent fare structure that provide a seamless passenger experience and reinforce the multimodal connections among all of Metro's services.

Metro's *First-Last Mile Strategic Plan* seeks to "expand the reach of transit through infrastructure improvements." The document conceives of a "trip" as containing three segments: a First Mile, a Metro-provided portion, and a Last Mile (see **Figure 2**). The integration of bikeshare as a first- and last-mile solution would expand Metro's role in the trip and reduce the First Mile and Last Mile portions, likely to a distance of much less than a mile. In the lower panel of **Figure 3** a Trip could consist of a shorter First Mile walk, a Metro-provided bikeshare segment, a Metro-provided rail segment, a second Metro-provided bikeshare segment, and a shorter Last Mile walk.

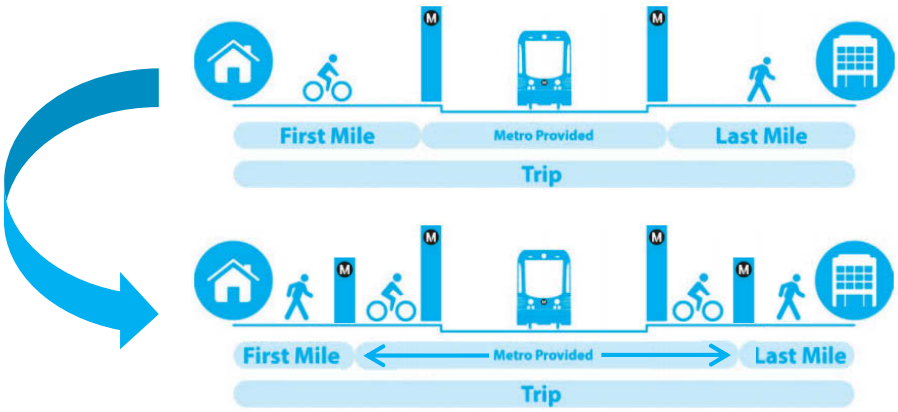


Figure 2 – Bikeshare Serving the First and Last Mile

(Image source: Metro First-Last Mile Strategic Plan)

Bikeshare can also serve as Metro's entire role in the Trip:

Figure 3 – Bikeshare Serving as the Entire Metro Trip

(Image source: Metro First-Last Mile Strategic Plan)

By integrating with bus and rail transit, bikeshare can expand Metro's customer base, growing the access sheds around rail stations and bus stops (see **Figure 4**).

Bus and rail integration with bikeshare also helps Metro improve the existing passenger experience. According to Metro customer surveys conducted in 2012 and 2013, over 80 percent of bus riders and approximately two thirds of train riders arrive at their Metro station or stop by walking (see **Figure 5**); these passengers spend an average of 11 minutes walking to their station or stop. With access to bikeshare, this walk could be reduced to 5 minutes, reducing passengers' time costs and making transit more competitive with driving.[2]

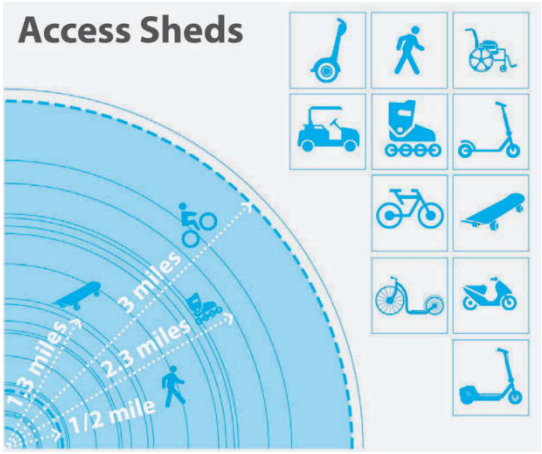
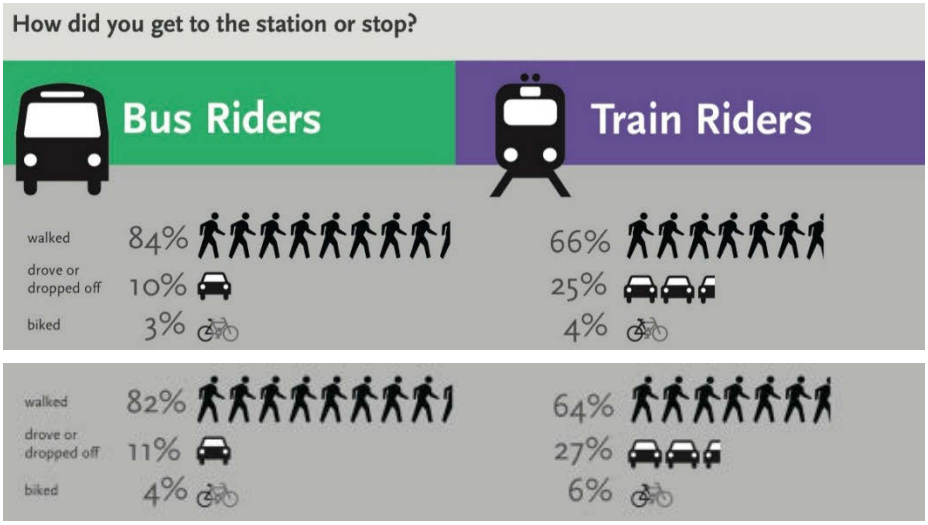


Figure 4 – Access Sheds
(Image source: Metro First-Last Mile Strategic Plan)

For those passengers already biking to Metro's bus and rail services, bikeshare provides an option for access to a bicycle on both ends of their trip without the need to worry about locking their personal bicycles at a station or on the street and without the need for a bike to occupy extra space on transit vehicles.

Finally, some passengers currently traveling by car to begin their bus or rail trip could instead take bikeshare, reducing passenger costs for automobile operation and maintenance, reducing the burden on parents, partners, or friends who are dropping passengers off at stations, and reducing the need to allocate valuable land at Metro stations for parking.

Figure 5 – Metro Customer Survey Results



[2] http://thesource.metro.net/2012/09/19/metro-rider-survey-infographic/; http://thesource.metro.net/2013/10/30/customer-survey-results-for-2013/.

SYSTEM OVERVIEW

The Plan envisions a pilot bikeshare system of 99 stations, implemented in two phases:

- **Phase 1 (Pilot)** – 65 stations and 1,090 bikes in Downtown Los Angeles and surrounding areas, implemented in FY 15/16 and FY 16/17 (see **Figure 6**)
- **Phase 2 (Pilot)** – 34 stations and 490 bikes in Old Town Pasadena and surrounding areas, implemented in FY 17/18 (see **Figure 7**)

In addition, the Plan envisions three future expansion phases (see "Expansion Communities," below), comprising 155 stations in eight communities:

- **Phase 3** – 65 stations and 936 bikes in Westlake, Koreatown, University Park, and surrounding areas, implemented in FY 18/19
- **Phase 4** – 53 stations and 763 bikes in Hollywood, West Hollywood, and surrounding areas, implemented in FY 19/20
- **Phase 5** – 37 stations and 533 bikes in Venice, Marina del Rey, Huntington Park, North Hollywood, and East Los Angeles, implemented in FY 20/21

Appendices A and B provide maps and additional detail on the locations and quantities of stations.

The system will be led by Metro in close coordination with participating local jurisdictions and agencies ("participating jurisdiction"), each with different responsibilities as described below.

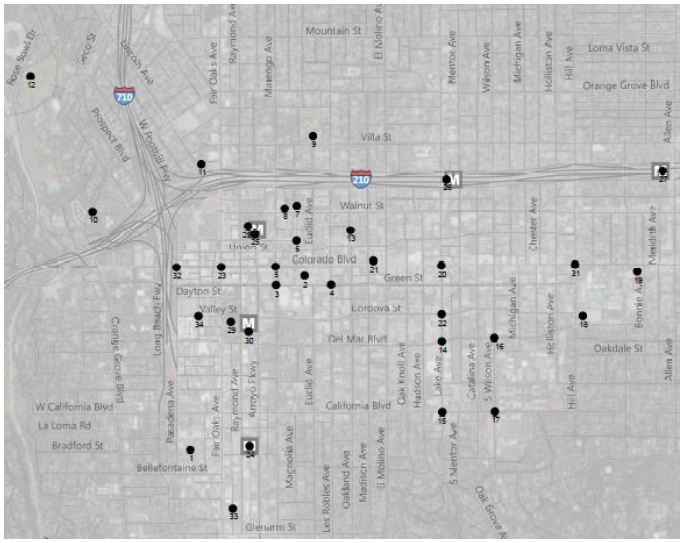


Figure 6 – Phase 1 Pilot Stations
Figure 7 – Phase 2 Pilot Stations
(not to scale)

CAPITAL OWNERSHIP

As described in Staff's January 14, 2015 report to Metro's Planning and Programming Committee, Metro will own and manage the system's equipment, including but not limited to bikes, stations, and kiosk terminals. Metro will contribute up to 50 percent of the capital cost of equipment, while participating jurisdictions will contribute the remaining share of capital costs.

OPERATIONS MODEL

Metro will manage a master operations contract with a single vendor to provide operations and maintenance for the entire regional system. As the manager of operations and maintenance, Metro may later elect to conduct a subset of operations and maintenance activities using Metro staff or other contractors to take advantage of economies of scale.

The goal is to have all parts of the regional system participate in the operation of a single system. However, Santa Monica and Long Beach already have vendors under contract, which might not align with the vendor selected for the Metro system. Metro will continue to coordinate with both jurisdictions and leave open the possibility that they will be integrated into the Regional program in the future.

FARE STRUCTURE

The Bikeshare Working Group explored several fare structures, focusing on three. The first two, called "Integrated as Metro Service" and "Integrated as Muni," attempt to integrate the bikeshare fare structure with Metro's existing fares for bus and rail transit. A third fare structure, called "Conventional," follows the format used in established bikeshare systems across the United States. The current recommendation is to pursue one of the integrated fare structures, depending on the technical capabilities of the vendor and Metro's TAP department.

There is flexibility to transition from one fare structure to another as technology allows and organizational barriers are overcome. Even if a fare structure that is fully integrated with transit fares is achieved, a parallel, conventional fare structure option may be more suitable for some users, such as tourists or other out of town visitors who only intend to use bikeshare on a short-term basis. Discounted fare programs, promotions, and other incentives can also adjust the specific fares. For example, a conventional fare structure can still provide discounts for transit riders through approaches that are less technology-intensive than full TAP integration, such as vouchers or coupons distributed on buses or in rail stations.

Integrated as Metro Service

The Integrated as Metro Service fare structure attempts to align bikeshare fares with existing fares for Metro bus and rail service to promote bikeshare as a Metro service, to encourage existing Metro transit users to use bikeshare, and to encourage new bikeshare users to ride Metro's bus and rail services.

Metro Fares As of 9/15/14	Regular	Senior 62+/ Disabled/ Medicare	College/ Vocational	Student K-12
On TAP				
1-Way Trip Includes transfers to other Metro lines for up to two hours to complete a one-way trip. Additional charges apply to ride: • Metro Silver Line • Metro Express Buses	$1.75	75¢ Peak 35¢ Off-Peak	$1.75	$1
1-Day Pass Valid for 1 day on first tap. Expires at 3am on the following day after first use. Includes: • All Metro services	$7	$2.50	–	–

Regular one-trip fares would be set at $1.75 for 30 minutes for all TAP card holders, with an additional charge of $1.75 for each additional 30-minute period. **Figure 8** illustrates the fare structure for a single bikeshare trip lasting more than 30 minutes.

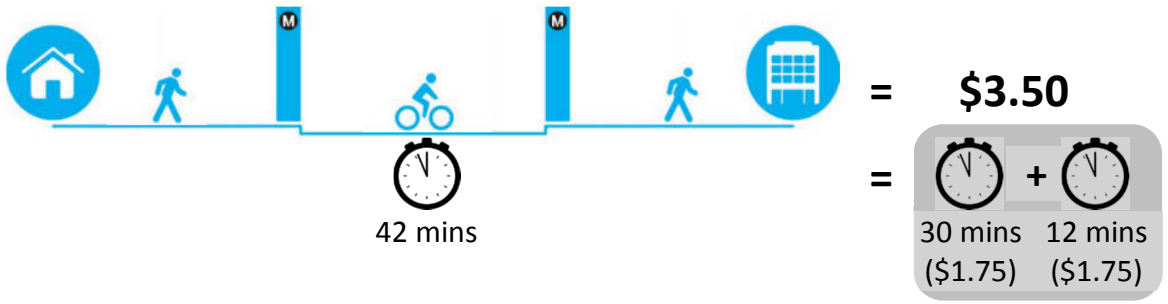


Figure 8 – Integrated Fare Structure Example

The Integrated as Metro Service fare structure takes advantage of Metro's existing infrastructure for offering reduced fares for seniors, students, and disabled passengers, helping to ensure equitable access to the bikeshare system. The fare structure also allows free transfers from a Metro bus or rail trip to bikeshare, which includes trips of up to 30 minutes each at no additional charge to complete a one-way trip within two hours. **Figure 9** illustrates an example where a passenger takes bikeshare to a rail station, disembarks at the destination end and uses bikeshare to complete the trip.

An additional charge of $1.75 for each additional 30-minute period of bikeshare use beyond the first still applies. Implementing this fare structure will require integration with the TAP card to track transit passenger transfers.

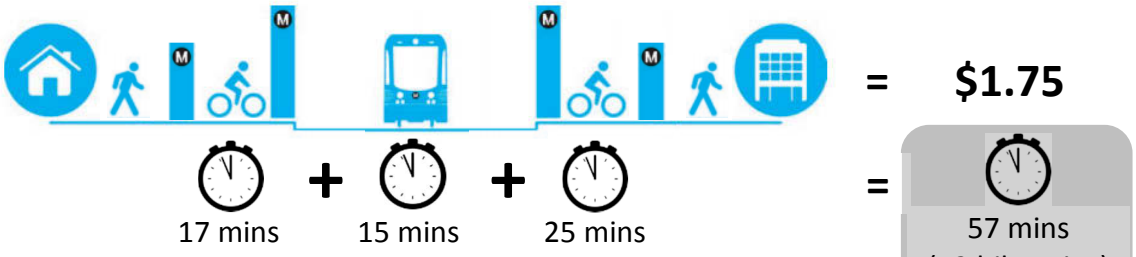


Figure 9 – Multimodal Integrated Fare Structure Example

1-Day, 7-Day, and 30-Day passes are also available through the Integrated as Metro Service fare structure using the same rates as existing passes for bus and rail, currently $7 for a 1-Day pass, $25 for a 7-Day pass, and $100 for a 30-Day pass. In addition to unlimited bus and rail trips, these passes allow an unlimited number of 30-minute bikeshare trips during the pass' active period; any bikeshare trips longer than 30 minutes will incur an additional $1.75 fee per additional 30 minutes. **Figure 10** illustrates the difference in fares with a 1-Day pass between a single bikeshare trip longer than 30 minutes and multiple trips each less than 30 minutes.

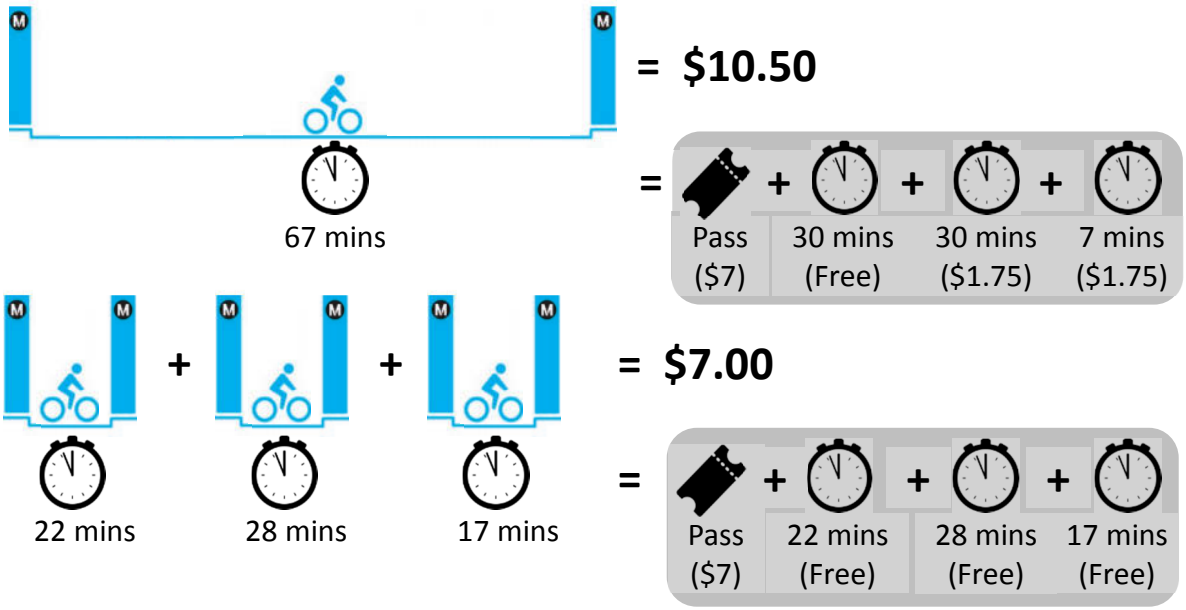
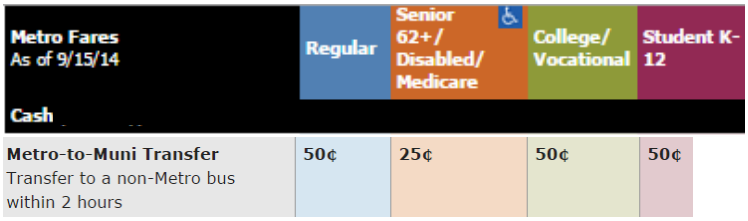


Figure 10 – Integrated Fare Example with 1-Day Pass

Bikeshare users who do not wish to purchase a TAP card connecting them with Metro bus and rail services could also purchase a conventional bike-share-only pass (described below).

Integrated as Muni

The Integrated as Muni fare structure is similar to the Integrated as Metro Service fare structure (above), except Metro bus and rail passengers with TAP cards must pay a 50-cent transfer fee to transfer from bus or rail to bikeshare (see **Figure 11**) . The transfer includes one trip up to 30 minutes in duration; trips longer than 30 minutes incur an additional fee of $1.75 per additional 30 minutes.



Metro Fares As of 9/15/14 Cash	Regular	Senior 62+/ Disabled/ Medicare	College/ Vocational	Student K-12
Metro-to-Muni Transfer Transfer to a non-Metro bus within 2 hours	50¢	25¢	50¢	50¢

Figure 11 – Existing Metro to Muni Transfer Fares

Bikeshare users who do not wish to connect to Metro bus and rail services could also purchase a conventional bike-share-only pass (described below).

Conventional

The Conventional fare structure is similar to the fare structure used in established bikeshare systems across the United States (examples from other bikeshare programs are illustrated in **Figure 12**). With this fare structure, there would be no integration with Metro bus or rail fares; bikeshare fares would be independent of other transit fares and transfers would not be included.

Once the user purchases a membership (this study assumes $7 for a 24-hour pass or $120 for an annual pass), she is allowed to make unlimited 30-minute trips within the active period of the pass. Trips longer than 30 minutes incur increasing "overtime" fees (example from CitiBike below). This study assumes an additional $1.75 fee for each 30-minute period beyond the first).

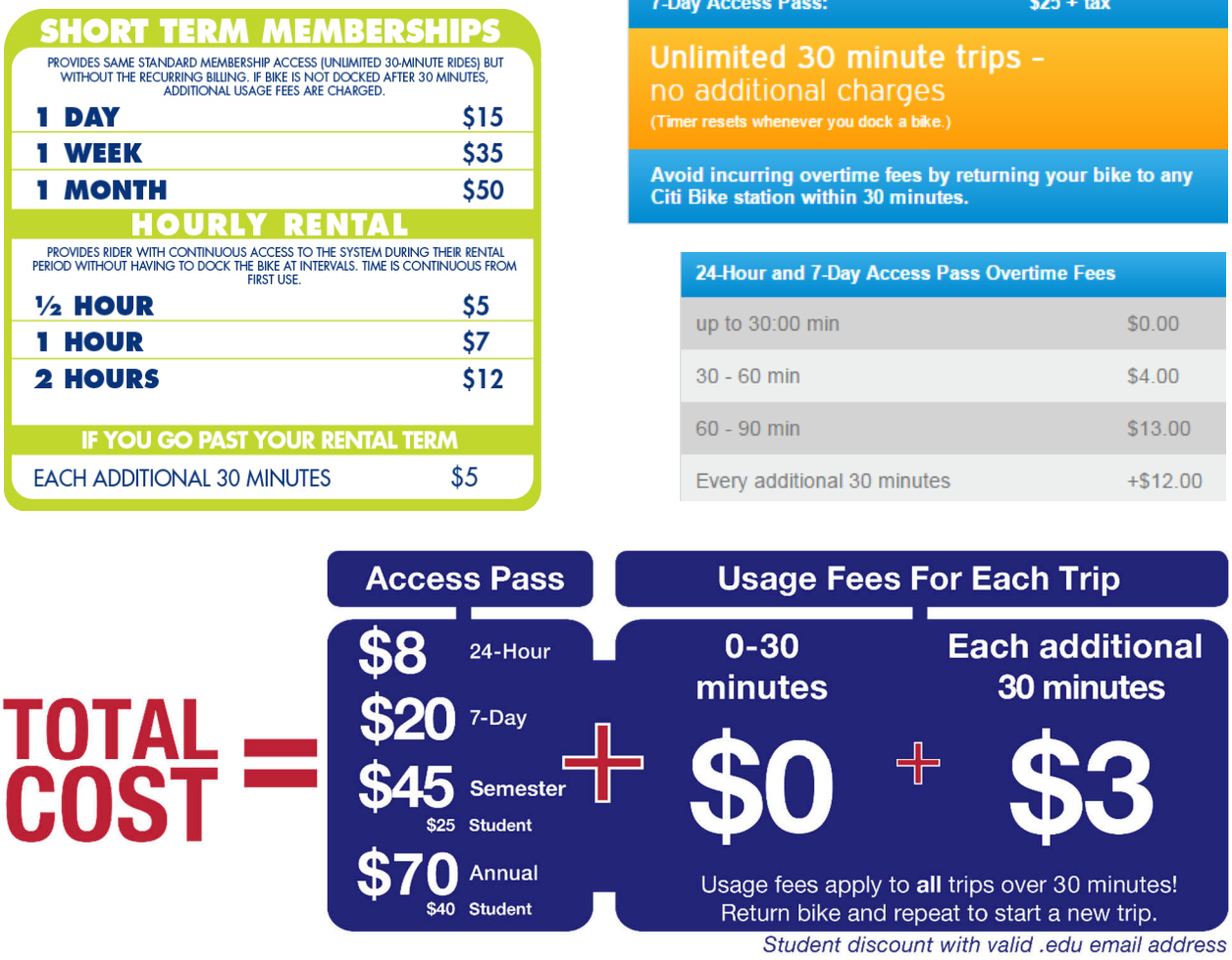


Figure 12 – Examples of Conventional Fares from DecoBike, CitiBike, and Boulder B-cycle Systems (clockwise from top left)

TAP INTEGRATION

Motivation

Integrating bikeshare fare media with the existing TAP card used for Metro's bus and rail services offers the opportunity to simplify the passenger experience, reinforce Metro branding, attract existing Metro passengers to the bikeshare system and encourage new bikeshare users to ride Metro's bus and rail services. TAP integration provides benefits to several stakeholder groups, including new and existing passengers, the bikeshare system, existing bus and transit interests, and third party TAP vendors.

A complex fare payment system can deter passengers from trying bikeshare (see **Figure 13**); creating a seamless payment system with TAP improves the passenger experience by making bikeshare use more convenient and accessible. A common payment method also allows passengers integrated use of bikeshare, bus, and rail transit across jurisdictional boundaries.

The bikeshare system itself benefits in multiple ways. First, providing a seamless user experience increases system ridership.[3] Second, TAP integration provides access to an extensive existing distribution network of Ticket Vending Machines (TVM) at Metro Rail stations and to over 500 Third Party Vendors (TPV) that would be costly for the bikeshare system alone to replicate. This network allows Metro's bikeshare program to connect with a

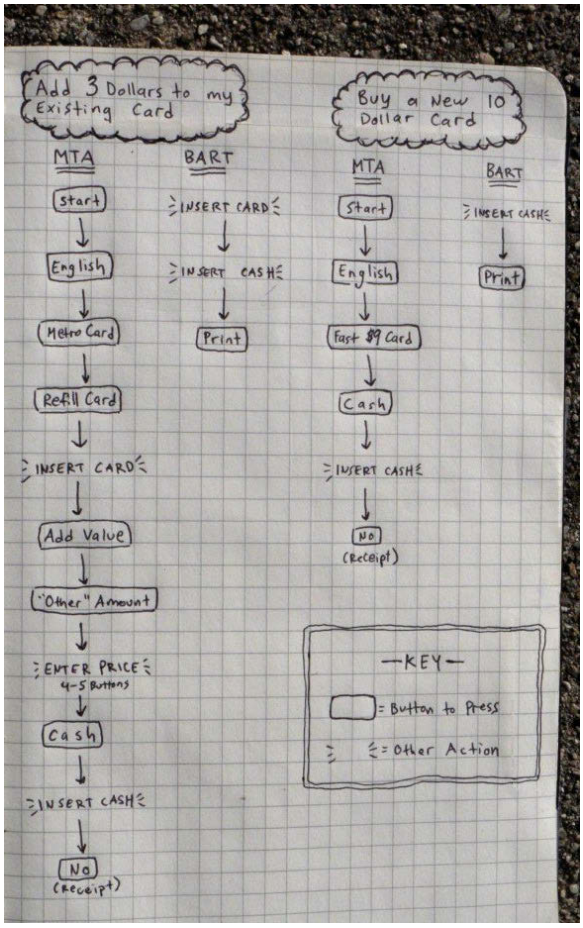


Figure 13 – User impression of fare machine experiences in New York City and San Francisco

[3] Transit Cooperative Research Program (TCRP) Report 95 found that in Cincinnati, most transit passs holders cited convenience as the major factor in their purchase decision; 11 percent of purchasers purchased a pass despite the pass not offering any cost savings for their existing level of transit use (p. 12-23). In Atlanta, cost savings was the most important factor for 56 percent of respondents, but 42 percent of respondents listed convenience-related answers, such as no need for cash, easier boarding, once-a-month payments, and easier transfers, as the primary reason for purchasing a pass.

population of lower-income, transit-dependent riders that other bikeshare systems have had difficulty reaching.

Existing bus and rail transit interests also benefit from bringing bus and rail access to the fingertips of bikeshare users who may not otherwise consider using bus and rail transit. TAP integration improves the potential for increased bus and rail transit ridership for Metro and Municipal transit agencies in areas where bikeshare is deployed. Integrated revenue collection also offers the potential to increase system-wide fare recovery as the Regional Bikeshare System expands (see **Figure 1**, above).

Third party TAP vendors gain additional foot traffic from a new demographic of users: bikeshare users tend to be younger and higher-income than bus and rail transit riders. This benefit may also help Metro attract and retain third party vendors.

Integration Needs

The main goal of TAP integration is a single fare medium that provides a seamless user experience for access to bikeshare and other transit modes. Because of the complexities of integrating with Metro's existing TAP card infrastructure, this section presents three potential approaches: "Real Time" integration, "Delayed Reconciliation," and "Minimal Integration." Variations of these approaches could also achieve varying degrees of integration as technology and organizational processes allow.

For both the Integrated as Metro Service and Integrated as Muni fare structures (described above), real time data integration between bikeshare and the existing TAP system would provide the best user experience and flexibility for system management. However, because this level of integration is likely to be complex and costly, a "delayed reconciliation" approach that requires only daily or weekly data sharing could also be considered.

A third "Minimal Integration" model, in which the TAP card is used as a unique user identifier only, is possible. To users, this model is integrated only in the sense that users use the TAP card as a link to a separate bikeshare account. The fare structure could not be fully integrated because transfer information about bus and rail trips would not be available; mutual benefits to bus, rail, and bikeshare transit would be minimal. Implementation of fare structure and payments would be handled entirely by the bikeshare operator.

The following sections describe in more detail the basic functionality necessary to achieve the desired level of TAP integration. However, a bikeshare system that achieves some integration benefits could be implemented with a subset of the TAP functionality described. Common elements to any approach are described first, followed by options for Real Time Data, Delayed Reconciliation, and Minimal Integration.

Common Functionality

Regardless of the level of integration, users will need to be able to purchase TAP cards. With integration, bikeshare users can use Metro's existing TAP card vending infrastructure. Substantial changes to the

vending infrastructure to accommodate bikeshare are not anticipated. Users who already have TAP cards can use them. Users who do not yet have TAP cards can purchase new TAP cards Online (http://taptogo.net/tap/locator/); from a TVM, located in all Metro Rail stations; from one of over 500 TPVs; or from a Metro Customer Center. Bikeshare could provide new opportunities for TAP card vending from bikeshare kiosks or from new TVMs located near selected bikeshare kiosks.

Users will also need to register for the bikeshare program to provide accountability for the checked out bikes and allow for payment processing. Bikeshare users will register their membership with the bikeshare operator and provide a credit card number that can be charged in the event of theft or damage to the Metro bike. In some options, the credit card number can also be charged to pay fares or "extended use fees" (see below). Users' TAP stored value will not be used to pay fares or fees. Users can register their TAP cards for use on the bikeshare system by the 16-digit number that already uniquely identifies each TAP card. Users can register online through the program's website or on a mobile app; both channels could be managed by the bikeshare operator. If technological barriers can be addressed, users could also sign up for bikeshare at Metro's network of TVMs.

Real Time Data Integration

First, users will need to purchase a 1-Day, 7-Day, or 30-Day pass on TAP. Changes to the process currently in place for purchasing a TAP pass are not anticipated. Users can purchase passes at TAP Vending Machines, at Metro Customer Centers, from Third Party Vendors, online (http://taptogo.net/replenish.php), or by phone (1-866-TAPTOGO).

Figure 14 – Metro Bus and Rail TAP Validators
http://www.metro.net/riding/fares/check-tap-cards-expiration-date/

Users will then need to activate the purchased pass. One option currently available to accomplish this is by tapping it on a Bus or Rail TAP validator. Users would first tap their TAP card on a bus or rail TAP validator to activate a new pass (see **Figure 14**). With this approach, there is the possibility for significant confusion among new users who might not intuit the need to take a bus or rail trip before using bikeshare, reduced adoption of bikeshare, and an increased volume of customer service issues; however there would not be a need for changes to the process currently in place for activating a TAP pass.

A second option for activating the purchased pass is to enable activation of passes for use on bikeshare terminals regardless of whether or not they have previously been used at a bus or rail validator. Bikeshare terminals could be either kiosks located at each station, devices located on each Metro Bike, or both. Passes that have been previously used on bus or rail would already be active for use on bikeshare as well. There are at least two potential options for activating passes for bikeshare use without previous use on bus or rail. First, Metro's TVMs are equipped with TAP validators for loading new passes or stored value onto TAP cards (see **Figure 15**). TVMs could be configured with a new option to activate a previously-purchased pass, avoiding the need to activate passes at bikeshare terminals. Alternatively, users could tap their TAP cards to validators located at each bikeshare terminal. Just as with bus or rail, the first tap would activate the pass, provided another pass is not already active.

Figure 15 – Metro TVM with TAP Validator
http://walknridela.com/wordpress/wp-content/uploads/2010/06/MTATVM23.jpg

Next, the system will need to initiate a bikeshare trip. The user taps the TAP card to the validator on the bikeshare terminal. The validator needs to (1) read the unique identifier of the TAP card, which has already been linked to a unique bikeshare user during the registration step (above) and (2) read whether or not the TAP card is carrying an activated pass. With this information the bikeshare operator's software will release the bike to the user and begin tracking the trip. If the user has an activated pass, there will be no initial charge; otherwise, the user's credit card will be charged as needed.

When the user returns the bike to a designated station or, in the case of a "smart bike" system, locks the bike and ends the trip with a mobile app or on-bike button, the bikeshare operator's software will close the trip record, recording, among other details, the duration of the bikeshare trip. Based on the duration of the trip, the bikeshare operator will charge the user's credit card an Extended Use Fee for trips lasting longer than 30 minutes. The need for additional TAP functionality is not anticipated in this step.

As an optional final step, the TAP system can be used to reconcile user charges and allocate revenue to bikeshare, bus, and rail, as appropriate (see "Revenue Allocation," below). At the end of an agreed-upon period (e.g., monthly, quarterly, annually), Metro staff will reconcile the revenue collected from pass sales based on how the pass is used. The bikeshare operator will provide a data set with trip records for each unique user (identified by the 16-digit TAP card number). Metro staff (or an embedded bikeshare operator employee under Metro supervision) will then join these records to Metro's records of each user's revenue from passes purchased and trips taken on bus and rail. Revenue from each user's pass purchases will then be allocated according to the number of trips taken on bus, rail, and bikeshare.

Delayed Reconciliation

The Delayed Reconciliation approach is similar to the Real Time Data Integration approach (see above), but introduces a lag in user billing because of the need for additional processing. When initiating the bikeshare trip the validator only needs to read the unique identifier of the TAP card. This information will

be stored with a timestamp for later comparison. At the end of an agreed-upon period (daily or weekly), the bikeshare operator will provide a data set with trip records for each unique user (identified by the 16-digit TAP card number). Metro Staff (or an embedded bikeshare operator employee under Metro supervision) will join these records to Metro's records of each user's pass purchase history to determine whether each trip was covered by an active pass. The bikeshare operator will charge the user's registered credit card for any trips not covered by a pass as Walk-Up trips.

Minimal Integration

The TAP card will be used as a "key" or unique user identifier only. The bikeshare terminal (kiosk or bike) only needs to be able to read the TAP card's unique identifier. Memberships and fare structures for bikeshare will be completely separate from bus and rail, and all back-end system functions will be handled by the bikeshare operator.

Funding

Initial conversations with Metro's TAP department suggest that integrating bikeshare with TAP can be costly and complex. To the extent possible, Metro should require the selected bikeshare vendor to make its hardware and payments system compatible with existing TAP infrastructure. To the extent that Metro will need to adjust its infrastructure to interface with bikeshare, it should consider the benefits to the overall mission of the organization of integrating bikeshare with bus and rail when deciding on a level of financial and staff support for implementing TAP integration changes. External funding sources may also be available to support the transition: PeopleForBikes is administering grant funding to bikeshare operators, cities, and local nonprofits to develop and implement strategies that increase bikeshare in underserved communities.[4] Integrating bikeshare with TAP and with bus and rail transit leverages existing equity-focused fare structures and provides new transportation opportunity for underserved communities. Active Transportation Program (ATP), Transportation Investment Generating Economic Recovery (TIGER), and Metro ExpressLanes funding could also be used to offset costs.

Metro's Mission

Metro is responsible for the continuous improvement of an efficient and effective transportation system for Los Angeles County.

MOBILITY HUBS COORDINATION

Funded via a grant from the Federal Transit Administration's Jobs Access Reverse Commute (JARC) program, the Mobility Hubs project may provide integrated bikeshare, carshare, secure bike parking systems and jitney services at strategic locations throughout Downtown Los Angeles, Hollywood and Long Beach. The Mobility Hubs project could also include a guaranteed ride home program, an

[4] http://www.peopleforbikes.org/blog/entry/bike-share-isnt-equitable-lets-change-that

integrated transit pass with Mobility Hub service, and a centralized, online trip planning and reservation system. With a purpose of providing enhanced mobility access and options for eligible low income individuals seeking access to jobs and job-related opportunities (see **Figure 16**), JARC explicitly requires that related funding and implementation of the Mobility Hubs be driven intentionally and explicitly for eligible low-income individuals seeking access to jobs and job-related opportunities.

The selected Metro Countywide Bikeshare vendor will be required to coordinate with the participating jurisdiction and selected vendor(s) of the future Mobility Hubs project to implement, operate and maintain bikeshare station locations. The Mobility Hubs Operating Plan envisions advancing the Hollywood project sooner than is currently anticipated in the Bikeshare Implementation Plan. To effectuate this, Metro, the City of Los Angeles and the selected bikeshare vendor will coordinate and evaluate feasible strategies to advance Hollywood implementation.

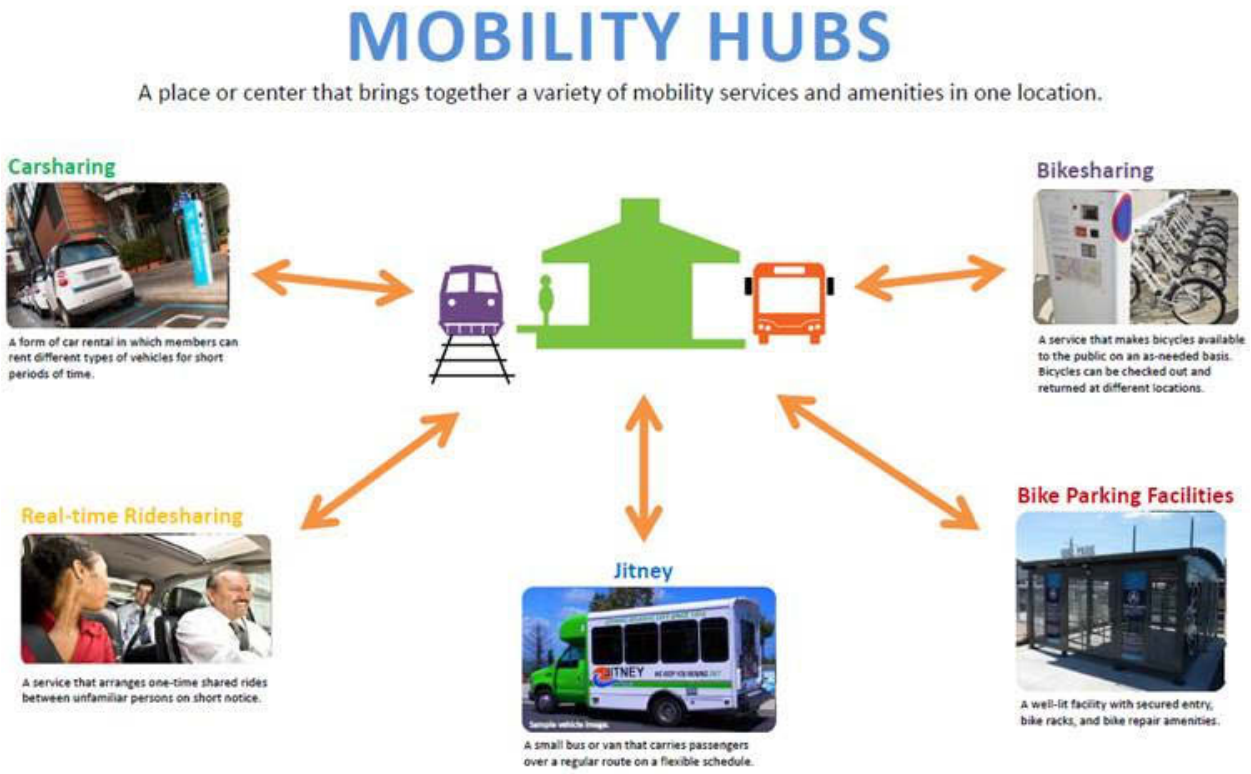


Figure 16 – Mobility Hub Concept Diagram
Needs Assessment Study and Operating Plan for the Los Angeles/ Long Beach Integrated Mobility Hubs Project, funded by JARC

EQUITY

Bicycling in general and bike sharing in particular have historically struggled to attract lower-income individuals and people of color.[5] African-Americans have significantly lower levels of self-reported bicycle use than the general population, and low-income and non-white households are estimated to have significantly lower rates of bicycle ownership.[6] By providing low-cost access to bicycles, bikeshare could help reduce barriers to bicycling and encourage bike use in historically underserved communities. In Washington, D.C., bikeshare users reported significantly lower income than the general cycling population, suggesting that Capital Bikeshare might expand bike access to some lower-income cyclists. Nevertheless, African-Americans make up only 3 percent of Capital Bikeshare users and only 1 percent of Boston Hubway users, while 81 percent of Denver B-cycle users are white and only 21 percent have annual household incomes below $50,000.[7]

Lowering Barriers – Financial Access

Metro should explore multiple options for providing equitable access to bikeshare, including TAP integration and other programs for promoting access to the system.

By integrating fare structures and access through the TAP card, Metro will link the bikeshare program to a large population of transit users traditionally underserved by bikeshare programs. The integration of fares and fare media allows Metro to leverage its existing discounted fare programs for seniors 62 years and older, disabled and medicare-eligible passengers, college and vocational students, and K-12 students.

Other bikeshare systems present additional examples of programs that can be used to improve financial access for underserved communities. Capital Bikeshare has partnered with Bank on DC to offer discounted memberships and debit and credit accounts to unbanked individuals who would not otherwise have access to bikeshare;[8] the program has also reached out to the homeless and unemployed communities, providing discounted memberships to those enrolled in job training sessions.[9] NYC Bikeshare, the

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[5] Federal Highway Administration. "Bikesharing in the United States: State of the Practice and Guide to Implementation." September 2012. http://www.bicyclinginfo.org/promote/bikeshareintheus.pdf.

[6] Buck, Darren. "Encouraging Equitable Access to Public Bikesharing Systems." 22 December 2012.

[7] http://dc.streetsblog.org/2012/10/03/why-isnt-bike-share-reaching-more-low-income-people/

[8] "Capital Bikeshare Launches Bank on DC Program." 16 December 2011. http://www.capitalbikeshare.com/news/2011/12/16/1140

[9] DePillis, Lydia. "Capital Bikeshare Rolls Out Homeless Pilot." 20 March 2012. http://www.washingtoncitypaper.com/blogs/housingcomplex/2012/03/20/capital-bikeshare-rolls-out-homeless-pilot/

operator of Citi Bike, has also partnered with local housing authorities to increase access to its program.[10] New York City Housing Authority residents and select Community Development Credit Union members are eligible for discounted, $60 annual memberships (a $35 savings). Denver Bike Sharing offers free B-cycle memberships, not tied to a credit card, to Denver Housing Authority residents of buildings adjacent to B-cycle stations. Although DBS has found funding to subsidize these membership and usage fees, significant time and effort go into providing the memberships: Housing Authority staff screen applicants for eligibility and good standing and DBS staff visit sites to recruit members; staff also need to manually adjust records in the software system to exempt these users from fees. Minneapolis' Nice Ride system has eliminated the credit card hold held as a deposit, which presented a barrier to some potential users.[11] Finally, discounts for students, seniors and military are common; Denver offers discounted, $60 annual memberships (a $20 savings) to these groups.

Station Siting – Physical Access

Locating bikeshare stations in communities disproportionately underrepresented in bicycling can improve their mobility by providing affordable access to bicycles. Ensuring that stations are placed near neighborhoods and transit lines that low-income riders use will increase the likelihood that they can integrate the system into their regular travel. Siting stations near neighborhoods with transit dependent residents, affordable housing, public transit lines, and off-campus college housing can serve additional users who do not have regular access to a car or bike. Beyond providing stations to improve equity in targeted neighborhoods, the program should also ensure that these stations are well-connected to the rest of the system and provide a diverse range of trip-making opportunities for community members.

For the stations located in Downtown Los Angeles, Metro performed an analysis of the share of minority population within a quarter-mile and half-mile radius of the bike share stations. These percentages were then compared against the Los Angeles County average (see **Table 1**). The analysis shows that the areas within walking distance of the proposed demonstration stations have a higher minority share of residents than the County as a whole. Thus, there is no disproportionate burden imposed upon minority residents by the location of the Downtown Los Angeles stations.

Metro performed a similar analysis for the share of population in poverty (see **Table 2**). The analysis shows a higher percentage of households in poverty within walking distance of the proposed demonstration program stations than for the County as a whole. Thus, there is no disproportionate burden imposed upon households in poverty by the location of the Downtown Los Angeles stations.

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[10] Schmitt, Angie. "Why Isn't Bike-Share Reaching More Low-Income People?" 3 October 2012. http://dc.streetsblog.org/2012/10/03/why-isnt-bike-share-reaching-more-low-income-people/

[11] "Frequently Asked Questions: What about low income New Yorkers?" http://citibikenyc.com/faq#_What_about_low_income

TABLE 1 – MINORITY ANALYSIS			
Analysis Area	**Population**	**Minority Population**	**Minority Population %**
Quarter-Mile Buffer	129,312	103,334	79.9%
Half-Mile Buffer	197,602	168,243	85.1%
Los Angeles County	9,818,605	6,869,996	70.0%
Note: Data aggregated from Census Block level.			

TABLE 2 – POVERTY ANALYSIS			
Analysis Area	**Population**	**Poverty Population**	**Poverty Population %**
Quarter-Mile Buffer	127,618	54,559	42.8%
Half-Mile Buffer	186,883	76,627	41.0%
Los Angeles County	9,604,871	1,508,618	15.7%
Note: Data aggregated from Census Tract level.			

Marketing and Outreach – Information Access

New bikeshare systems typically benefit from lots of mainstream press, but reaching broader communities may be more difficult. Only eight of twenty surveyed operators reported current or planned community-specific outreach efforts; of those that did, several indicate targeted outreach through affordable housing authorities, churches, and community-based organizations.[12] Partnerships with community organizations can help users learn to use bikeshare, ride a bike in traffic, and choose comfortable and convenient biking routes. Partnerships with large employers and unions for awareness building and membership discounts can help to reach service industry workers. Promotional materials in multiple languages can help to reach a wide range of communities. While marketing to diverse communities is important, it is also essential to ensure that these populations have physical and financial access to the bikeshare system, so that marketing efforts can attract new members and new trips.

[12] Buck, Darren. "Encouraging Equitable Access to Public Bikesharing Systems." 22 December 2012.

An Ongoing Effort

Reaching historically underserved communities will require continued effort on the part of the bikeshare operator. Metro should consider employing a broad range of strategies to engage potential bikeshare users and develop a ridership base that reflects the population of Los Angeles County.

OPERATIONS FUNDING

Per Board direction, Metro will provide up to 35 percent of operating costs. The Bikeshare Working Group considered two approaches to calculating Metro's contribution: "Gross" and "Net."

Under the Gross approach, Metro provides up to 35 percent of total operating costs, while participating jurisdictions cover any shortfall between the system's operating revenues (user memberships and fares) plus Metro's 35 percent contribution and the total operating cost of the system. If the system's operating revenues exceed 65 percent of total operating costs, Metro's contribution will be less than 35 percent, and participating jurisdictions will pay nothing. If the system's operating revenues exceed its total operating costs, any surplus will be split in the same proportion, with 65 percent going to the participating jurisdiction and 35 percent going to Metro. Revenues from sponsorship are not included in this calculation, but considered separately (see "Sponsorship," below). **Figure 17** illustrates the sharing of costs and revenues with the Gross approach for three scenarios, where operating revenues equal 50 percent, 70 percent, or 120 percent of the system's operating cost.

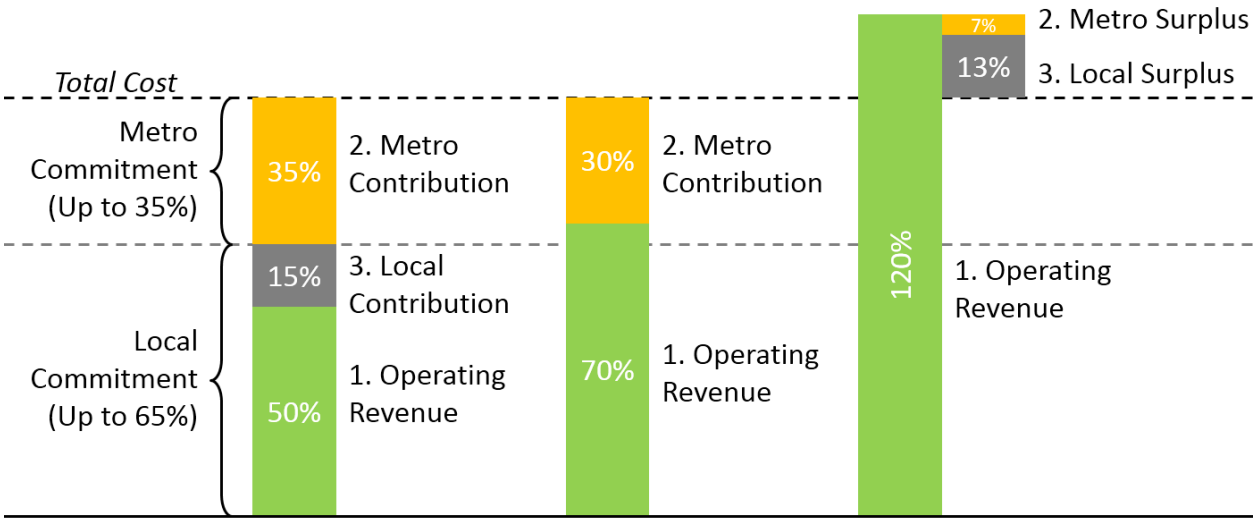


Figure 17 – Gross Operations Funding Model

Under the Net approach, system operating revenues first offset total operating costs. Metro then contributes 35 percent of the resulting shortfall, while participating jurisdictions contribute 65 percent of the shortfall. Surpluses are shared as under the Gross approach. **Figure 18** illustrates the sharing of costs and revenues with the Net approach for same three scenarios.

The current recommendation is to pursue the Net operations funding approach.

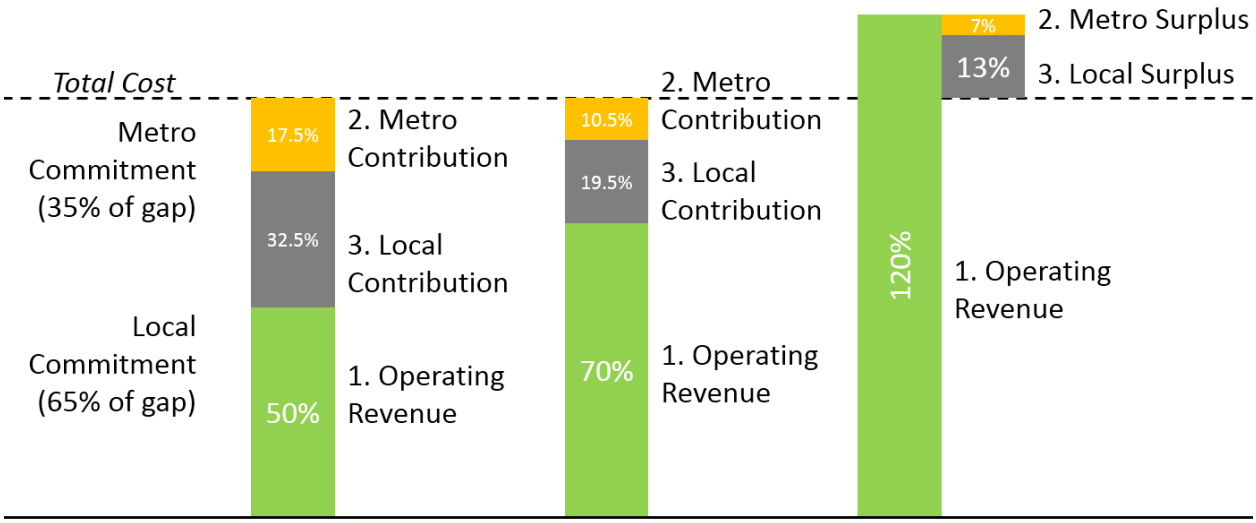


Figure 18 – Net Operations Funding Model

REVENUE ALLOCATION

To calculate the share of contributions by Metro and participating jurisdictions, revenues from bikeshare activities must be tracked separately from other Metro revenue. Given the technological and administrative complexities of full TAP integration, the initial recommendation for bikeshare revenue accounting is simplified, limiting the ability to allocate pass revenue to bikeshare. As a long-term goal, the revenue contributions of bikeshare to Metro's overall operating budget should be quantified along with its costs.

Initial Direction

With the Integrated as Metro Service fare structure, the current revenue allocation direction is for only overtime fees (for trips lasting longer than 30 minutes) and bike-share-only passes to be allocated to bikeshare.

Although a 1-Day, 7-Day or 30-Day TAP pass could be used to access bikeshare, none of the revenue from the sale of those passes would support the bikeshare program. Since the vast majority of bikeshare trips are under 30 minutes (over 91% in the Capital Bikeshare system),[13] most individual bikeshare trips would not generate any revenue for the bikeshare program. **Figure 19** illustrates an example trip in which the passenger purchases a day pass, rides bikeshare to connect to rail, takes a second bikeshare trip at the destination end, and then returns by connecting from bus to rail. The passenger spends $7 for the 1-Day pass and starts her trip. Although two of the five legs of the entire trip are made by bikeshare, all bikeshare trips segments are less than 30 minutes, so none of the collected revenue is allocated to bikeshare.

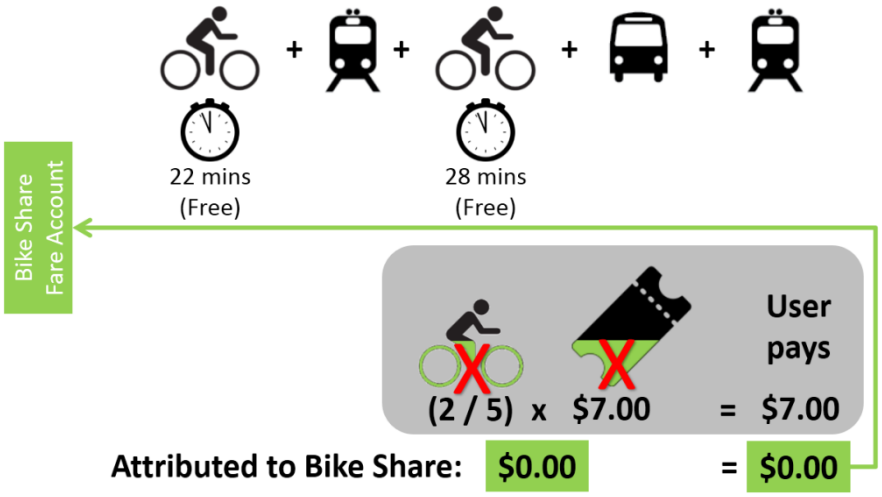


Figure 19 – Integrated-as-Metro Pass Revenue Allocation

[13] http://cabidashboard.ddot.dc.gov/cabidashboard

Revenue allocation for a single one-way trip on TAP is similar. **Figure 20** illustrates an example trip where the passenger uses bikeshare for both the first and last mile connections of the trip. He purchases a one-way trip fare for $1.75, rides bikeshare, transfers to rail, and then takes a second bikeshare trip lasting longer than 30 minutes (as noted above, bikeshare trips longer than 30 minutes are not typical). Two of the three legs of the entire trip are made by bikeshare, but none of the pass revenue is attributed to bikeshare and allocated to the Bikeshare Fare Account. Because one bikeshare leg of the trip lasted longer than 30 minutes, he also incurs an additional $1.75 charge, which is processed separately by the bikeshare operator and allocated to the Bikeshare Fare Account.

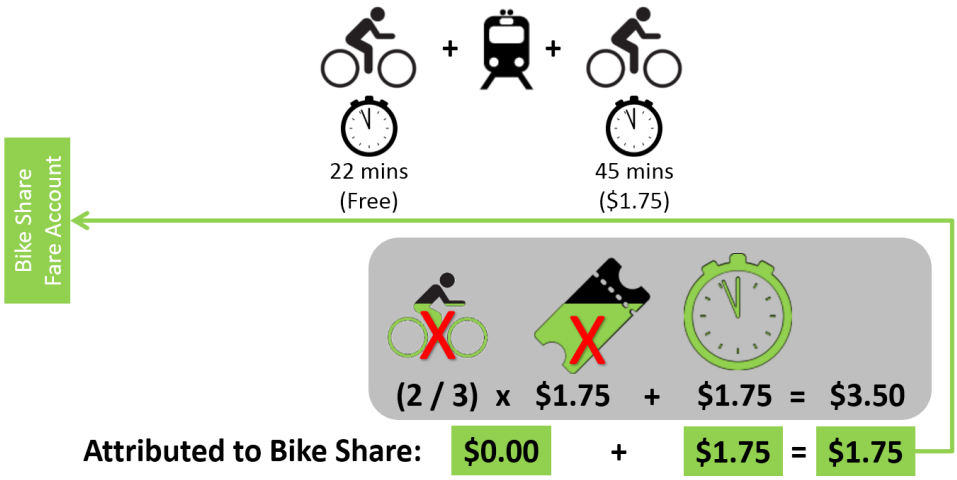


Figure 20 – Integrated-as-Metro Single Trip Revenue Allocation

The Integrated as Muni fare structure would have a similar revenue allocation, with an additional 50-cent transfer fee allocated to bikeshare. **Figure 21** illustrates the same example trip as depicted in Figure 19, in which the passenger purchases a day pass, rides bikeshare to connect to rail, takes a second bikeshare trip at the destination end, and then returns by connecting from bus to rail. The passenger spends $7 for the 1-Day pass and starts her trip on bike share, for which she pays an additional 50-cent fee. She pays a second 50-cent fee for the second bike share leg; the remaining transfers to Metro Bus and Rail are free. Only the two 50-cent fees, a total of $1.00, are allocated to the bike share account.

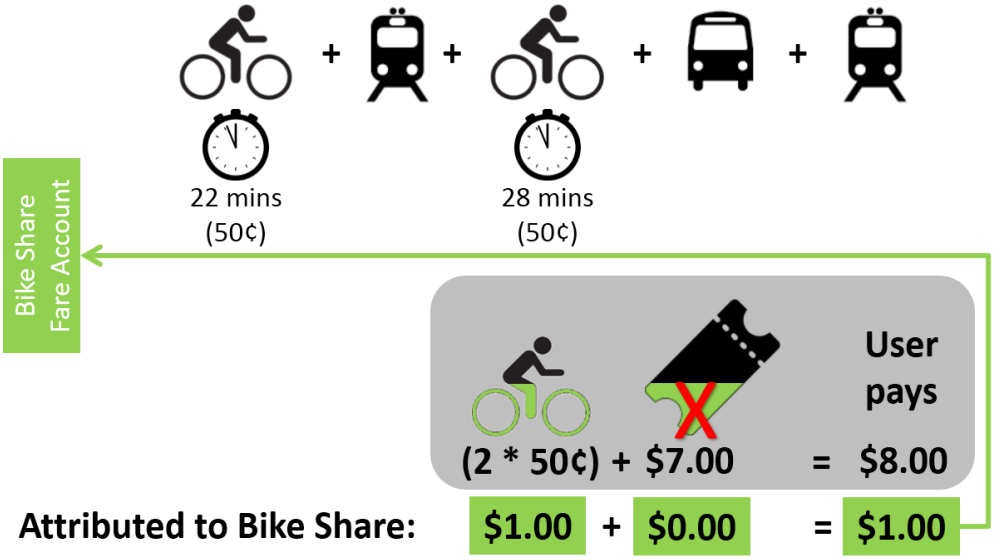


Figure 21 – Integrated-as-Muni Pass Revenue Allocation

Figure 22 illustrates the same example trip as depicted in Figure 20, where the passenger uses bikeshare for both the first and last mile connections of the trip. He purchases a one-way trip fare for $1.75, rides bikeshare, transfers to rail, and then takes a second bikeshare trip lasting longer than 30 minutes. Two of the three legs of the entire trip are made by bikeshare, so he pays two, 50-cent transfer fees, which are attributed to bikeshare and allocated to the Bikeshare Fare Account. Because one bikeshare leg of the trip lasted longer than 30 minutes, he also incurs an additional $1.75 charge, which is processed separately by the bikeshare operator and allocated to the Bikeshare Fare Account. In total, $2.75 ($1.00 in transfer fees and a $1.75 additional use fee) is allocated to the Bikeshare Fare Account.

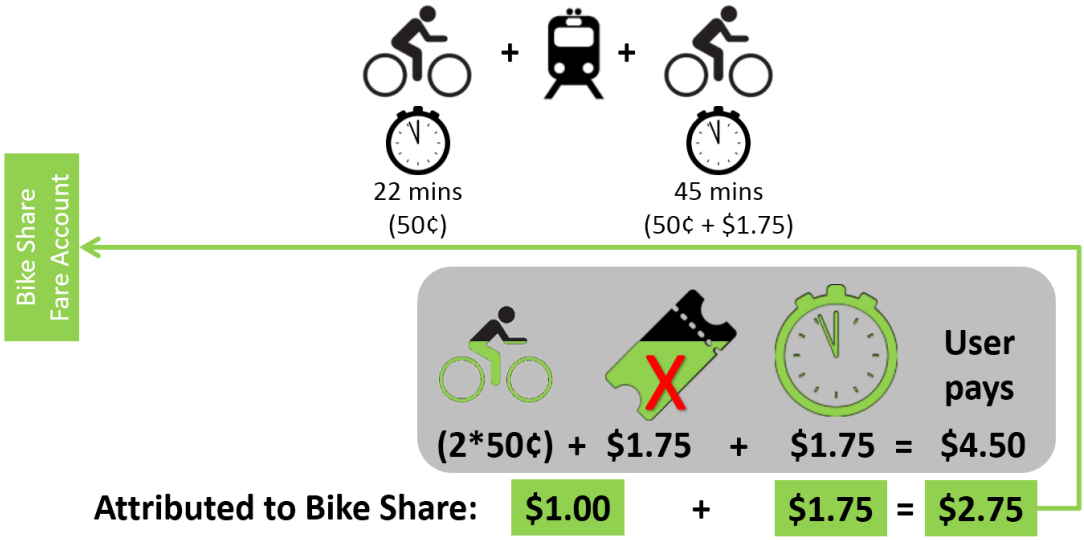


Figure 22 – Integrated-as-Muni Single Trip Revenue Allocation

Fully-Integrated Fare Structure

As technological and institutional barriers to revenue allocation are addressed, the revenue contributions of bikeshare to Metro's overall operating budget should be quantified. One concept for equitable accounting of bikeshare's portion of fare revenue is to allocate revenue in proportion to use. For 1-Day, 7-Day and 30-day TAP passes, pass revenue would be allocated by the percent of trip legs made by each mode. The portion of revenues allocated to bikeshare could be set aside in a Bikeshare Fare Account to offset bikeshare-related expenses.

Figure 23 illustrates the same example trip as depicted in Figure 19, in which the passenger purchases a day pass, rides bikeshare to connect to rail, takes a second bikeshare trip at the destination end, and then returns by connecting from bus to rail. The passenger spends $7 for the 1-Day pass and starts her trip. Two of the five legs of the entire trip are made by bikeshare, so 2/5 of the $7 pass, or $2.80, are attributed to bikeshare and allocated to the Bikeshare Fare Account. If any bikeshare leg of the trip would last longer than 30 minutes, she would incur an additional $1.75 charge for each additional 30-minute period, which would be processed separately by the bikeshare operator and allocated to the Bikeshare Fare Account.

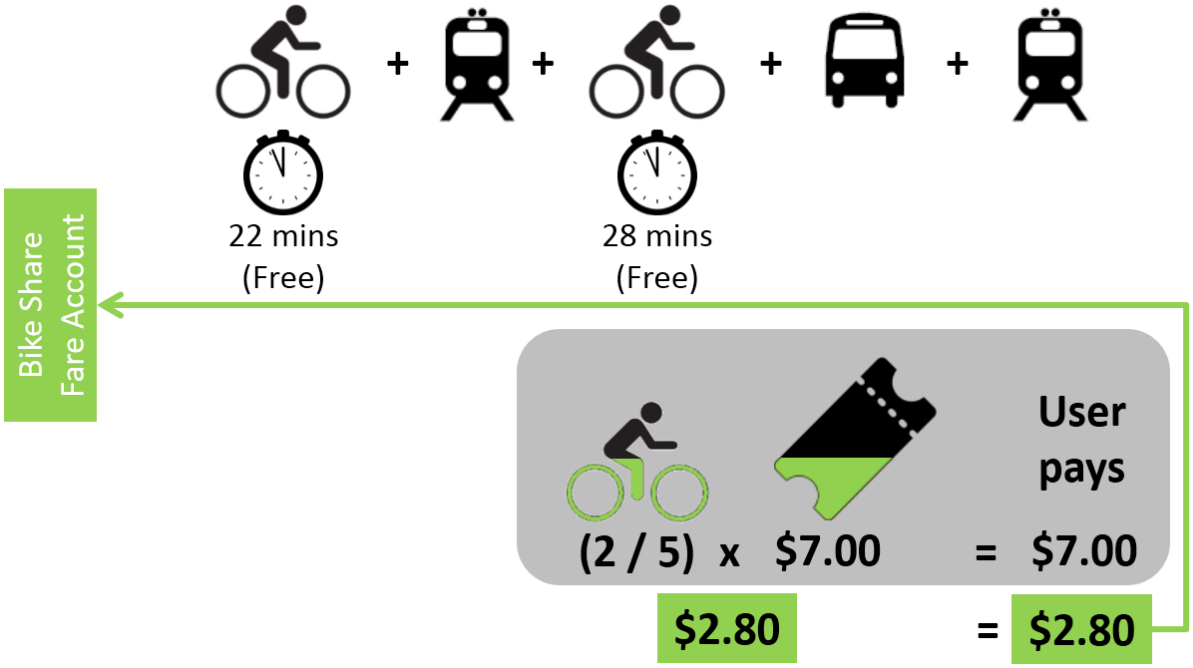


Figure 23 – Fully Integrated Pass Revenue Allocation

Revenue allocation for a single one-way trip on TAP is similar. **Figure 24** illustrates the same example trip as depicted in Figure 20, where the passenger uses bikeshare for both the first and last mile connections of the trip. He purchases a one-way trip fare for $1.75, rides bikeshare, transfers to rail, and then takes a second bikeshare trip lasting longer than 30 minutes. Two of the three legs of the entire trip are made by bikeshare, so 2/3 of the $1.75 fare, or $1.17, are attributed to bikeshare and allocated to the Bikeshare Fare Account. Because one bikeshare leg of the trip lasted longer than 30 minutes, he also incurs an additional $1.75 charge, which is processed separately by the bikeshare operator and allocated to the Bikeshare Fare Account. In total, $2.92 ($1.17 in pass revenue and a $1.75 additional use fee) is allocated to the Bikeshare Fare Account.

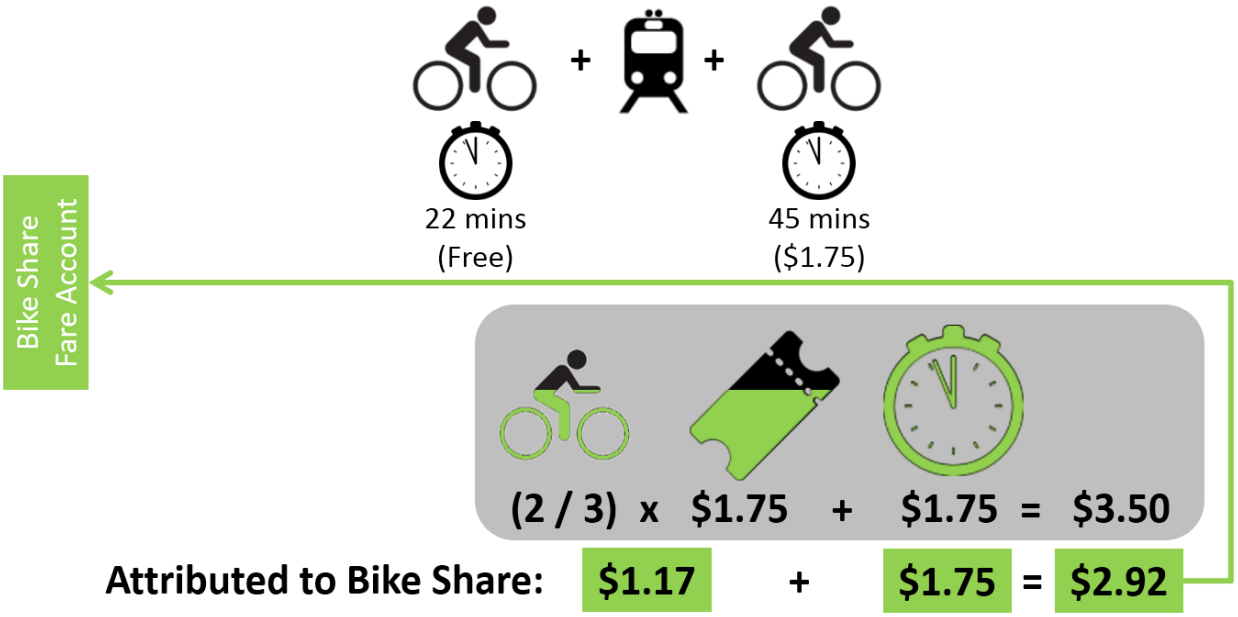


Figure 24 – Fully Integrated Single Trip Revenue Allocation

For Bikeshare Only Annual Passes, 100 percent of pass revenue and 100 percent of additional use fees are attributed to bikeshare and allocated to the Bikeshare Fare Account.

Jurisdictional Revenue Allocation

Under either revenue allocation scenario, revenues for trip fees and one-way bikeshare only fares will be divided among jurisdictions according to the location where the bike was checked out (trip origin) and membership fees for annual passes will be allocated according to the location of the signup. Membership fees from online signups not within a participating jurisdiction (as reported by the member) would be shared among all participating jurisdictions in proportion to their number of docks. As the system grows, Metro may need to revisit the policy of crediting trips by origin location to instead credit half to the check-out location and half to the check-in location if a one-direction imbalance of trips is a persistent problem.

SPONSORSHIP

Metro will pursue and manage a systemwide sponsorship contract, such as naming rights, a title sponsorship, or consistent recognition across all bikeshare equipment. Metro will also retain control over the primary on-bike branding presence. Revenues from the systemwide sponsorship contract will first be applied toward Metro's financial commitment. Any revenues that exceed Metro's commitment will be applied toward the jurisdictions' operating and maintenance share. Any sponsorship revenue beyond what is needed to offset the full operating cost of the program could be retained by Metro for future capital expansion of the program or Metro could come to an agreement with participating jurisdiction on how to dedicate revenue. Participating jurisdictions will manage local sponsors and advertising contracts, such as station-level (kiosk) sponsorships and advertisement, and retain revenue from local sponsorships. Metro will aim to provide participating jurisdictions with a secondary on-bike presence recognizing their contribution.

Because of the unique characteristics of the Los Angeles region and uncertainty about the final amount of on-bike and on-station space available for sponsor recognition, it is difficult to estimate the level of sponsorship revenue that could be expected from the Los Angeles County Regional Bikeshare program. **Table 3** provides sponsorship information from three established U.S. bikeshare systems for reference.

TABLE 3 – SPONSORSHIP EXAMPLES							
System	**Sponsorship Value**	**Years**	**Annual Value**	**Bikes**	**Annual Value / Bike**	**Stations**	**Annual Value / Station**
CitiBike Title Sponsor	$41,000,000	6	$6,833,000	6,000	$1,139	330	$20,707
NiceRide MN Title + Station Sponsors	$4,115,000	–	$1,129,000	1,550	$728	170	$6,640
Title Sponsors Only	*$2,915,000*	*4*	*$729,000*	*1,550*	*$470*	*170*	*$4,290*
Station Sponsors Only	$1,200,000	*3*	*$400,000*	*1,550*	*$258*	*170*	*$2,350*
Denver B-cycle	$1,676,000	3	$559,000	700	$798	84	$6,650

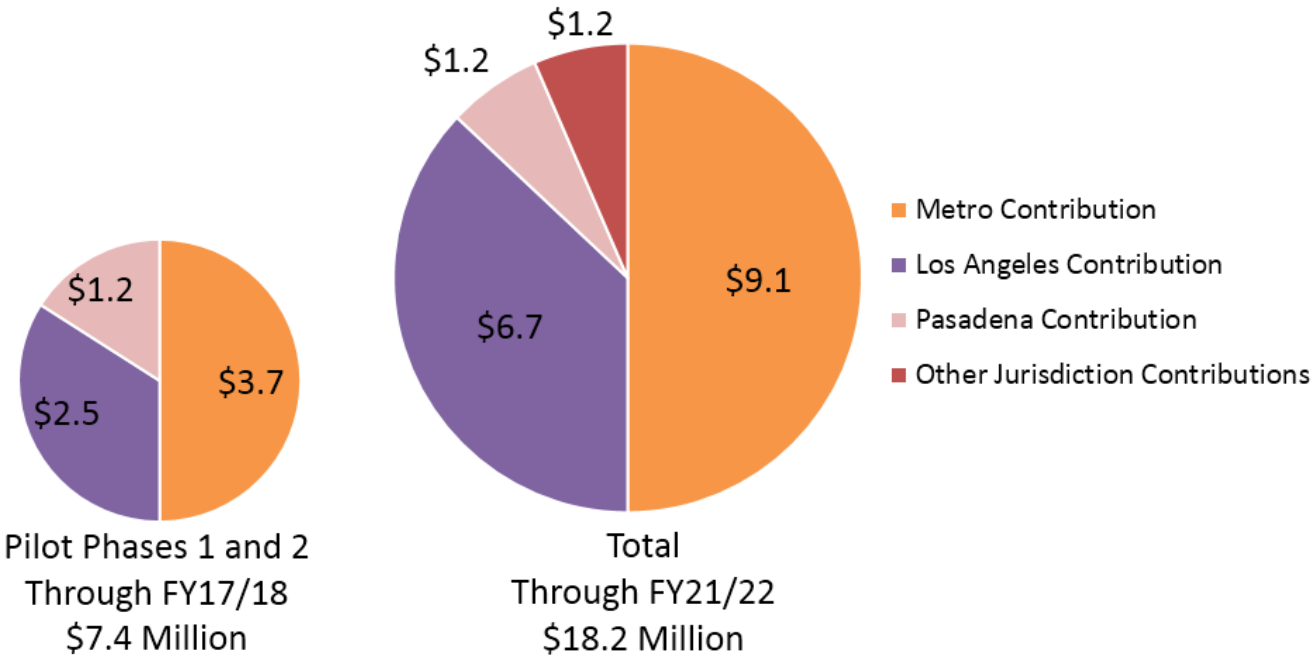
FINANCIAL ESTIMATES

Capital Contributions

Total capital costs were estimated based on Economic and Planning Systems Inc.'s case study research on Capital Bikeshare, Boulder B-Cycle, Denver B-cycle and Nice Ride Minnesota. Capital costs of $77,539 for the stations in Downtown Los Angeles, based on a 30 dock per station average, and $69,584 in other areas, based on a 25 dock per station average, were assumed. **Figure 25** illustrates the distribution of capital contributions among Metro and participating jurisdictions based on Metro's 50 percent capital contribution.

Although these capital cost estimates assume a ratio of approximately 1.8 docks per bike, the recent trend in bike share operations has been to work toward a ratio of two docks per bike to reduce the need for bike rebalancing and reduce the number of instances when all docks at a station are full. Holding the number of bikes constant and installing additional docks would result in higher capital costs. On the other hand, using smart bike hardware would reduce the need for physical docking stations and potentially reduce capital costs.

Figure 25 – Capital Contributions



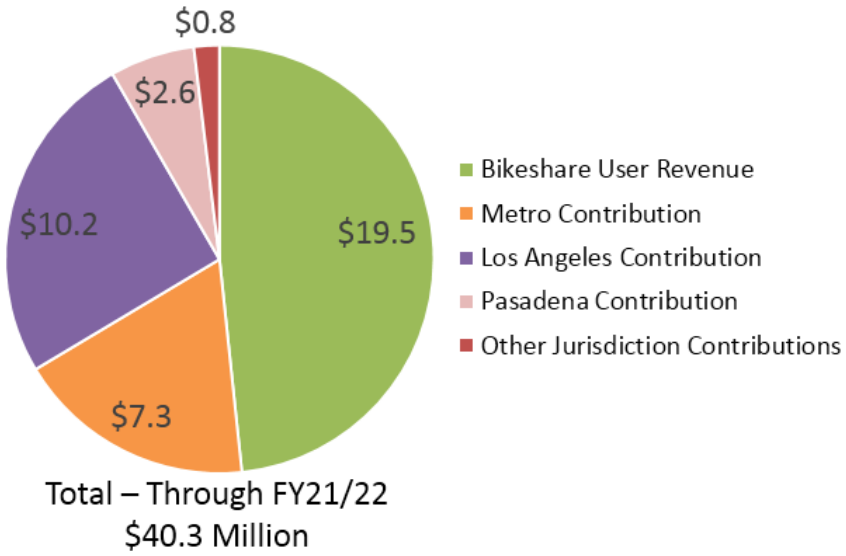
Operating Contributions

Total operating costs were also estimated from Economic and Planning Systems Inc.'s case study research. A per-bike annual operating cost of $2,900, the highest average among the systems studied, was assumed. Despite selecting the high end of the costs for studied systems currently in operation, the estimate could underrepresent actual costs Metro may face due to continued evolution of the bike share industry. As vendors who may have initially offered reduced costs gain experience and a more accurate understanding of the costs and risk of bike share operation, they are adjusting their pricing to capture the full range of costs they incur, including investments in research to advance bike share technology. Bike share operators are also facing increased pressure to provide living wages.

Based on the ridership estimates presented in Chapter 4, below, bikeshare user revenue, including a 50-cent transfer fee and $1.75 per 30 minutes extended use fee, is estimated to total $19.5 million, or approximately 48 percent of total operating cost, through FY21/22.

Figure 26 illustrates the distribution of operating cost contributions among Metro and other jurisdictions, as well as the amount covered by bikeshare user revenue before any sponsorship revenues (see next page) are taken into account.

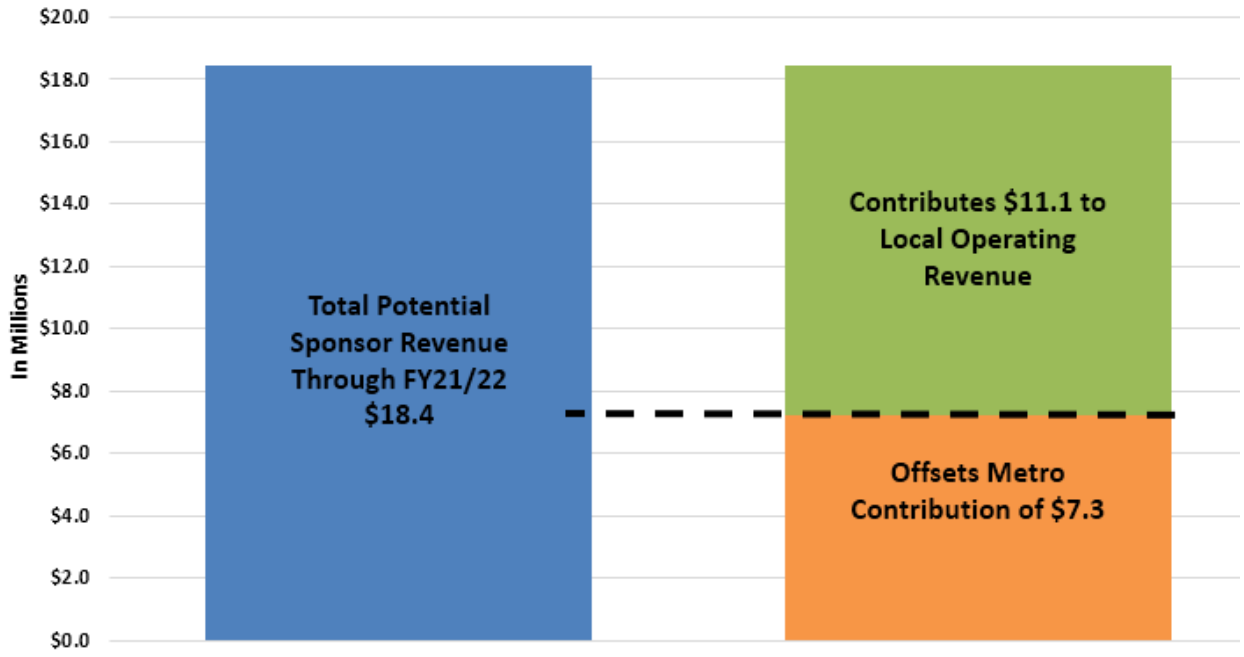
Figure 26 – Operating Contributions



Sponsorship

Although the level of sponsorship revenue that could be expected from the Los Angeles County Regional Bikeshare program is highly uncertain, data from CitiBike, Nice Ride MN, and Denver BCycle suggest that the average annual per-station value of sponsorship could be $11,300, or a total of $18.4 million through FY21/22. **Figure 27** illustrates how this revenue could offset Metro's $7.3 million operating contribution and contribute significantly to offsetting the contributions needed from participating jurisdictions.

Figure 27 – Sponsorship Revenue



BIKESHARE READINESS ANALYSIS

Fehr & Peers developed a Regional Bikeshare Suitability Index based on basic variables associated with high bikeshare ridership. Combining this index with other criteria for financial, political and community support resulted in a ranked list of potential expansion communities. Fehr & Peers then analyzed the effect of the demographic and built environment characteristics on ridership levels in four established bikeshare systems and applied the resulting regression models to estimate ridership for the network of stations proposed for Downtown Los Angeles, Pasadena, and Santa Monica. Comparing the resulting ridership level estimates with the operating characteristics of other established bikeshare systems informed recommendations for the needed number of bikes and docks to support bikeshare demand.

BIKESHARE SUITABILITY INDEX

The Bikeshare Suitability Index combines five broad factors associated with high bikeshare ridership in other major U.S. systems: housing density, population density, employment density, intersection density, and transit frequency. Based on a raster combination of these five variables, the area of Los Angeles County most suitable for bikeshare is generally the crescent of densely developed City of Los Angeles from Exposition Park and Historic South Central Los Angeles north and west through Downtown Los Angeles, Westlake, Koreatown, portions of Echo Park and Silver Lake, East Hollywood, Hollywood, and Beverly Grove/Fairfax, as well as the City of West Hollywood (see **Figure 28**). Portions of the Westside, such as Westwood, Santa Monica, Venice, and Marina del Rey, as well as South Bay cities of Manhattan Beach, Hermosa Beach and Redondo Beach also score well. Smaller clusters of suitability such as North Hollywood, Glendale, Old Town Pasadena, East Los Angeles, Huntington Park, and Downtown Long Beach could also be suitable for bikeshare.

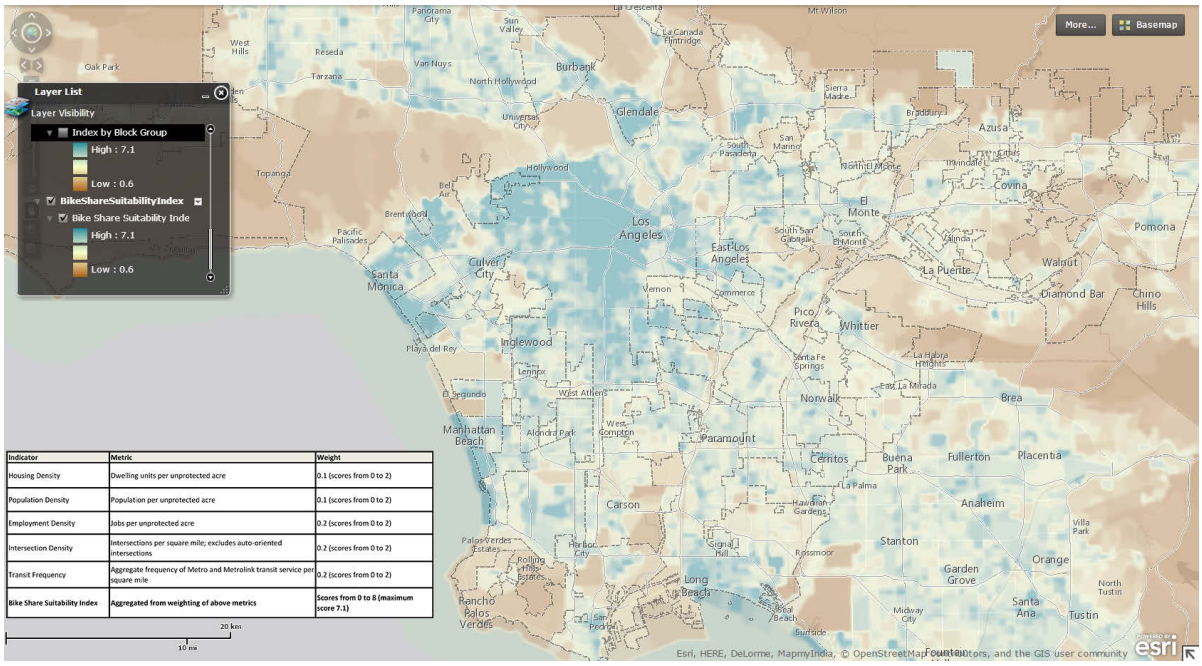


Figure 28 – Bikeshare Suitability Index Web Map

SUITABILITY COMPARISON

Los Angeles County compares favorably to other major metropolitan areas commonly considered to be less sprawling and more conducive to bikeshare. Data available for the Washington, D.C. and San Francisco Bay areas allowed for a direct comparison of the Bikeshare Suitability Index. To help in quantifying the comparisons, areas from each region that scored a 4.0 or above were selected. A quarter-mile buffer (a comfortable walking distance to access a bikeshare station) was then drawn around each high-scoring cluster. In the case of Los Angeles, these buffered areas were further subdivided into cities and communities to aid in selecting and comparing potential expansion areas (see "Expansion Communities," below). The average Suitability Index score for each area was then calculated. Because the quarter-mile buffer reaches beyond areas with a score of 4.0 or above, many area average scores are below 4.0.

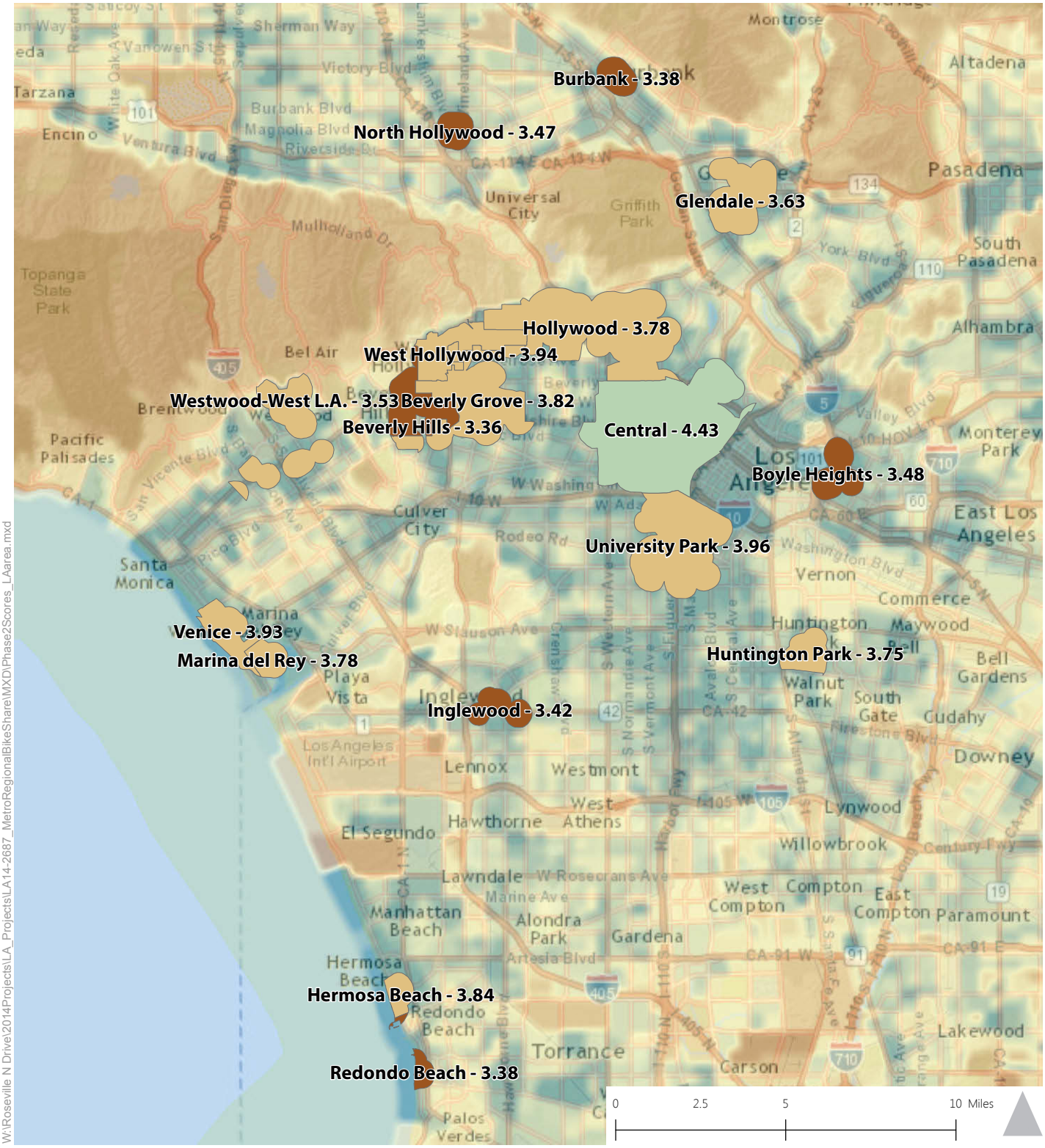
Figures 29 through 31 illustrate the results of the average Bikeshare Suitability Index calculation for these three regions.

The Central expansion community in the City of Los Angeles, which covers an area bounded roughly by the 10 Freeway to the south, Beverly Boulevard and the 101 Freeway to the north, Wilton Place to the west, and the 110 Freeway to the east, receives the highest score in the region: 4.43, which compares

favorably with the highest-scoring parts of San Francisco (4.56) and Washington, D.C. (4.12).[14] Los Angeles also features a large, continuous crescent of relatively high-scoring areas reaching from University Park through Hollywood and West Hollywood to Beverly Hills and Beverly Grove. By contrast, the San Francisco Bay's high-scoring areas, though slightly more suitable than Los Angeles', are concentrated in the City of San Francisco itself. Washington D.C.'s highest-suitability area is concentrated in the urban core of the District of Columbia with a spur to the southwest along the Rosslyn-Ballston corridor along the Orange Metrorail line in Arlington County.

Nevertheless, these two regions are operating bikeshare stations (indicated by red dots) in areas outside the very highest-scoring areas, but in areas of moderate suitability (indicated by light blue on the heat map) or even in areas of relatively low suitability. Los Angeles has large swaths of light blue area that have moderately high suitability and could suggest potential for future expansion. This analysis does not consider the extent or quality of bicycle infrastructure, which is essential for providing a safe, comfortable, and convenient place for bikeshare customers to ride. Bike infrastructure is considered in the comparison of potential expansion communities (see **Table 4**).

[14] The Phase 1 and 2 pilot areas were excluded from this analysis to concentrate on potential expansion communities.



Bike Share Suitability Index

High

- 4.51 - 5.00
- 4.01 - 4.50
- 3.51 - 4.00
- 3.01 - 3.50

Low

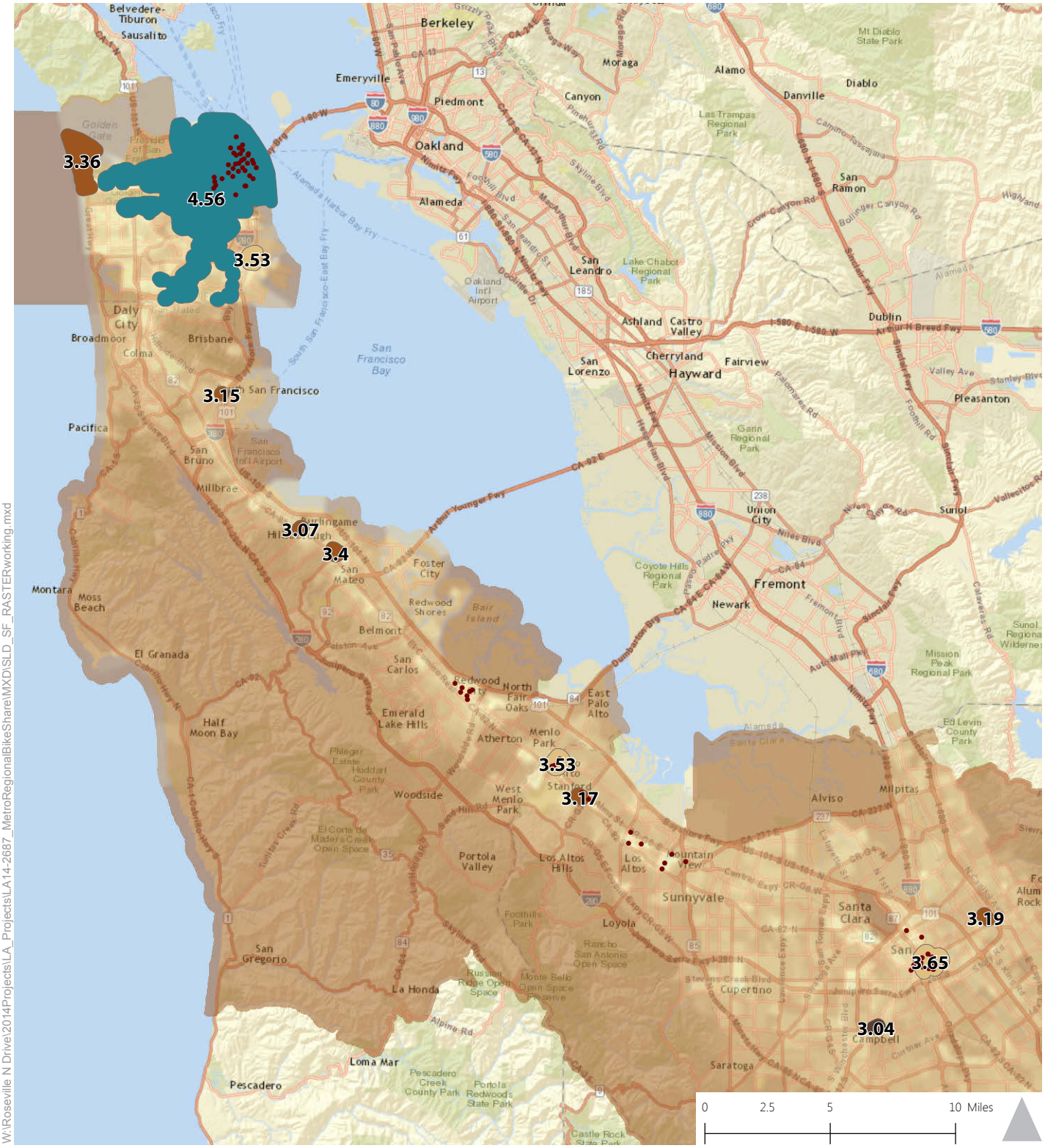
- 2.50 - 3.00

High : 7.1

Low : 0.6

Figure 29

Los Angeles
Bike Share Suitability Index



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Bike Share Suitability Index

High
- 4.51 - 5.00
- 4.01 - 4.50
- 3.51 - 4.00
- 3.01 - 3.50

Low
- 2.5 - 3.00

High : 7.1

Low : 0.6

- Bike Share Station Locations

Figure 30

San Francisco
Bike Share Suitability Index

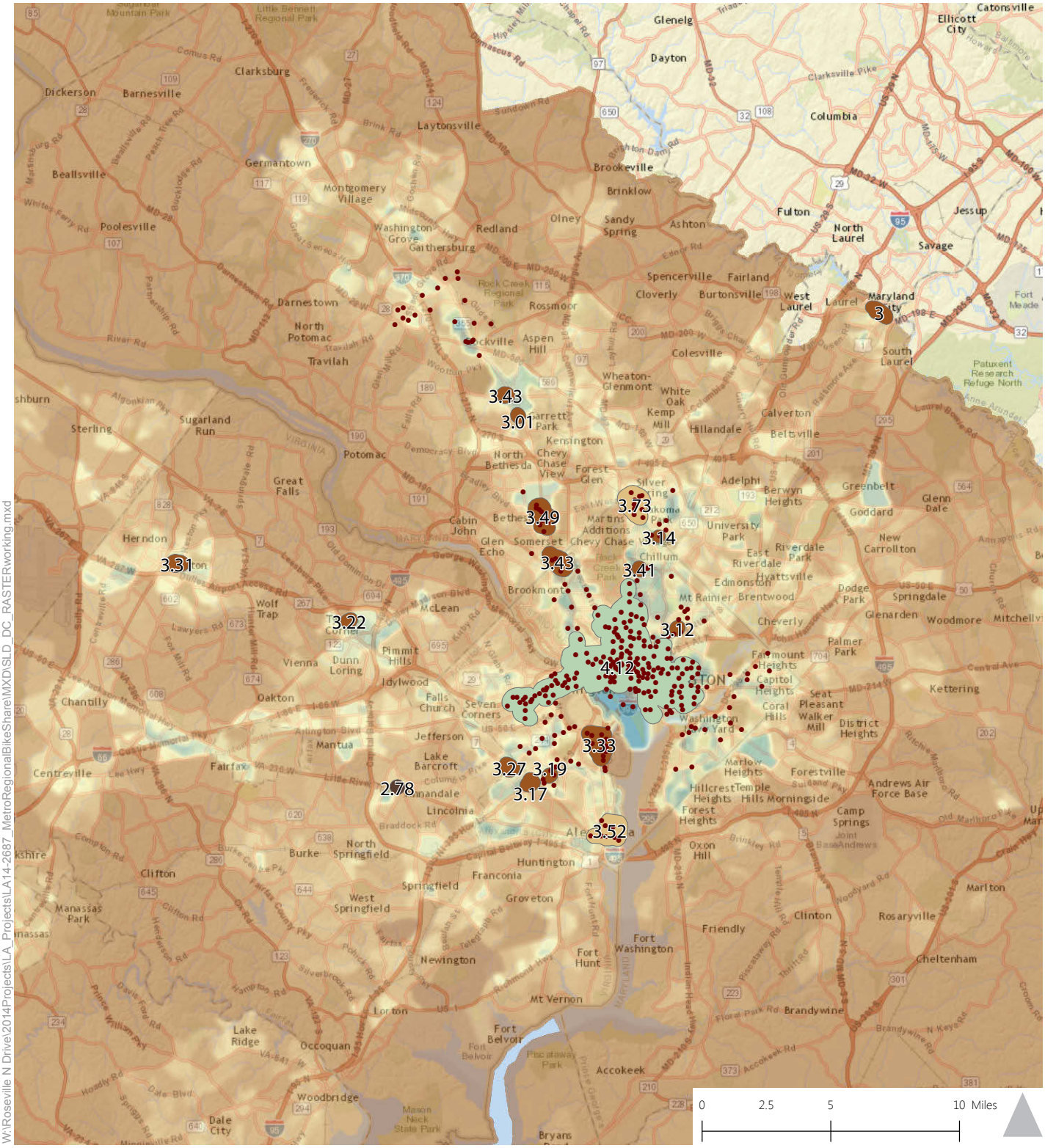


Figure 31

Washington DC
Bike Share Suitability Index

EXPANSION COMMUNITIES

In addition to the quantitative Bikeshare Suitability Index, Fehr & Peers conducted a qualitative assessment of bikeshare system network considerations and financial, community, and political support. Factors considered include:

- **Service area** – size of contiguous area of high bikeshare suitability, according to the Index (see "Suitability Comparison," above)
- **Bike facility coverage –** portion of service area within a quarter mile of a Class 2 (bike lane) or better bicycle facility
- **Connectivity** – proximity of the service area to the pilot service areas and adjacent service areas
- **Active transportation budget** – budget items for walking, bicycling, or transit planning and infrastructure
- **Grants –** current or recent grant pursuits for active transportation or bikeshare projects
- **Programs** – existence of local bike transit services or active transportation programs
- **Advocacy groups** – presence and activity of transportation non-profit or advocacy groups in the community
- **Media coverage** – news and web coverage of local active transportation issues
- **Agenda items** – bikeshare on local government agendas
- **Official support** – expressed support of elected officials or City staff
- **Bicycle plan** – recently updated bicycle plan
- **Bikeshare in plan** – bicycle plan includes planning for bikeshare

Based on these criteria, **Table 4** presents the top-ranking Los Angeles County communities for future bikeshare expansion. Expansion communities include the City of Los Angeles neighborhoods of Central, University Park, Hollywood, Venice, and North Hollywood, as well as the cities of West Hollywood and Huntington Park and the Marina Del Rey and East Los Angeles portions of Los Angeles County. A map of proposed expansion areas is provided in **Appendix D**. **Appendix E** presents suitability scores summarized by city for 88 cities in Los Angeles County. The final schedule and list of participating cities are subject to Metro Board approval and may be adjusted based on Metro Board direction, the outcome of the Phase I Pilot and city readiness of subsequent phases. The cities that participate in the Countywide bikeshare implementation could change based upon a city's desire to participate in the regional program, the availability of funding, and bikeshare readiness, based on community and political support, existing bicycle infrastructure, proximity to transit, land use, and other factors.

	System Network Considerations			Financial, Community, and Political Support								
City / Neighborhood	Service Area	Area within 1/4-Mile of Class 2 or higher Bikeway	Connectivity to Adjacent Service Areas	Budget items for walking, bicycling, or transit planning and infrastructure	Grant pursuits for active transport or bike share	Existence of local bike transit services or active transportation programs	Presence of transport non-profit or advocacy groups	Local media coverage of active transportation issues	Bike share on local government agendas	Expressed support of elected officials or city staff	Updated Bicycle Plan	Bicycle plan includes discussion of/ preparation for bike sharing
Central/University Park	●	●	●	●	●	●	●	●	●	●	●	○
Hollywood	●	●	●	●	●	●	●	●	●	●	●	○
West Hollywood	◒	◒	●	◒	◒	●	●	●	●	●	●	●
Venice	◒	●	●	●	●	●	●	●	●	●	●	○
Marina Del Rey	◒	○	●	●	○	○	○	○	○	●	●	○
Huntington Park	◒	○	○	○	◒	○	○	○	○	○	●	○
North Hollywood	◒	◒	○	●	●	●	●	●	●	●	●	○
East Los Angeles	○	○	○	●	○	○	○	○	○	●	●	○

TABLE 4 – BIKESHARE EXPANSION COMMUNITIES

Key: Suitability	
○	Low
◒	Medium
●	High

RIDERSHIP FORECASTING

Data Collected

Fehr & Peers collected demographic, built environment, and bikeshare system and ridership data on 814 stations in the Divvy (Chicago, IL), CitiBike (New York, NY), NiceRide MN (Minneapolis/St. Paul, MN), and Bay Area Bikeshare (San Francisco / Redwood City / Palo Alto / Mountain View / San Jose, CA) systems to estimate the ridership model. We also collected comparable demographic, built environment, and system structure data to apply the model to 127 proposed bikeshare stations in Los Angeles County: 58 stations in Downtown Los Angeles, 34 stations in Pasadena, and 35 stations in Santa Monica and nearby parts of the City of Los Angeles.

Appendix E provides a complete listing of variables tested in the model. The categories of data collected include:

- Demographic – e.g., population, employment, education, income, race, commute mode; collected in the quarter-mile buffer surrounding each station.
- Built Environment – e.g., transit frequency, configuration of street network; collected in the quarter-mile buffer surrounding each station.
- Station Network Characteristics – e.g., number of stations within a given distance along the street network of each station; collected for each station.
- System Characteristics – e.g., total number of stations, systemwide station density, fee structure, climate variables; collected at the systemwide level.
- Ridership – collected for the first year or season of operation, both as the average monthly number of checkouts at each station and the average monthly number of trips between each pair of stations.

Modeling Structure

The model is organized around pairs of origin and destination stations with demographic, built environment, and station network characteristic data for each origin and destination station, trip data from each origin station to each destination station, and system characteristic data for each system as a whole; total checkout data for each origin station is also available for comparison to the model estimate. The model estimates trips between each pair of origin and destination stations by minimizing the discrepancy between the total estimated trips from the origin station to all other stations and the number of observed checkouts at the origin station. The mathematical form of the model is:

$$\text{Min}\left(S_i - \sum_j F_{ij}\right)^2$$

Subject to:

$$F_{ij} = [\beta_1 * (\text{origin vars.}) + \beta_2 * (\text{destination vars.}) + \beta_3 * (\text{impedance}) + \beta_4 * (\text{System vars.})]$$

Where

$\mathbf{S_i}$ = Average daily number of bikes checked out at each station (observed)

$\mathbf{F_{ij}}$ = Average daily number of trips from station i to station j (estimated)

origin Vars. = demographic, built environment, and station network variables related to the origin station, such as employment, connectivity to other stations, transit frequency, etc.

destination vars. = comparable demographic, built environment, and station network variables related to the destination station

impedance = network-based distance between origin station and destination station

system vars. = variables specific to each bikeshare system, such as density of stations, coverage of service area, weather, membership fee, etc.

The model is solved using a likelihood estimator in Python. This structure provides a more robust estimation of ridership than simple linear regression alone.

Since the stations from the various input systems have different characteristics regarding trip generation and surrounding land use and some stations to be estimated in Los Angeles County are more like stations from some input areas than others, the stations are divided into two clusters based on similar groupings of these characteristics. For example, some parts of Pasadena are more similar to certain parts of Chicago, Minneapolis, San Francisco, and San Jose, while other parts of Pasadena are more similar to other areas of those same cities. More than twenty variables were used to assign stations to clusters; the most distinctive variables were median household income, number of retail jobs, total jobs, high income jobs, and number of residents with bachelor's degree or higher. **Table 5** lists the cluster assignments for stations in Los Angeles and the input systems. Cluster 1 tends to have higher household income, more retail jobs, more total employment, and more residents with bachelor's degrees or higher; however, Cluster 2 has more variability and includes a wider range of these values.

TABLE 5: STATION CLUSTER ASSIGNMENT

Area	*Number of stations in…*			
	Cluster 1	**Cluster 2**	**Other Clusters (not used)**	**Total**
Chicago	153	124	22	299
New York	117	86	128	331
Minneapolis / St. Paul	14	98	3	115
San Francisco	10	11	14	35
Mountain View	7	0	0	7
San Jose	3	12	0	15
Redwood City	0	7	0	7
Palo Alto	3	0	2	5
Los Angeles	0	58	0	58
Pasadena	11	23	0	34
Santa Monica	11	24	0	35
Total	329	443	169	941

Key Factors

Although many factors were considered in developing the ridership forecasting regression equations and assigning bikeshare stations to one of the two model clusters, there are several key factors that drive bikeshare ridership demand. The specific variables and coefficients are different between the two models, but the magnitude and direction of the effects are generally consistent. **Table 6** illustrates the relative importance of these key factors in the two regression equations, ranging from "**+ + + +**" (strongly positive) to "**- - - -**" (strongly negative).

TABLE 6: KEY BIKESHARE RIDERSHIP MODEL FACTORS	
Variable	Effect
Cluster 1 Model	
Percent of Households with No Vehicle Available	+ + + +
Number of bikeshare stations between 1.0 and 1.5 miles from the current station*	+ + +
Total Population over 16 with Bachelor's Degree or Higher*	+
Total Number of Jobs*	+
Total Retail Jobs*	+
Number of bikeshare stations between 2.5 and 3.0 miles from the current station*	- -
Cluster 2 Model	
Total Population over 16 with Bachelor's Degree or Higher*	+ + + +
Number of bikeshare stations between 1.5 and 2.0 miles from the current station	+ + +
Total Retail Jobs*	+ + +
Number of bikeshare stations between 1.0 and 1.5 miles from the current station*	+ +
Total Number of Jobs*	+
Aggregate Transit Frequency	+
Percent of Households with One Vehicle Available	- -
Number of bikeshare stations between 2.5 and 3.0 miles from the current station*	- -

Note: Factors marked with an asterisk appear in both cluster models.

Results

Daily ridership results for Downtown Los Angeles, and Pasadena are presented in **Figures 32 and 33.**

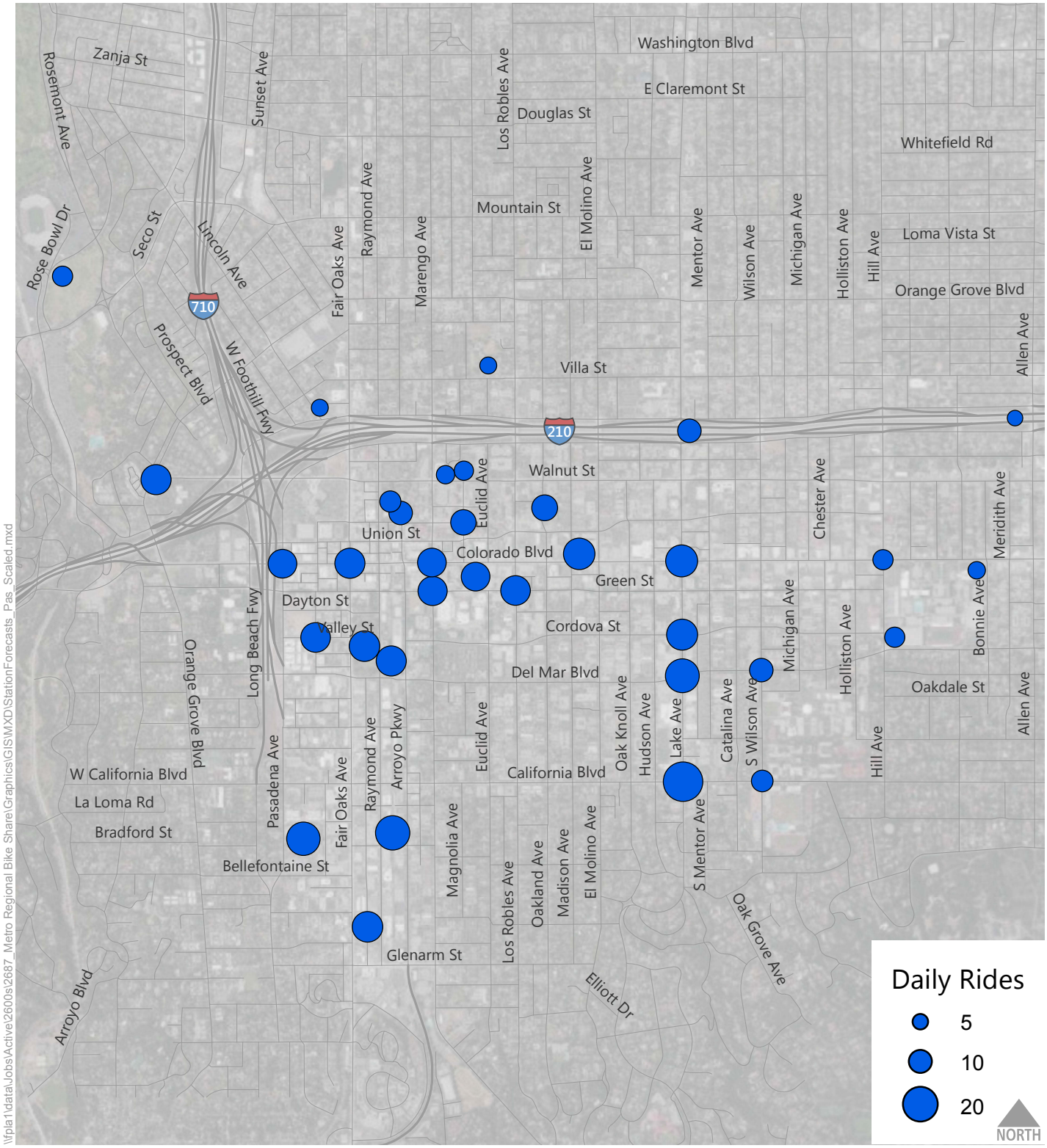
Low, most-likely, and high ridership estimates, based on the confidence bands provided by the model, were developed for each station. Initial model results are based on one year of ridership data, reflecting ridership potential at the six-month mark after system opening. Ridership trends from other U.S. bikeshare systems indicate that ridership increases over time, quickly at first, then leveling off to a stabilized level as new riders familiarize themselves with the system and adopt bikeshare as part of their transportation routine. Six-month, eighteen-month and three-year ridership estimates were also developed to reflect this pattern. Ridership values presented in Figures 27 and 28 represent six-month, most-likely estimates. Values are model estimates only and are subject to significant variation depending on system characteristics such as degree of TAP integration, timing of station roll-out, fare structure and pricing, and level of marketing and promotion.

August 13, 2014

Ridership values represent six-month, most-likely estimates based on ridership patterns in existing U.S. bike share systems. Values are model estimates only and are subject to significant variation depending on system characteristics such as degree of TAP integration, timing of station rollout, fare structure and pricing, and level of marketing and promotion.

Figure 32

Preliminary Station Ridership Estimates
Los Angeles, CA



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August 13, 2014

Ridership values represent six-month, most-likely estimates based on ridership patterns in existing U.S. bike share systems. Values are model estimates only and are subject to significant variation depending on system characteristics such as degree of TAP integration, timing of station rollout, fare structure and pricing, and level of marketing and promotion.

Figure 33

Preliminary Station Ridership Estimates
Pasadena, CA

STATION SIZING

Fehr & Peers developed recommendations for the number of needed bikes and docks at each station for the Phase 1 and Phase 2 Pilot service areas of Downtown Los Angeles and Old Town Pasadena to reflect the anticipated level of ridership provided by the model. First, the three-year (stabilized), high ridership estimate (see "Ridership Forecasting," above) was calculated based on model outputs. Because rebalancing stations with full docks is one of the most costly bikeshare operation activities, high-end ridership estimates were used to provide sufficient dock availability for smooth operation.

Next, a review of operations in eight established U.S. bikeshare systems indicates that, on average, each bikeshare bike can serve 2.8 trips per day.[15] Bikes from systems in larger, denser cities like New York and Boston served more trips per day, while bikes in cities like Boulder and San Antonio served fewer trips per day. For calculation purposes in Los Angeles County, each bike was assumed to be capable of serving three trips per day, establishing a need for between 11 and 27 bikes per station.

Finally, interviews with bikeshare operators and the consulting team's experience suggests that providing a ratio of two docks per bike provides opportunities for customers to check in bikes at high-demand locations and reduces the need to constantly rebalance bikes to maintain service reliability; however, not all systems currently use a two-to-one ratio. The recently-implemented Divvy system in Chicago has a ratio of 1.7 docks per bike; the same ratio was assumed for the Los Angeles County system. After calculating the needed number of docks for each station, the station sizes were rounded up to the nearest bin of typical Third Generation (See "Equipment and Technology," below) system hardware. The rounding results in slightly larger stations with an average of 1.8 docks per bike. **Table 7** provides a summary of recommended station sizes for the Phase 1 and 2 systems.

[15] Institute for Transportation & Development Policy. *The Bike-share Planning Guide*. Available: https://www.itdp.org/the-bike-share-planning-guide-2/

TABLE 7: RECOMMENDED STATION SIZES			
Station Size (Docks)	*Number of stations in…*		
	DTLA	**Pasadena**	**Total**
19	2	5	7
23	23	11	34
27	8	10	18
31	8	7	15
35	9	1	10
39	12	0	12
43	1	0	1
47	2	0	2
Total Stations	**65**	**34**	**99**
Total Bikes	**1,090**	**490**	**1,580**
Total Docks	**1,951**	**870**	**2,821**
Docks per Station	**30.0**	**25.6**	**28.5**
Bikes per Station	**16.8**	**14.4**	**16.0**
Docks per Bike	**1.8**	**1.8**	**1.8**

STATION SITING

EQUIPMENT AND TECHNOLOGY

There are two broad categories of bikeshare equipment currently in use. Third Generation ("Smart Dock / Dumb Bike") bikeshare hardware places the bikeshare IT in the docking station and includes minimal electronics on the bike itself. Many currently-operating bikeshare systems in North America, such as Capital Bikeshare, CitiBike, Denver B-Cycle, and Bay Area Bikeshare use Third Generation equipment. Fourth Generation ("Smart Bike / Dumb Dock") bikeshare hardware is an emerging technology that places the bikeshare IT on the bike itself. **Table 8** summarizes key differences in the two technologies.

TABLE 8: KEY BIKESHARE TECHNOLOGY DIFFERENCES

	Third Gen (Smart Dock / Dumb Bike)	Fourth Gen (Smart Bike / Dumb Dock)
Vendors	PBSC, B-cycle, Decobike, Cyclocity, ClearChannel, Bewegen	SoBi, Smoove, Nextbike
Connection	Docks are wired together via plates or top bar. Cell / satellite connection at each station kiosk.	No physical connection. Near-field communication or cell/satellite connection at each bike and kiosk
Power	Solar power via kiosk	Solar power to kiosk; small battery and solar power for each bike
Kiosk	Kiosk must be at every station	Kiosk not necessary
Lock	Via each dock	Via each bike
Arrangement	Different configurable styles (see **Figure 34**)	Hub stations can be arranged in any geometry and in distinct parts

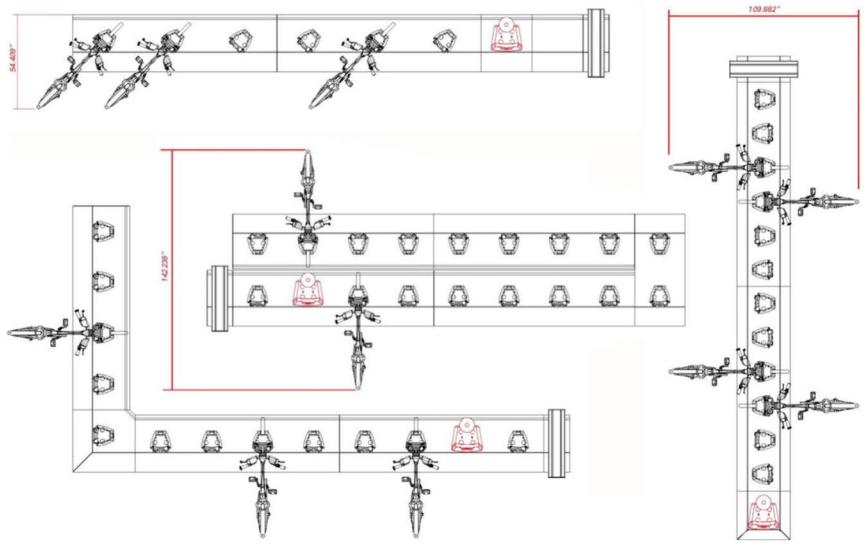


Figure 34 – Example: Smart Docking Station Styles

SITING CONSIDERATIONS

Although Fourth Generation systems allow more flexibility in siting, the consulting team evaluated sites assuming that a vendor using Third Generation technology could be selected. The team considered a variety of factors when evaluating potential bikeshare station sites:

Space

Space is the most basic siting constraint. There must be enough space to accommodate the base plates of the station itself (typically in 6′ by 10′ modules) as well as a clear zone of approximately six feet for backing the bikes out of the station (see **Figure 35**). Clearances around street furniture, curb cuts, high pedestrian volumes, and vertical elements must also be considered. ADA compliance is a key consideration.

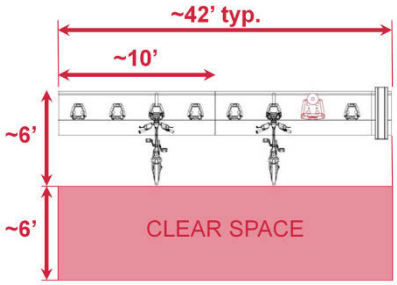


Figure 35 – Typical Modular Station Footprint

Safety

Safety considerations include sufficient clear space to allow users time to check out and return bikes, safety of equipment and users from vehicle collisions, and personal safety (night time lighting and eyes on the street) for users and maintenance staff.

Access

Access is important from multiple perspectives. The station must be easily accessible to users. For station installation and relocation, a crane truck will be needed for approximately half an hour, so the site must be accessible to a larger truck. During operation, vans will need to be able to park briefly to maintain and rebalance bicycles. Maintenance drivers prefer two-way streets so that their routes can be more flexible for quick service; mid-block locations on minor one-way streets where service vans will need to double park are challenging (see **Figure 36**). Locations far from public roadways should be avoided unless easy access for maintenance vehicles is possible.

Figure 36 – Service Van Blocks Right Travel Lane to Rebalance Bikeshare Bike

Visibility

Visibility for users is most important. Stations should be placed in major destinations and transit stations where users will be expecting them. Seeing a station in action is the best way for new users to learn about

the system and visualize themselves using it. Visibility for advertising is a secondary concern. So far, advertisers have valued visibility to automobile traffic more than pedestrian traffic, so street furniture that could block views of the station should be avoided. Not all locations that are highly visible to users will be ideal for advertising.

Property Ownership

Property ownership can affect applicable regulations and the need to negotiate for space. Relationships with major chain stores, universities and hospitals can facilitate station siting in those locations.

Solar Access

Observation and intuition are typically sufficient for ensuring solar access. Bridges, overhangs, and awnings should be avoided. North-facing walls and dense tree canopy can also impair solar access. For essential stations, solar coverage can be sacrificed without the need to hard-wire stations; maintenance crews can replace rechargeable batteries as needed.

Route Planning

Station sites should be evaluated from the perspective of a user who will travel from one station to another. Connections should be established between major transit stations and key destinations; major barriers such as freeway crossings and rivers should be avoided. Midblock locations on one-way streets tempt riders to travel the wrong way to access the station; locating the station at an intersection is better for visibility and allows riders to use crosswalks to access the station if they approach from the opposite side of the street. If possible, stations adjacent to bike lanes should be placed on the same side of the street as the bike lane to reduce the need for street crossings.

Bikeshare Network

A dense, contiguous network of stations is best for attracting and serving riders. Stations located in close proximity provide a backup in case the station is full when the user reaches her destination. Actual station locations should also be checked against planning-level station map to ensure that stations remain well-distributed throughout the siting process. Actual sites can vary from the planned location by as much as a block, so if two adjacent stations are displaced, they could end up being on the same block face.

Street Design Regulations and Guidelines

Bikeshare stations must not cover utility access points. Local guidelines should govern clearances from fire hydrants, crosswalks, driveways, standpipes, doorways, sidewalk widths, and effective widths.

EXAMPLE SITING MATERIALS

The consulting team evaluated each proposed bikeshare site in the field and prepared graphical summaries of candidate sites that were identified. Each proposed station location has multiple candidate sites that could accommodate a bikeshare station. The station siting packet includes an overview aerial image map for each station location with approximate footprints of the candidate sites (see **Figure 37**). Each lettered footprint corresponds to a marked-up photograph further illustrating the conditions at the candidate site (see **Figure 38)**. Finally, an online overview map shows the locations of each proposed station within the region (see **Figure 39)**.

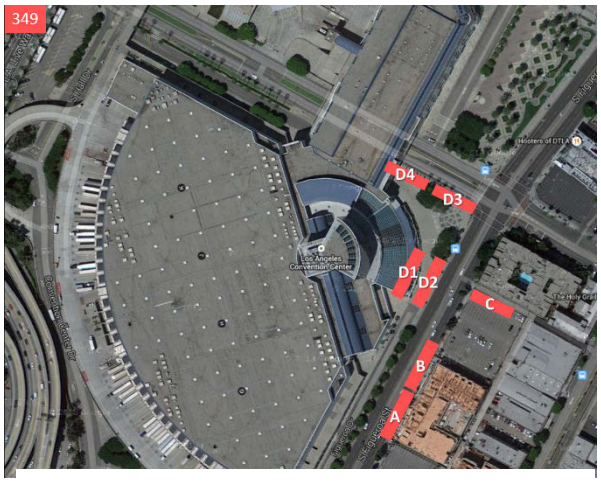


Figure 37 – Aerial Image with Station Footprint Options

Figure 38 – Photograph Illustrating Footprint Option

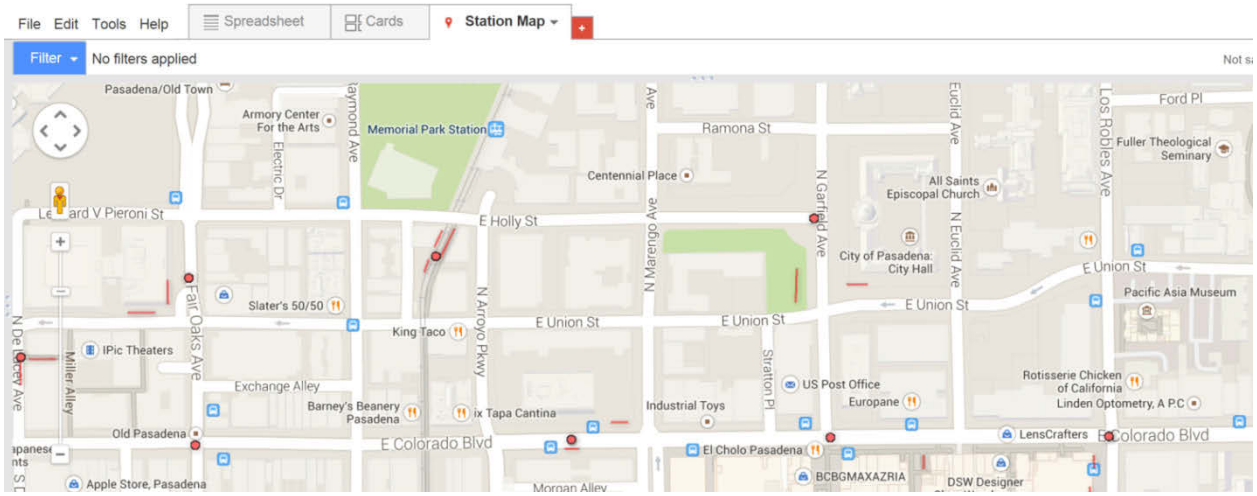


Figure 39 – Overview Map Illustrating Proposed Stations

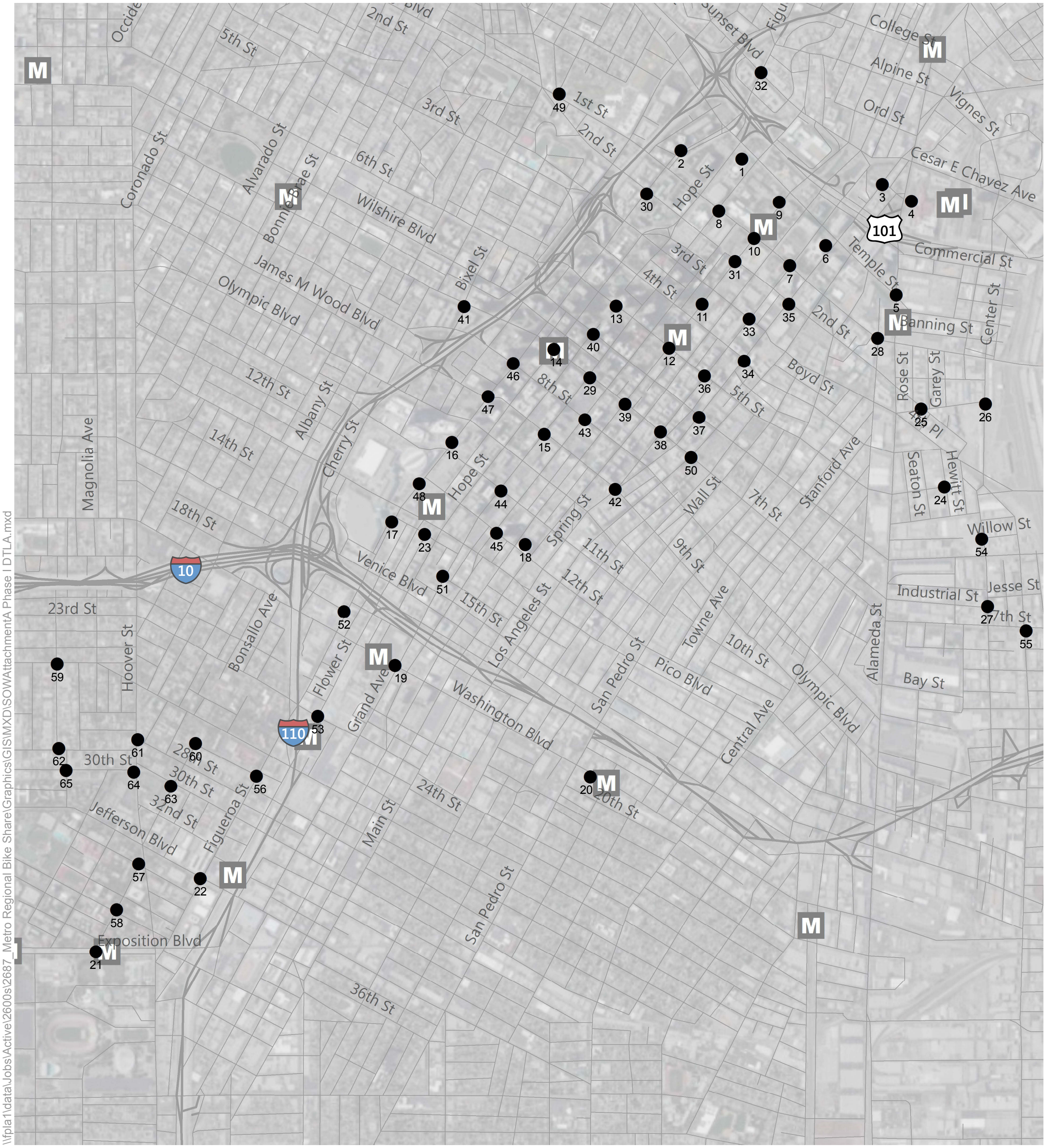
CONCLUSION

A bikeshare system that is accessible to Los Angeles County residents, workers and visitors, and that integrates with existing Metro services can provide a seamless passenger experience and improve the reliability, efficiency and usefulness of Metro's transportation system. With continued investment in bicycle infrastructure, Los Angeles County has several areas that are well-suited for bikeshare ridership, enabling an expansion from 99 stations and 1,580 bikes in the Phase 1 and 2 pilot areas of Downtown Los Angeles and Old Town Pasadena to a total of 254 stations and 3,800 bikes in multiple communities around Los Angeles County that become bikeshare-ready.

Table 9 provides a preliminary timeline for key bikeshare implementation milestones.

TABLE 9: PRELIMINARY BIKESHARE IMPLEMENTATION SCHEDULE

Fiscal Year	Milestone	New Bikes / Stations	Total Bikes / Stations
FY 14/15	Award of Operator Contract	—	—
FY 15/16	Phase 1: Downtown L.A. Pilot	1,090 / 65	1,090 / 65
FY 17/18	Phase 2: Old Town Pasadena Pilot	490 / 34	1,580 / 99
FY 18/19	Phase 3: Central / University Park	936 / 65	2,516 / 164
FY 19/20	Phase 4: Hollywood and West Hollywood	763 / 53	3,279 / 217
FY 20/21	Phase 5: Venice, Marina Del Rey, Huntington Park, North Hollywood, and East L.A. / Boyle Heights	533 / 37	3,812 / 254



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M Metro Rail Station

Recommended Regional Expansion Stations

● Phase I - 65 Stations

Appendix A

Phase I Pilot

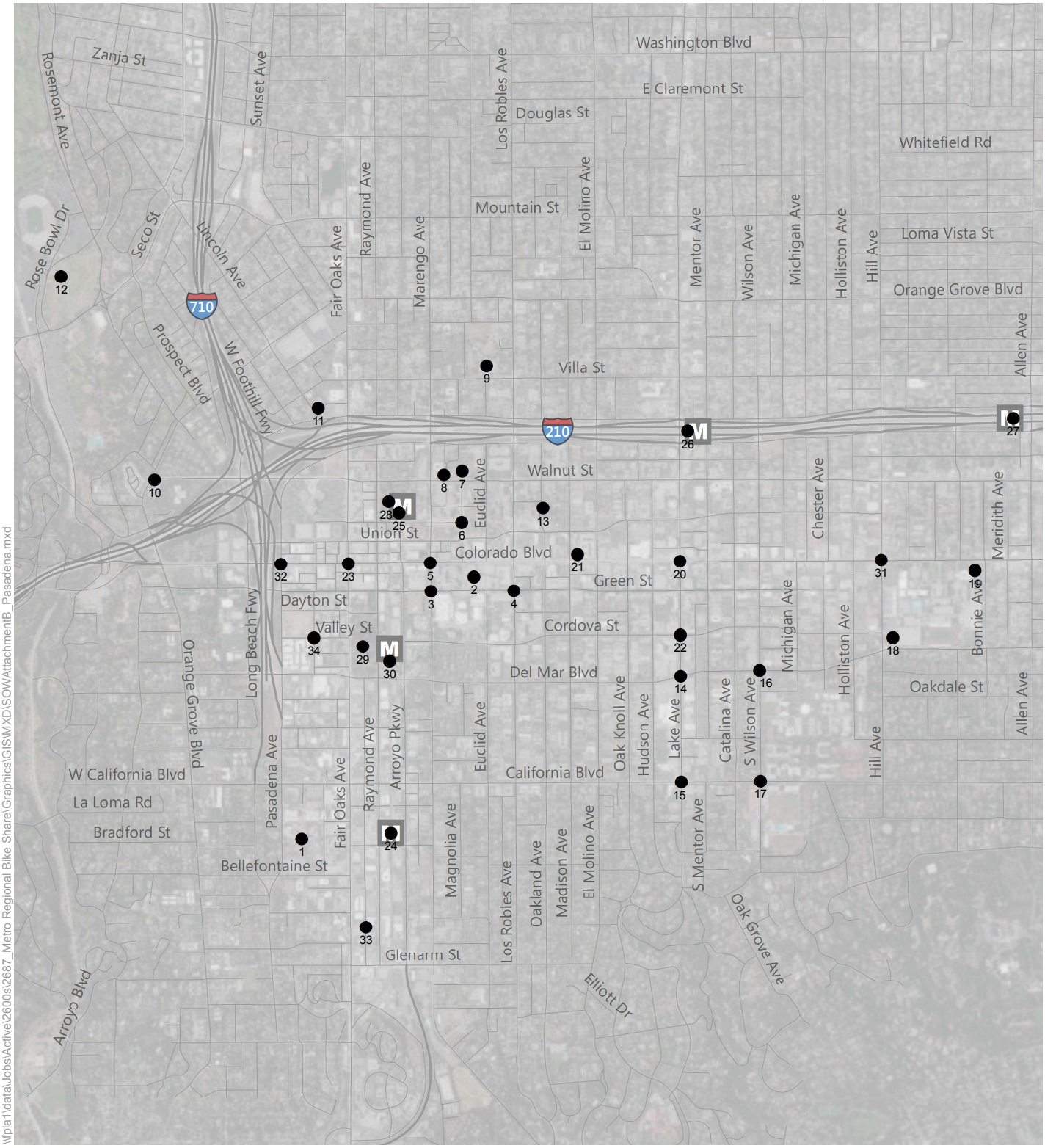
Downtown Los Angeles, CA

Recommended Regional Expansion Stations

Phase I Pilot: Downtown Los Angeles

ID	Station	ID	Station
1	Hope / Temple	34	4th / Main
2	Figueroa / Diamond (Figueroa Plaza)	35	2nd / Main
3	North Main / Olvera	36	5th / Spring
4	Alameda (Union Station)	37	6th / Main
5	Alameda / Temple	38	7th / Spring
6	Main / Temple (City Hall)	39	7th / Hill
7	1st / Spring	40	6th / Hope
8	1st / Grand	41	7th / Bixel
9	Hill / Temple (Grand Park)	42	9th / Main
10	1st / Hill	43	8th / Olive
11	Hill (Angel's Flight)	44	11th / Grand
12	5th / Hill (Pershing Square)	45	12th / Olive
13	5th / Hope stairs (Library)	46	8th / Figueroa
14	7th / Flower (Metro Center)	47	9th / Figueroa
15	9th / Grand	48	12th / Figueroa
16	11th / Figueroa	49	1st / Toluca
17	Pico / Figueroa (Convention Center)	50	7th / Los Angeles
18	12th / Hill (DPW)	51	14th / Grand
19	Washington / Grand (Grand Station)	52	18th / Figueroa
20	Washington (San Pedro Station)	53	23rd / Flower
21	Exposition (Expo Park/USC Station)	54	Willow / Mateo
22	Jefferson / Figueroa (Jefferson/USC Station)	55	7th / Santa Fe
23	Cameron / Flower (Pico Station)	56	27th / Figueroa
24	5th / Hewitt	57	34th / Trousdale
25	3rd / Traction	58	36th / Trousdale
26	3rd / Santa Fe	59	W Adams Blvd / Ellendale Pl
27	Industrial / Mateo	60	W 27th St / University Ave
28	1st / Central	61	W 28th St / Hoover St
29	7th / Grand	62	Ellendale Pl / W 29th St
30	2nd / Figueroa	63	University Ave / W 30th St
31	2nd / Hill	64	McClintock Ave / W 30th St
32	Cesar E Chavez / Figueroa	65	Orchard Ave / W 30th St
33	3rd / Spring		

Note: Tentative locations are for planning purposes only and are subject to relocation based on policy and physical constraints.



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M Metro Rail Station

Recommended Regional Expansion Stations

- Phase II - 34 Stations

Recommended Regional Expansion Stations

Phase II: Pasadena

ID	Station
1	Huntington Hospital
2	Garfield (Paseo Colorado)
3	Green / Marengo
4	Green / Los Robles
5	Colorado / Marengo
6	Garfield / Holly (Pasadena City Hall)
7	Pasadena Library
8	Garfield / Walnut (Library west)
9	Villa / Euclid (Villa Park)
10	Orange Grove / Walnut
11	Lincoln / Eureka / Maple
12	Arroyo (Rose Bowl)
13	Union / Oakland (Fuller Seminary)
14	Del Mar / Lake
15	California / Lake
16	Del Mar / Wilson
17	California / Wilson
18	Del Mar / Hill (Pasadena Community College)
19	Colorado / Bonnie (Pasadena Community College)
20	Colorado / Lake
21	Colorado / Madison
22	Cordova / Lake
23	Colorado / Fair Oaks
24	Raymond / Filmore (Fillmore Station)
25	Holly (Memorial Park Station)
26	Lake (Lake Station)
27	Allen (Allen Station)
28	Memorial Park
29	Central Park
30	Del Mar / Arroyo (Del Mar Station)
31	Colorado / Hill
32	Colorado / Pasadena
33	Edmondson Alley
34	Valley / DeLacey

Note: Tentative locations are for planning purposes only and are subject to relocation based on policy and physical constraints.

APPENDIX C – PRELIMINARY BIKESHARE FINANCIAL ESTIMATES

Integrated as Muni Fare Structure; Net Operations Funding

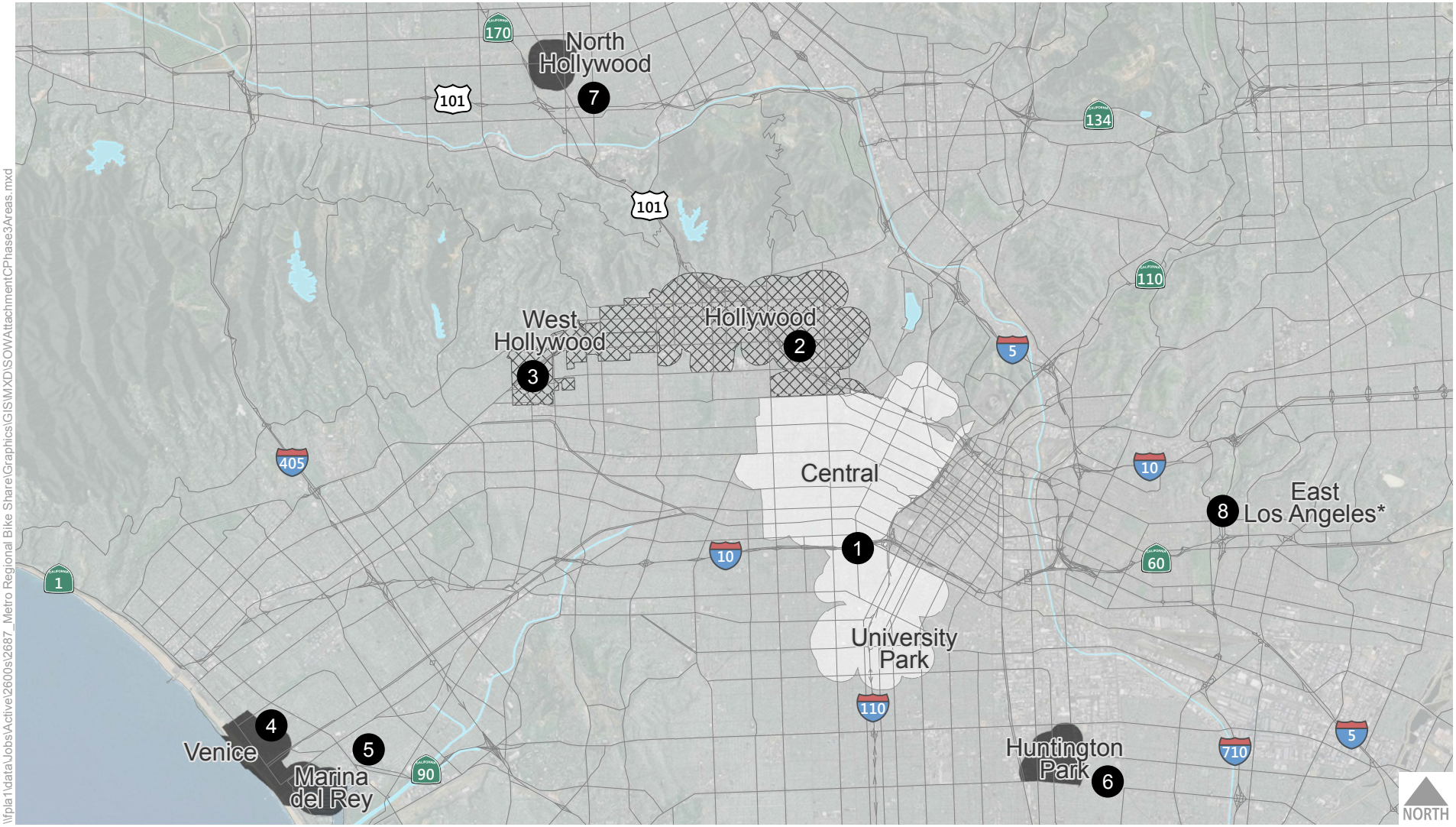
			Cost Per station:*	$ 77,539	$ 69,584	$ 69,584	$ 69,584	$ 69,584	$ 69,584	$ 69,584	$ 69,584	$ 69,584
				FY 15/16	**FY 16/17**	**FY 17/18**	**FY18/19**	**FY 19/20**	**FY 20/21**	**FY 21/22**	**FY 22/23**	**FY 23/24**
Bikes and Docks				**Phase 1: DTLA Pilot +65 Stations & O&M (1.5 yrs)**		**Phase 2: Pasadena +34 Stations**	**Phase 3: +65 Stations**	**Phase 4: +53 Stations**	**Phase 5: +37 Stations**	**Full System O&M**	**Full System O&M**	**Full System O&M**
	Total Bikes			1,090	1,090	1,580	2,516	3,279	3,812	3,812	3,812	3,812
	Total Stations			65	65	99	164	217	254	254	254	254
Capital*												
Costs	***Bikes***			1,090		490	936	763	533	0	0	0
	Stations	Bikes per /Station Ratio**	16.7 for DTLA , 14.4 for others	**65**		**34**	**65**	**53**	**37**	0	0	0
				5,040,035	-	2,365,856	4,522,960	3,687,952	2,574,608	-	-	-
	Rebalancing Vans	*Provided by Operator as part of O&M agreement*		-		-	-	-	-			
Funding/Revenue	***Metro Contribution (50% Capital)***			2,520,018	-	1,182,928	2,261,480	1,843,976	1,287,304			
	Los Angeles Contribution (50% Capital)			2,520,018			2,261,480	1,461,264	487,088			
	Pasadena Contribution (50% Capital)					1,182,928						
	Other Cities Contribution (50% Captial)							382,712	800,216			
O&M*												
Costs	***Annual Per Bike $***	$ 2,900	**Total:**	**1,580,500**	**3,161,000**	**3,161,000**	**4,582,000**	**7,296,400**	**9,509,680**	**11,054,800**	**11,054,800**	**11,054,800**
	Phase 1 - DTLA			1,580,500	3,161,000	3,161,000	3,161,000	3,161,000	3,161,000	3,161,000	3,161,000	3,161,000
	Phase 2 - Pasadena			-	-	-	1,421,000	1,421,000	1,421,000	1,421,000	1,421,000	1,421,000
	Phase 3			-	-	-	-	2,714,400	2,714,400	2,714,400	2,714,400	2,714,400
	Phase 4			-	-	-	-	-	2,213,280	2,213,280	2,213,280	2,213,280
	Phase 5			-	-	-	-	-	-	1,545,120	1,545,120	1,545,120
Funding/Revenue	*Estimated User Revenue - DTLA*			748,749	1,552,219	1,606,940	1,669,526	1,669,526	1,669,526	1,669,526	1,669,526	1,669,526
	Estimated User Revenue - Pasadena			-	-	-	402,819	441,053	462,890	462,890	462,890	462,890
	*Estimated User Revenue - Phase 3****			-	-	-	-	1,536,814	1,649,130	1,713,359	1,713,359	1,713,359
	*Estimated User Revenue - Phase 4****			-	-	-	-	-	1,160,730	1,201,650	1,248,451	1,248,451
	*Estimated User Revenue - Phase 5****			-	-	-	-	-	-	413,695	452,961	475,388
	Total Estimated User Revenue			**748,749**	**1,552,219**	**1,606,940**	**2,072,346**	**3,647,393**	**4,942,276**	**5,461,120**	**5,547,187**	**5,569,614**
	as % of operating cost			47%	49%	51%	45%	50%	52%	49%	50%	50%
	- plus -											
Net	*Metro Contribution (35% Net O&M) - DTLA*			291,113	563,073	543,921	522,016	522,016	522,016	522,016	522,016	522,016
	Metro Contribution (35% Net O&M) - Pasadena			-	-	-	356,363	342,981	335,338	335,338	335,338	335,338
	Metro Contribution (35% Net O&M) - Phase 3			-	-	-	-	412,155	372,845	350,364	350,364	350,364
	Metro Contribution (35% Net O&M) - Phase 4			-	-	-	-	-	368,392	354,071	337,690	337,690
	Metro Contribution (35% Net O&M) - Phase 5			-	-	-	-	-	-	395,999	382,256	374,406
	Los Angeles Contribution - DTLA			540,638	1,045,708	1,010,139	969,458	969,458	969,458	969,458	969,458	969,458
	Pasadena Contribution - Pasadena			-	-	-	661,817	636,966	622,771	622,771	622,771	622,771
	Los Angeles Contribution - Phase 3			-	-	-	-	765,431	692,426	650,677	650,677	650,677
	Los Angeles Contribution - Phase 4			-	-	-	-	-	684,157	657,560	627,139	627,139
	Other Cities Contribution - Phase 5 (includes some areas of City of Los Angeles)			-	-	-	-	-	-	735,426	709,904	695,326
Total cost/yr (cap + exp)				**6,620,535**	**3,161,000**	**5,526,856**	**9,104,960**	**10,984,352**	**12,084,288**	**11,054,800**	**11,054,800**	**11,054,800**
				TOTAL PHASE I	9,781,535				**TOTAL ALL Years**	**58,536,791**	**69,591,591**	**80,646,391**
			Total Metro Contribution (Net)	2,811,130	563,073	1,726,849	3,139,859	3,121,128	2,885,895	1,957,788	1,927,665	1,919,815
			Total Cities Contributions (Net)	3,060,656	1,045,708	2,193,067	3,892,755	4,215,830	4,256,116	3,635,892	3,579,949	3,565,371

Phase 3,4 & 5 Neighborhoods			
Cities	**Neighborhood**	**Stations**	**Installation**
City of LA	Central / University Park	65	FY 18/19
City of LA	Hollywood	42	FY 19/20
West Hollwywood	West Hollywood	11	FY 19/20
City of LA	Venice	4	FY 20/21
City of LA/ County	Marina Del Rey	3	FY 20/21
Huntington Park	Huntington Park	10	FY 20/21
LA City	North Hollywood	10	FY 20/21
LA County	East L.A. / Boyle Heights	10	FY 20/21

* The per-station capital costs and per-bike operating costs are based on Econmic Planning Systems Inc.'s case study research on Capital Bikeshare, Boulder B-Cycle, Denver B-cycle and Nice Ride Minnesota. We assumed capital costs of $55,000 per station We assumed per-bike annual operating costs of $2,500. Inlcudes kiosks, docking, hardware/software and installations.

**Bikes/Station Ratio was estimated by Fehrs and Peers to 16.8 for LA, 14.4 for Pasadena. We are using 14.4 ratio for all phase 3 cities

***Revenue for Phases 3, 4, and 5 is estimated in proportion to estimated ridership for the stations anticipated in each phase.



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* A specific boundary for the East Los Angeles Expansion Area has not yet been identified.

Preliminary Regional Expansion Areas

- Phase III - 65 Stations
- Phase IV - 53 Stations
- Phase V - 37 Stations

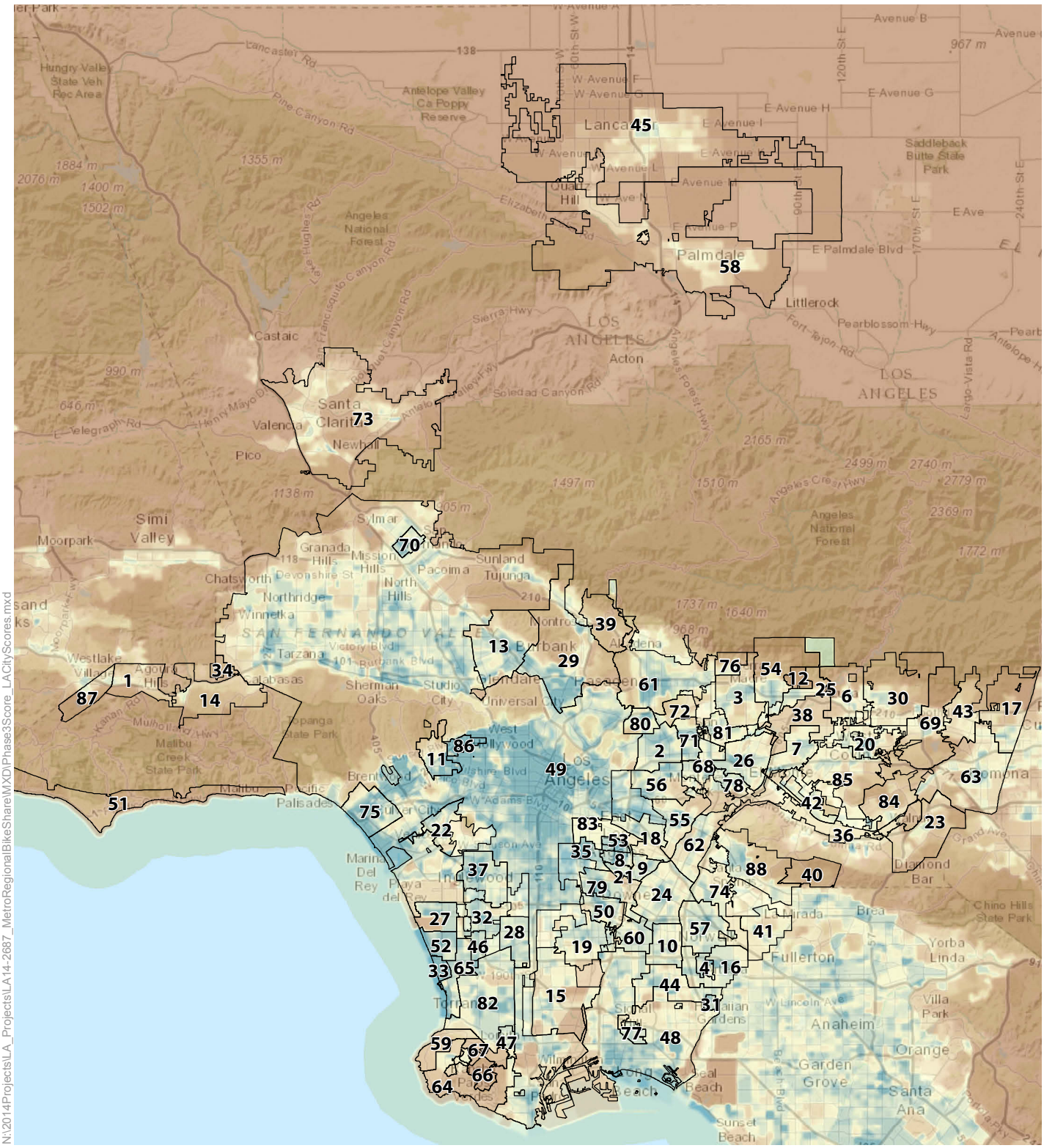
1 Expansion Area

Preliminary Regional Expansion Areas

Phase III, IV, and V Communities

#	Community
Phase III – 65 Stations	
1	Central / University Park
Phase IV – 53 Stations	
2	Hollywood
3	West Hollywood
Phase V – 37 Stations	
4	Venice
5	Marina Del Rey
6	Huntington Park
7	North Hollywood
8	East Los Angeles*

Note: A specific boundary for the East Los Angeles Expansion Area has not yet been identified.



Appendix E

Los Angeles Regional Bike Share Suitability Index Los Angeles Cities

Bike Share Expansion Communities

City/Neighborhood	Suitability Index Score	City/Neighborhood	Suitability Index Score
Central	4.43	Marina Del Rey	3.78
University Park	3.96	Huntington Park	3.75
Hollywood	3.78	North Hollywood	3.47
West Hollywood	3.94	East Los Angeles	n/a - area not yet defined
Venice	3.93		

Los Angeles Regional Cities Bike Share Suitability Index

Map ID	City	Suitability Index Score	Map ID	City	Suitability Index Score
1	Agoura Hills	1.34	45	Lancaster	0.89
2	Alhambra	2.47	46	Lawndale	2.16
3	Arcadia	1.88	47	Lomita	2.23
4	Artesia	2.46	48	Long Beach	2.15
5	Avalon	2.05	49	Los Angeles	2.05
6	Azusa	1.42	50	Lynwood	2.38
7	Baldwin Park	2.54	51	Malibu	0.92
8	Bell	2.45	52	Manhattan Beach	2.05
9	Bell Gardens	2.33	53	Maywood	2.95
10	Bellflower	2.18	54	Monrovia	1.21
11	Beverly Hills	2.27	55	Montebello	1.98
12	Bradbury	0.68	56	Monterey Park	2.19
13	Burbank	2.01	57	Norwalk	2.28
14	Calabasas	1.20	58	Palmdale	0.85
15	Carson	1.77	59	Palos Verdes Estates	1.43
16	Cerritos	2.26	60	Paramount	2.31
17	Claremont	1.20	61	Pasadena	1.65
18	Commerce	2.14	62	Pico Rivera	1.93
19	Compton	2.14	63	Pomona	1.73
20	Covina	1.97	64	Rancho Palos Verdes	1.36
21	Cudahy	2.34	65	Redondo Beach	2.55
22	Culver City	2.38	66	Rolling Hills	0.83
23	Diamond Bar	1.31	67	Rolling Hills Estates	1.35
24	Downey	2.20	68	Rosemead	2.18
25	Duarte	1.95	69	San Dimas	1.16
26	El Monte	2.19	70	San Fernando	2.55
27	El Segundo	2.37	71	San Gabriel	2.35
28	Gardena	2.40	72	San Marino	1.69
29	Glendale	1.81	73	Santa Clarita	1.14
30	Glendora	1.20	74	Santa Fe Springs	1.99
31	Hawaiian Gardens	2.55	75	Santa Monica	2.76
32	Hawthorne	2.59	76	Sierra Madre	1.49
33	Hermosa Beach	2.81	77	Signal Hill	2.23
34	Hidden Hills	1.02	78	South El Monte	2.18
35	Huntington Park	3.03	79	South Gate	2.28
36	Industry	2.10	80	South Pasadena	2.19
37	Inglewood	3.50	81	Temple City	2.10
38	Irwindale	1.47	82	Torrance	2.31
39	La Canada Flintridge	1.20	83	Vernon	2.04
40	La Habra Heights	0.83	84	Walnut	1.36
41	La Mirada	1.91	85	West Covina	1.72
42	La Puente	2.07	86	West Hollywood	3.91
43	La Verne	1.45	87	Westlake Village	1.07
44	Lakewood	2.10	88	Whittier	1.81

APPENDIX F:

Variables Considered in Ridership Forecasting Model

- Total Stations within 3200 Meters
- Average Median Household Income
- Total Population
- Percent of Population Aged 20-34
- Percent of Population Aged 35-54
- Percent of Population by Race: Latino
- Percent of Population by Race: White
- Percent of Population by Race: Black or African American
- Percent of Population by Race: American Indian
- Percent of Population by Race: Asian
- Percent Non-White Population
- Percent Bike Commuters
- Percent Alternative Commuters (Bike + Walk + Public Transit)
- Percent of Workers Who Commuted by Car, Truck or Van
- Percent of Households with No Vehicle Available
- Percent of Households with 1 Vehicle Available
- Percent of Households with 2 Vehicles Available
- Percent of Households with 3 or More Vehicles Available
- Total Population over 16 with less than a High School Diploma or Equivalent
- Total Population over 16 with High School Diploma or Higher
- Total Population over 16 with Some College or Associates Degree or Higher
- Total Population over 16 with Bachelor's Degree or Higher
- Percent of population between the ages of 16 and 64 who worked 35 or more hours per week 40 or more weeks per year (Full-Time Employed)
- Percent of Population Ages of 16 and 64 who worked 1 to 34 hours
- Total number of jobs
- Total Number of jobs with earnings greater than $3333/month
- Total Number of jobs in NAICS sector 44-45 (Retail Trade)
- Aggregate Transit Frequency
- Number of bikeshare stations within 0.5 mile of the current station
- Number of bikeshare stations between 0.5 and 1.0 miles from the current station
- Number of bikeshare stations between 1.0 and 1.5 miles from the current station
- Number of bikeshare stations between 1.5 and 2.0 miles from the current station
- Number of bikeshare stations between 2.0 and 2.5 miles from the current station
- Number of bikeshare stations between 2.5 and 3.0 miles from the current station
- Number of bikeshare stations more than 3.0 miles from the current station
- Total Stations in the system
- Station Density (per SqMi) in the system
- System Area Covered (1/2 mile buffer)
- Member Free Trip Time Period (mins)
- Walk-Up Free Trip Time Period (mins)
- Annual Membership ($)
- Day Membership ($)
- Annual Precipitation Days
- Heating Degree Days (below 60)
- Cooling Degree Days (above 80)

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PLANNING AND PROGRAMMING COMMITTEE
JANUARY 14, 2015

SUBJECT: METRO COUNTYWIDE BIKESHARE

ACTION: RECEIVE AND FILE METRO COUNTYWIDE BIKESHARE BUSINESS STRUCTURE

RECOMMENDATION

Receive and file Metro Countywide Bikeshare business structure.

ISSUE

At the January 2014 meeting, the Board authorized staff to develop a Countywide Bikeshare Implementation Plan (Plan). The proposed business plan has been developed as part of the Plan and is based on the framework presented to the Board in in January 2014 and in response to Board Motion 58 (Attachment A & B).
The Metro Bikeshare Phase 1 Pilot in DTLA will apply and test the feasibility of the proposed Bikeshare business plan in preparation for expansion to Pasadena and eight other proposed Bikeshare ready communities. This report identifies the program structure.

DISCUSSION

Status

Simultaneously, Metro staff are working on the completion of the Countywide Bikeshare Implementation Plan and initiating a bikeshare pilot project in Downtown Los Angeles. This report addresses the basic structure that would be implemented both for the pilot project and the expanded program in the future. Concerning the pilot project, the Request for Proposals was issued on December 15th and responses are due to Metro on January 20th.

Bikeshare Implementation Plan

In preparing the Plan, we have worked closely with the Bikeshare Working Group including the cities of Santa Monica, Pasadena, and Los Angeles. Our focus has been to identify and define a regional business model that would lay out the financial parameters and commitments by each party. As part of this effort we also identified potential Bikeshare station locations for the pilot cities. In coordination with Los Angeles

and Pasadena, the locations were further vetted through a feasibility site analysis that determined right-of-way availability and public ownership (Attachment C).

During the preparation of the recommended business plan, due to timing constraints associated with their bikeshare funding, Santa Monica decided to procure a bikeshare vendor, independent of Metro's regional effort. We continue to coordinate with Santa Monica and leave open the possibility that Santa Monica could be integrated into the Metro Bikeshare system in the future. We also continue to coordinate with Long Beach, as they too have an existing contract with a bikeshare vendor.

Business Plan

Model: Metro owns and contracts out operations and maintenance of Bikeshare system

In January the Metro Board directed staff to develop a Bikeshare business plan in which Metro would fund up to 50% of total capital costs per each city and up to 35% of total operations and maintenance (O&M) costs per each city on an on-going basis. Using this framework we have identified the business model wherein the Bikeshare program operates as a publicly owned/privately operated system. Under this model Metro owns the Bikeshare infrastructure and contracts out O&M. This is the model that tends to be adopted by larger bikeshare programs, especially those wherein multiple jurisdictions participate in one regional program. The advantages of this model include providing the jurisdiction with the flexibility to expand offerings of Bikesharing as is deemed appropriate and necessary, while bringing the experience and innovation of a tried and tested operator. Our research indicated that a majority of the 20 plus bikeshare programs in the United States operate using this model, including the Bay Area, Boston, Chicago and Washington D.C./Arlington/Alexandria bikeshare programs. Based on program success, program size and multi-jurisdictional collaboration, we have found these programs to be most representative of a Los Angeles region endeavor.

Operations Costs: Metro and cities will split Operations & Maintenance (O&M) based on net costs

Metro would manage the master contract with a single contractor to install and operate a bikeshare system. Metro would establish MOU's, subject to negotiations, with participating local cities to set terms of engagement, contribution levels and advertising responsibilities. In the case of Santa Monica, in the short-term Metro will continue to coordinate with them and explore ways to eventually integrate them into the regional system, at which time they may be eligible for Metro funding.

Under the proposed business model Metro would own the countywide integrated Bikeshare system, including capital elements such as the bikes, kiosks and technology. We would contract for the installation and operations. Metro would contribute up to 50% of capital cost with cities contributing the balance for the initial capital investment. Metro would retain ownership of the regionally integrated system in all cities for the long-term regardless of vendor contracts for systems.

Metro and cities would split O&M costs by 35/65% based on a net (of membership and user fees) balance of the costs. The O&M costs include repair and maintenance of bikes, rebalancing bikes among stations, technology & website, customer service, outreach and marketing. Bikeshare user fees from annual/monthly memberships and daily use fees will pay for a portion of the O&M costs.

Sponsorship: Metro will negotiate title sponsorships, in close cooperation with participating cities

Metro will work closely with participating cities in attracting and negotiating a title sponsorship agreement. Metro would retain on-bike title sponsorship and reserve the right to sell to sponsor(s) as a source of Metro's funding commitment . Metro will solicit, in collaboration with local cities, and maintain a separate contract for on-bike title sponsorship and other revenue generating opportunities. Cities would retain the right to sell advertising or sponsorship at Bikeshare stations based on their jurisdiction's polices to meet local share of capital and operating expenses.

On-bike title sponsorship revenue would first be applied towards Metro's financial commitment. Remaining sponsorship revenues would then be applied towards each city's O&M cost. Any excess sponsorship revenues would then be expended for the Bike Share program under the terms of the MOU's to be negotiated with the local communities.

Existing Bikeshare systems in Denver Colorado, Minneapolis Minnesota, Washington DC and New York have utilized corporate sponsorship/advertisements contracts to generate revenue to cover all or some of the O&M costs in which ads are placed on the bike and/or the kiosks. An average title sponsorship in these Bikeshare systems generates $11,000 of revenue annually per bike. Although markets vary and it is unknown at this time what the Los Angeles region's potential is, based on an average from other programs, we estimate that a Metro Bikeshare system could generate $1.12 Million annually in the first 3 years with expansion to Downtown Los Angeles and Pasadena.

Fare Structure: Metro will further explore potential for an integrated fare structure

We considered two types of fare structures, integrated and conventional. For purposes of the initial pilot, TAP integration will be limited, with the initial fare structure developed with the selected vendor. Under an integrated structure, bikeshare fees are reflective of Metro's bus and rail fare structure and can be set up so as to either treat bikeshare as a part of our system or require a transfer fee from our system to bikeshare (similar to how transfers between Metro and a municipal operator currently function). To accomplish this, a certain level of Transit Access Pass (TAP) integration will be needed. Under a conventional fare structure, bikeshare fees would stand alone and have no relationship to Metro's bus and rail fare structure. We have estimated that an integrated fare structure versus a conventional one would generate twice the ridership on the Bikeshare system and slightly raise ridership on the Metro transit system. As a transportation authority and transit agency, Metro has a unique opportunity to develop a Bikeshare fare structure in which the program can be positioned to best address first and last mile challenges while encouraging transit ridership. We are working with the

TAP group to establish best practices for integrating the bikeshare fare structure and have identified this as an eventual program goal in the technical specifications.

We will continue to work with the TAP group, participating cities and the Bikeshare vendor in exploring opportunities for an integrated fare structure.

Jurisdictional Coordination and Public Input

Since the initiation of the Bikeshare Implementation Plan we have had over 16 meetings with either the entire Working Group or individually with the pilot cities of Santa Monica, Pasadena and Los Angeles and have held a Public Metro Bicycle Roundtable meeting that included discussions about Metro Bikeshare. Additionally, in order to gauge whether our technical work is in line with community support, we solicited feedback through an online crowdsourcing map that identified potential locations for Bikeshare stations in the pilot cities of Downtown Los Angeles, Pasadena and Santa Monica in September 2014. We had a successful response with over 3,000 people viewing the map, over 5,200 location "likes" and 400 suggested locations were received. To follow up on this first map, in December 2014, we requested additional input through a second crowdsourcing map. The second crowdsourcing map identified potential future bikeshare communities identified through the Plan. Similar to the first map, we asked that community members provide feedback regarding our identified communities. The input collected from these crowdsourcing maps helped confirm and inform the locations that we have identified for Bikeshare station locations and potential future bikeshare communities. Final Bikeshare station locations will be determined by respective city staff, Metro and the Bikeshare operator.

Bikeshare Marketing & Branding

We have been coordinating with the Design Studio and the Bikeshare Working Group regarding design and branding of a regional Metro Bikeshare system. We are working collectively with the pilot cities to determine a design that is representative of the individual jurisdictions and Metro. The Metro Bike Program's identifying color palette will be used in designing the graphic elements of the bikes and/or the docks and we will continue to coordinate with the Working Group and study how other mulit-jurisdictional bikeshare programs address the issue of local identity. Concepts will be fully fleshed out once a bikeshare vendor is identified.

Bikeshare Request For Proposals

We have released a request for proposals (RFP) for a Bikeshare vendor for Phase 1 Pilot in Downtown Los Angeles (DTLA) in order to test the bikeshare market in the region as well as apply the recommended business plan. As the pilot, this first phase will be launched within a focused area with an estimated 65 to 80 bikeshare stations (Attachment C). We anticipate returning to the Board in Summer 2015 with a recommended bikeshare vendor/operator and expect to roll out the program within 9 months of award of contract and once the MOU between Metro and the City of Los Angeles has been executed.

As part of the Plan, we have identified other bikeshare ready communities that should be considered for future phases. Pasadena has been identified as Phase 2 of the Pilot effort, with an additional eight communities to be considered thereafter (Attachment D). Bikeshare "readiness" was determined by a number of variables, including, but not limited to population and employment density, job and trip attractors, topography, bicycle infrastructure, community support and funding availability. Potential future bikeshare communities beyond DTLA and Pasadena have preliminarily been identified to include Venice, Marina Del Rey, Hollywood / Silverlake / Echo Park, West Hollywood, East Los Angeles, North Hollywood, Korea Town/ Macarthur Park, University Park/USC, and Huntington Park. We will return to the Board once financial readiness, station siting and supporting bicycle infrastructure have been confirmed, and as it is determined each community is ready to be folded into the Metro Bikeshare program.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

We have explored a number of eligible grant opportunities to support the costs of the program including the State Active Transportation Program, ("ATP") funds, State "Cap & Trade" funds, Federal bicycle and active transportation funds, and all other eligible funding sources.

In our review of Bikeshare programs around the country, we have found that a variety of sources of funding are used by the various cities to support their programs. No one single source of funding covers either capital or operating and maintenance costs, with programs relying on various combinations of user revenues, advertising/sponsorship revenues, federal and local funds.

A $3.8 Million ExpressLanes grant, previously secured by Metro in partnership with the City of Los Angeles, will pay for the capital costs for the Phase 1 Pilot in DTLA. Funding for future capital expansion may be funded through the Active Transportation Program (ATP), CMAQ or other funding programs. We estimate that considering user fee revenue but not advertising sponsorship revenue, Metro's 35% O&M share for the DTLA pilot would be approximately $500,000 annually. Once the program is underway, we will pursue sponsorship and advertising opportunities and anticipate Metro's 35% net O&M contribution to be covered by sponsorship and advertising revenue. Since the Bikeshare is a multi-year program, the cost center manager and Chief Planning Officer will be accountable for budgeting the O&M and capital costs in future years.

Impact to Budget

A previously awarded $3.8 million ExpressLanes grant will pay for the capital costs for Phase I: Downtown Los Angeles (DTLA) Pilot. This fund is not eligible for bus and rail operating and capital expenditures. Staff will coordinate with Regional Programming to determine the best source of funding for O&M and future phases. The final funding

source will be programmed and identified by the department of OMB and Regional Programming. Should other eligible local funding sources become available, they may be used in place of the originally identified funds.

NEXT STEPS

We will negotiate an MOU with the cities and return to the Board for authorization to execute the MOU. We will also return to the Board to request the award of a contract for Metro Bikeshare Pilot in DTLA.

ATTACHMENTS

A. January 2014 Bikeshare Board Report
B. Metro Board Motion 58
C. Map & List of Proposed Bikeshare Locations for Los Angeles, Pasadena
D. Map & List of 8 Proposed Bikeshare Ready Expansion Communities/Area

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EXECUTIVE MANAGEMENT COMMITTEE
JANUARY 16, 2014

SUBJECT: BIKE SHARE PROGRAM

ACTION: APPROVE DEVELOPMENT OF IMPLEMENTATION PLAN

RECOMMENDATION

Authorize the Chief Executive Officer (CEO) to undertake a study of how a Bike Share Program could be implemented throughout the County, including the following provisions:

1) Coordinate with the recommended pilot cities before adopting a plan;
2) Funding for the Bike Share Program will be the responsibility of the cities, Metro will only play a coordinating role;
3) Complete the study within six months and return to the Board with the recommended approach.

ISSUE

At the October meeting, the Board approved Motion 66 (Attachment A), providing direction to staff to report back to the Board at the January 2014 meeting with a business case analysis, including recommendations on how to proceed to develop a regional bicycle share program.

At the November Executive Management Committee, we provided information on the Industry Review that was held (Attachment B). Since that time, additional work has been done. We are requesting Board approval to develop a Bike Share Implementation Plan in coordination with pilot cities, with an intent to explore cooperative funding by local participants as the principal source of project funding. We feel that the analysis that will be provided by this six month study is necessary before the pilot cities can launch into a regional bike share program.

DISCUSSION

Bike Share is a program designed for point-to-point local trips using a shared use fleet of bicycles strategically located at docking stations throughout a well-defined project area and within easy access to each other.

Bike Share programs around the country and world have proven to be a strong first and last-mile short-trip transportation option. When coordinated with transit, such programs can facilitate reductions in vehicle miles traveled, reduced travel times, improved access, and growth in bicycling as a viable mode of travel.

Funding Sources

In our review of Bike Share programs around the country, we have found that a variety of sources of funding are used by the various cities to support their programs, and in no case are transit agencies paying for these programs. Some programs are supported by sponsorships, some are funded privately, many cities rely on CMAQ funds (Congestion Mitigation and Air Quality Improvement Program), and other local funds are used. If Metro were to fund a countywide Bike Share program, resources needed to build the transit corridors would be diminished.

Area Readiness

With Metro's regional rail network currently expanding, the region is primed for a Bike Share program that will support and enhance first-last mile connections and intra-jurisdictional local trips. According to the 2000 National Household Travel Survey, bicycling in Los Angeles County accounted for 1% of all trips. For comparison purposes, 3% of trips were made on transit. The 2012 Southern California Association of Governments (SCAG) Regional Transportation Plan Sustainable Communities Strategy (RTP/SCS), notes that between 2000 and 2009, bicycling as a means of transportation increased by 75%.

Pointing to the role of bicycling as a first-last mile solution, a recent sampling of Metro's rail system showed approximately 8,560 daily bike boardings on Metro's rail network, a 42% increase from fiscal year 2012. Average daily bicycle boardings per station are included in Attachment C.

Important to a successful Bike Share program is having the bicycle infrastructure in place to support bicycling. Per the 2012 RTP/SCS, Los Angeles County has almost 1,270 miles of bicycle infrastructure with approximately an additional 1,030 miles planned. Metro rail stations also house a total of 624 bike lockers, 1,231 bike racks and three secured bike parking hubs will be opened within the coming year.

Bike Share Implementation

Metro's role has been to facilitate Bike Share implementation, including providing funding to local jurisdictions through the Call for Projects and coordinating regional compatibility efforts such as addressing technology and software issues. Metro's 2012 Bike Share Concept Report used a number of key criteria to identify where within Los Angeles County Bike Share would be most successful. Based on the report's findings a Bike Share Working Group was established and several communities have been awarded Call funding, including Long Beach, Los Angeles and Santa Monica.

Supporting the 2012 Concept Report findings, these cities have attempted or are in the process of launching Bike Share within their city boundaries, each with varying degrees of progress and success. Other cities are considering initiating similar efforts. Each of these cities has also acknowledged the importance of a seamless regional system.

In light of the varying degrees of progress each of these cities have made and the growing interest to have a regional, seamless program, both the Bike Share Working Group and Bicycle Roundtable recommended that Metro take a lead role. To ensure a user friendly system and facilitate first-last mile connections across Metro's rail network, it is particularly important that Metro facilitate the development of a Bike Share program where users are able to access Bike Share systems seamlessly throughout key cities in the County. The primary role for Metro may be to create a common platform that can be expanded throughout the County, as local communities dedicate facilities and operating revenues.

Based on area readiness, as identified in the 2012 Concept Report and expressed interest from cities, we would recommend an initial Bike Share launch in three key areas: Downtown Los Angeles, Pasadena and Santa Monica/Venice. We would also coordinate with Long Beach, as they are independently pursuing Bike Share and anticipate launching in early 2014. Areas that should be considered for future early phases and that would further enhance first-last mile connections to our transit system or would facilitate intra-jurisdictional travel may include Boyle Heights, Burbank, Culver City, East Los Angeles, Echo Park/Silver Lake, Glendale, Hollywood, Marina Del Rey, UCLA, USC and West Hollywood (Attachment D). Future Bike Share phasing and timeframes would be confirmed as we develop the Implementation Plan and in conjunction with each jurisdiction as they develop funding programs.

Bike Share Pilot Launch

Using Metro's rail network as the foundation for the Bike Share program, we identified key rail stations within each of the recommended pilot areas- Downtown Los Angeles, Pasadena, and Santa Monica, then identified a one mile radius around each of these stations to identify the minimum and maximum number of potential Bike Share stations that could be located within these jurisdictions. We assumed two spread options- the densest is based on findings established by the 2012 Mineta Transportation Institute report, "Public Bike Share in North America: Early Operator and User Understanding",

where the recommended distance between docking stations is considered to be approximately every one-quarter mile. The second, less dense distancing is based on minimum densities as cited in the 2012 USDOT/FHWA "Bike Sharing in the United States: State of the Practice and Guide to Implementation" where a half mile distance is noted. For each of the pilot jurisdictions, preliminary potential locations within the public right-of-way have been identified by each city. As such, these locations, in addition to the recommended rail station locations are noted in the three maps included in Attachment E.

Within the Downtown Los Angeles area we identified five key rail stations and created one mile buffers around them: Union Station, Civic Center, Pershing Square, 7th/Metro and Pico/Chick Hearn. This netted a 7.68 square mile Bike Share station aggregated buffer area. At a one-quarter mile density, 123 Bike Share stations could potentially be located within this area. At a half mile density, 31 Bike Share stations could potentially be located within this area. Because the Chinatown and Little Tokyo/Arts District stations fall within the buffer range and due to characteristics that indicate bike sharing would be successful, we would also recommend docking stations at these rail stations.

In Pasadena, five rail stations were identified: Fillmore, Del Mar, Memorial Park, Lake and Allen stations. A one mile buffer around each of these stations netted an 8.91 square mile Bike Share aggregated buffer area. At a one-quarter mile density, 142 Bike Share stations could potentially be located within this area. At a half mile density, 36 Bike Share stations could potentially be located within this area.

In Santa Monica, three future Expo Stations were identified: 26th Street/Bergamot, 17th Street/Santa Monica College and Downtown Santa Monica. A one mile buffer around each of these stations netted a 6.39 square mile Bike Share aggregated buffer area. At a one-quarter mile density, 102 bike share stations could potentially be located within this area. At a half mile density, 25 Bike Share stations could potentially be located within this area.

As indicated in Attachment E, each of the Bike Share aggregated buffer areas have the bicycle infrastructure in place to support bicycling as a form of transportation. Within three miles of the Union Station, Civic Center, Pershing, 7th/Metro, Little Tokyo, and Chinatown stations, there are 62.3 miles of bicycling infrastructure. Pasadena has 75 miles of bicycle infrastructure and Santa Monica has 42 miles.

Bike docking locations within the public right-of-way and at Metro rail stations will be solidified as we develop the Implementation Plan and will be finalized based on a number of variables, including sources of demand, availability of space, real estate costs and jurisdictional support.

Business Model

Three Bike Share business models dominate the industry: (1) Public agency owns capital and contracts for the operations and maintenance, (2) a non-profit public/private

partnership, created specifically to provide Bike Share service owns capital and contracts for the operations and maintenance and (3) private company owns capital, operates and maintains. We have been focusing on the first and third models as potential options for a Metro led Bike Share program.

The first model, public agency owns and contracts operations/maintenance is the model that tends to be adopted by larger jurisdictions and those wherein multiple jurisdictions that have implemented a regional program. The advantages of this model include providing the jurisdiction with the flexibility to expand offerings of Bike Sharing as is deemed appropriate and necessary, while bringing the experience and innovation of a tried and tested operator. A primary disadvantage is the jurisdiction assuming capital investment and all liability. Cities and regions operating under this model include: Alexandria, Arlington, Aspen, Boston, Broward County, Cambridge, Chicago, Columbus, Fort Worth, Houston, Madison, Nashville, Santa Clara County/San Francisco (Bay Area) Pilot, and Washington, D.C. Based on program success, program size and multi-jurisdictional collaboration, we have found the Bay Area, Chicago and Washington D.C./Arlington/Alexandria programs to be most representative of a Los Angeles region endeavor.

Under this model, participating agencies would purchase and own the Bike Share infrastructure- bicycles, docking stations and kiosks. Attachment F breaks down the potential capital investment. Reflecting the minimum and maximum number of potential Bike Share stations per each pilot jurisdiction at a per bike cost of $4,500 (based on Bay Area, Washington D.C. and vendor estimates of system and bike costs) we find that the total capital investment could range between $4,815,000 and $17,190,000. These cost figures do not include potential real estate costs.

The second model, private company owns and operates is akin to what the City of Los Angeles had previously pursued and Long Beach is now pursuing. Advantages of this model are that the burden of liability and cost of implementing a Bike Share program lies with the vendor. The disadvantages may include a profit driven decision making process whereby Bike Share stations are strictly business decisions with limited consideration for equity issues and regional distribution. Cities operating under this model include: Charlotte, Miami Beach, New York City, and Tampa Bay.

Both business models assume revenues would be derived from membership fees, and advertising and/or sponsorships. Via the Industry survey that we conducted all participating vendors confirmed that advertising and sponsorships would be relied upon to some extent. It was noted that in cases where advertising policies are highly restrictive, then sponsorship policies needed to allow for the maximum potential sponsorship revenues. Vendors also confirmed that advertising and/or sponsorship revenues are especially relied upon in models where the vendor is required to carry the full risk. In the few instances where neither advertising or sponsorships are options, the jurisdiction funds the revenue gap.

Discussions with potential pilot cities all indicate that each of their advertising policies prohibits advertising and most limit or prohibit sponsorship opportunities as well.

However, each of the cities also indicated that efforts are underway to re-examine and revise outdoor policies so as to allow some level of sponsorships.

Preliminary Bike Share Cost Analysis

For this exercise, we examined 14 Bike Share programs currently in place throughout the United States (Attachment G). In doing so we studied their respective business models, membership structures and funding sources. Because the Bay Area, Chicago and Washington D.C./Arlington/Alexandria programs are most reflective of a Los Angeles County-wide effort, many of the cost assumptions are derived from these programs. Locally, we also looked at the model the City of Long Beach is pursuing.

The Preliminary Bike Share Cost Analysis (Attachment H) was developed using several assumptions. These assumptions are as follows:

- Year 1 estimates of 250 stations and 2,500 bikes based on averages from Metro's Preliminary Bike Share Analysis. Year 2 to Year 5 bike fleet growth is based on Metro recommendations for regional Bike Share growth (assuming an average of 25 Bike Share stations per jurisdiction). After 5 years, 10% of fleet is expected to need replacement each year.

- Cost per bike is based on estimates from Washington D.C., Bay Area Pilot, and vendor provided estimates.

- Operating and Maintenance costs per kiosk based on Washington D.C. and Denver systems.

- User Fees in Washington D.C. were $20,000 per station in the first year. Long Beach's preliminary estimates are $15,000 per station. Our model assumes a rate structure of $19,000 per station.

- The $1,000,000 sponsorship revenue is based on Long Beach's preliminary estimates. New York City's sponsorship was $8 million in the first year. We have shown a low number due to currently restrictive sponsorship policies in multiple jurisdictions.

- Advertising revenues shown are based on Long Beach's preliminary estimate. We have kept this number low number due to current strict advertising policies in multiple jurisdictions.

- Grant funding assumptions are based on the Bay Area Pilot, Boston Hubway and Washington D.C. trends.

The Cost Analysis is also model neutral, meaning, we do not identify who owns the capital and the cumulative pretax cash flow should be regarded as the program's overall cash flow. It is the cash flow that is typically divided between the jurisdiction(s) and vendor/operator based on negotiated revenue splits.

Per our cost analysis, the bike share program would begin to recover the capital cost and to make a profit in the fifth year of operation. We assumed the program would grow as it becomes a truly regional effort growing from 2,500 bicycles in the initial year to approximately 5,775 bikes by the sixth year. Potential for additional growth would be assessed as part of the Implementation Plan.

Attachment I includes a list of potential funding sources that could be considered for the Bike Share program's capital cost. Availability of listed funds has not yet been analyzed. Funding sources, including private investment opportunities, would be identified through development of the Implementation Plan and brought back to the Board for approval at a future date.

Implementation Plan

In conducting the industry review it became clear that given the number of agencies involved with a regional Bike Share program, the development and successful implementation requires resolution of a number of issues that need to be addressed prior to releasing a Request For Proposals (RFP) to potential bike share vendors.

Some of the items include identifying the best business model that meets the program purpose and addresses each jurisdiction's financial capacity and flexibility; advertising and sponsorship policies need to be solidified as this will inform the program budget; permitting processes need to be established by each jurisdiction so as to facilitate Bike Share implementation; identifying number and locations for Bike Share stations within the public right-of-way; determining if Metro, each jurisdiction or vender will be responsible for Bike Share marketing, outreach and education; determining revenue split among participating jurisdictions and Metro's role in distributing revenue; coordinating Transit Access Pass (TAP) integration; identifying available real estate or associated costs; identifying a sustainable source of funding; establishing inter-agency agreements; and identifying phase two and three communities. We have therefore concluded that the best approach is to undertake an Implementation Plan to address these issues prior to launching the bike share program by local participating jurisdictions..

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Funding for the study of how a Bike Share Program could be implemented throughout the County is included in the FY14 budget under cost center 4320, project number 405510, task 06.001.11. Once the program is actually underway, no Metro funds are envisioned to be used for the program.

Impact to Budget

The funding source for this activity is Proposition A Administration dollars. This fund is not eligible for bus and rail operating and capital expenditures. No other source of funds was considered.

ALTERNATIVES CONSIDERED

The Board could decide to not authorize the development of an Implementation Plan. However, this would be contrary to the October 2013 Board directive to examine the implementation of a Regional Bike Share program

NEXT STEPS

Upon approval, we will issue a RFP for the development of an Implementation Plan. It is anticipated that an Implementation Plan can be developed within six months of award.

ATTACHMENTS

A. October 2013 Bike Share Motion 66
B. December 2013 Receive and File Bike Share Industry Review Status
C. Rail System Bike Boardings
D. Potential Bike Share Expansion Map
E. Pilot City Maps
F. Bicycle Share Preliminary Capital Cost Estimates
G. Bicycle Share Business Models
H. Preliminary Bicycle Share Cash Flow Analysis
I. Bicycle Share Funding Options

Prepared by: Laura Cornejo, Director Countywide Planning, (213) 922-2885
Diego Cardoso, Executive Officer Countywide Planning, (213) 922-3076

Martha Welborne, FAIA
Chief Planning Officer

Arthur T. Leahy
Chief Executive Officer

66

MAYOR ERIC GARCETTI,
SUPERVISOR ZEV YAROSLAVSKY,
SUPERVISOR DON KNABE,
DIRECTOR MIKE BONIN, AND DIRECTOR PAM O'CONNOR

Countywide Bicycle Share Program

October 17, 2013

MTA needs to lead and supplement its regional public transportation system by supporting bicycles and bicycle infrastructure in completing the first and/or last leg of a trip (e.g., from a train station to the workplace).

Bicycle ridership will also help reduce dependency on automobiles, particularly for short trips, thereby reducing traffic congestion, vehicle emissions, and the demand for parking.

A bicycle share program will also promote sustainable and environmentally friendly initiatives.

Bicycle share is a program designed for point-to-point short trips using a for-rent fleet of bicycles strategically located at logical stations locations.

Beginning in 1993, a series of successful bicycle share programs were implemented in Europe.

Currently the US is home to a number of bicycle share programs in cities such as Chicago, Denver, Minneapolis, New York City, San Francisco, etc.

According to the Earth Policy Institute, the number of bicycles in the U.S. bicycle share fleet is set to double by the end of 2014.

The Los Angeles region has seen a variety of bicycle share efforts, but none have taken hold because of a lack of regional coordination.

Given its role as the countywide transportation agency, in July 2011 the MTA board passed a motion directing staff to develop a strategic plan for implementing bicycle share in Los Angeles County.

CONTINUED

WE THEREFORE MOVE that the MTA Board direct the CEO to:

A. Adopt as policy MTA's support of bicycles as a formal transportation mode.

B. Convene a bicycle share industry review in November 2013 in order to advise on procuring a regional bicycle share vendor for Los Angeles County.

C. Report back to the Board at the January 2014 meeting with the results of the industry review, including a business case analysis and recommendations on proceeding with a Request for Proposals (RFP) to implement a regional bicycle share program.

D. Include in the analysis a phased approach for implementing this program based on area readiness, including, but not limited to, an examination of existing bicycle infrastructure, existing advertising policies, current ridership trends, and transit station locations.

###

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

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Metro

62

EXECUTIVE MANAGEMENT COMMITTEE
NOVEMBER 21, 2013

SUBJECT: BIKE SHARE PROGRAM

ACTION: RECEIVE AND FILE

RECOMMENDATION

Receive and file this update on the Bike Share Program in response to the October 2013 Board Motion 66 (Attachment A).

ISSUE

At the October meeting, the Board approved Motion 66, providing direction to:

A. Adopt as policy MTA's support of bicycles as a formal transportation mode;

B. Convene a Bicycle Share Industry review in November 2013 in order to advise on procuring a regional bicycle share vendor for Los Angeles County;

C. Report back to the Board at the January 2014 meeting with the results of the industry review, including a business case analysis and recommendations on proceeding with a Request for Proposals (RFP) to implement a regional bicycle share program; and

D. Include in the analysis a phased approach for implementing this program based on area readiness, including, but not limited to, an examination of existing bicycle infrastructure, existing advertising policies, current ridership trends, and transit station locations.

This report provides the status of the Board directive.

DISCUSSION

Connected by the Metro transit system, bike share can help address first-last mile gaps around transit stations, increase the station catchment area and can introduce new users to bike transportation by removing barriers, such as bicycle ownership, maintenance, and security and can increase mobility while decreasing automobile use.

Most recently, Metro's role has been to facilitate bike share implementation, including providing funding to local jurisdictions for bike share through the Call for Projects and coordinating regional compatibility efforts such as addressing technology and software issues.

Status

In response to the Motion, we initiated the first phase of the industry review. We have met with bike share industry stakeholders and municipal planners, convened as the Bike Share Working Group and Metro's Bicycle Roundtable on November 4th and November 5th, respectively. The goal of the meetings were to gauge what role stakeholders and municipalities deemed appropriate for Metro to take and what opportunities as well as concerns existed by Metro taking on a larger role in a regional bike share effort. In anticipation of the next phase of the industry review which will be to conduct a market survey as well as developing the business case and next steps, we established a rudimentary understanding of the level of flexibility municipalities would need if Metro led a regional effort and highlighted areas that still need to be vetted further.

The following is a summary of the Bike Share Working Group and Bicycle Roundtable input received:

- One contractor, or multiple contractors with compatible technologies is key to achieving regional connectivity
- Metro, as a regional agency, should lead the effort and set the regional framework for cities to leverage at the local level
- A single system with local flexibility
- Bike Share must connect to a larger transit network
- Infrastructure, such as bike lanes and way finding, should support bike share implementation
- Phasing, especially pilot phase is key to success
- Local universities and colleges should be invited to participate
- Increase bike mode Call for Project funding to facilitate regional participation and infrastructure to support bike share

If we move forward with a greater role in establishing a regional bike share program, the following items surfaced during the two meetings as needing to be addressed:

- Revenue Split with Cities: Would Metro serve as a clearing-house or would cities receive their split directly from vendors
- Advertising/Sponsorship: How would differing advertising policies potentially affect proposed business plans
- Software: Develop a program that allows flexibility for evolving software and bike technology
- Payment: Can Transit Access Pass be adapted to allow for bike share payment
- Implementation: Pilot area and subsequent phasing and timing for roll out
- Inter-jurisdictional Operability: Bike redistribution and cost split, multi-jurisdictional membership cards

NEXT STEPS

We will return to the Board in January with the results of the market survey, business case and recommended next steps.

ATTACHMENT

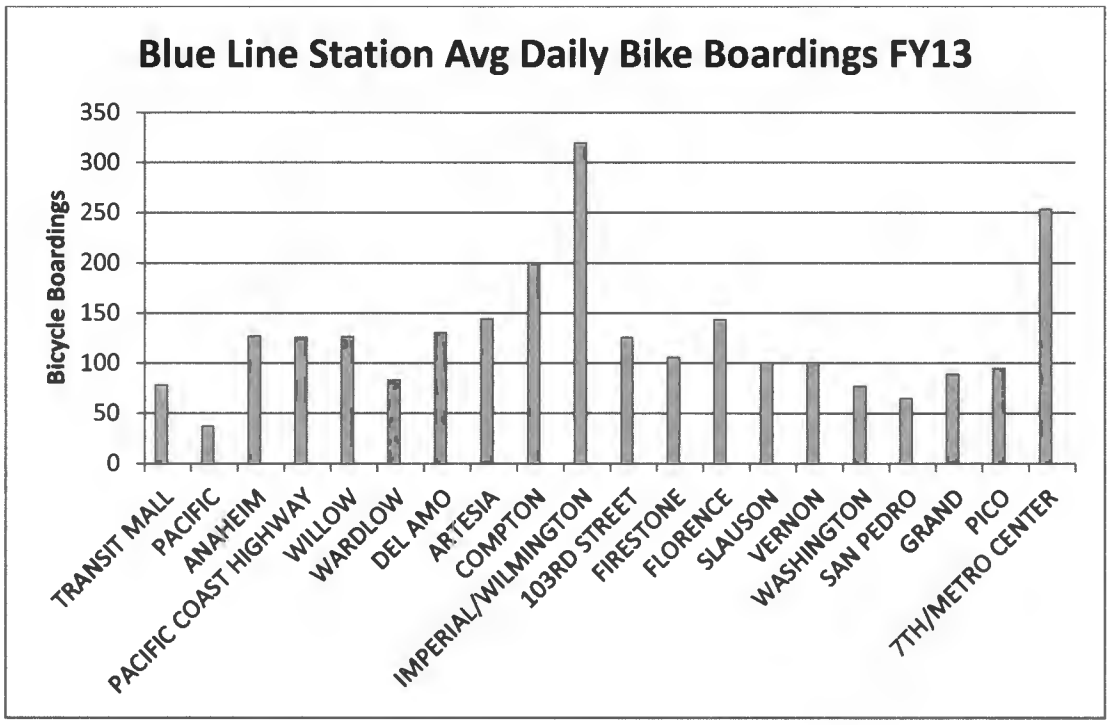
A. October 2013 Motion 66

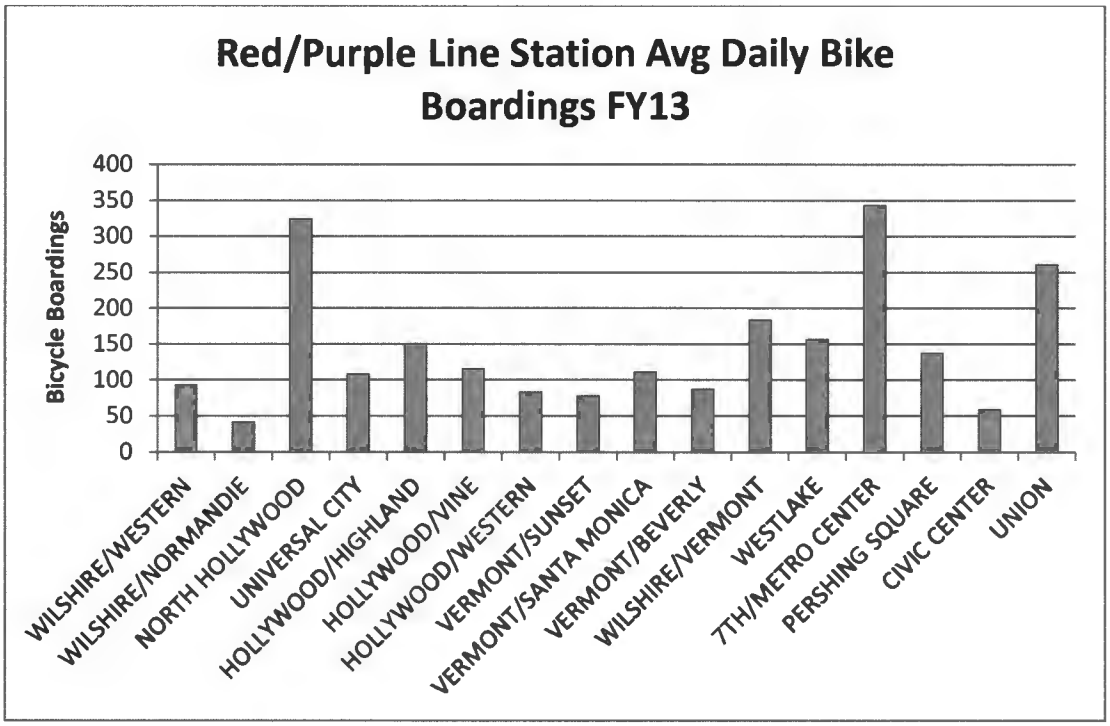
Prepared by: Laura Cornejo, Director, (213) 922-2885
Diego Cardoso, Executive Officer, (213) 922-3076

Martha Welborne, FAIA
Chief Planning Officer

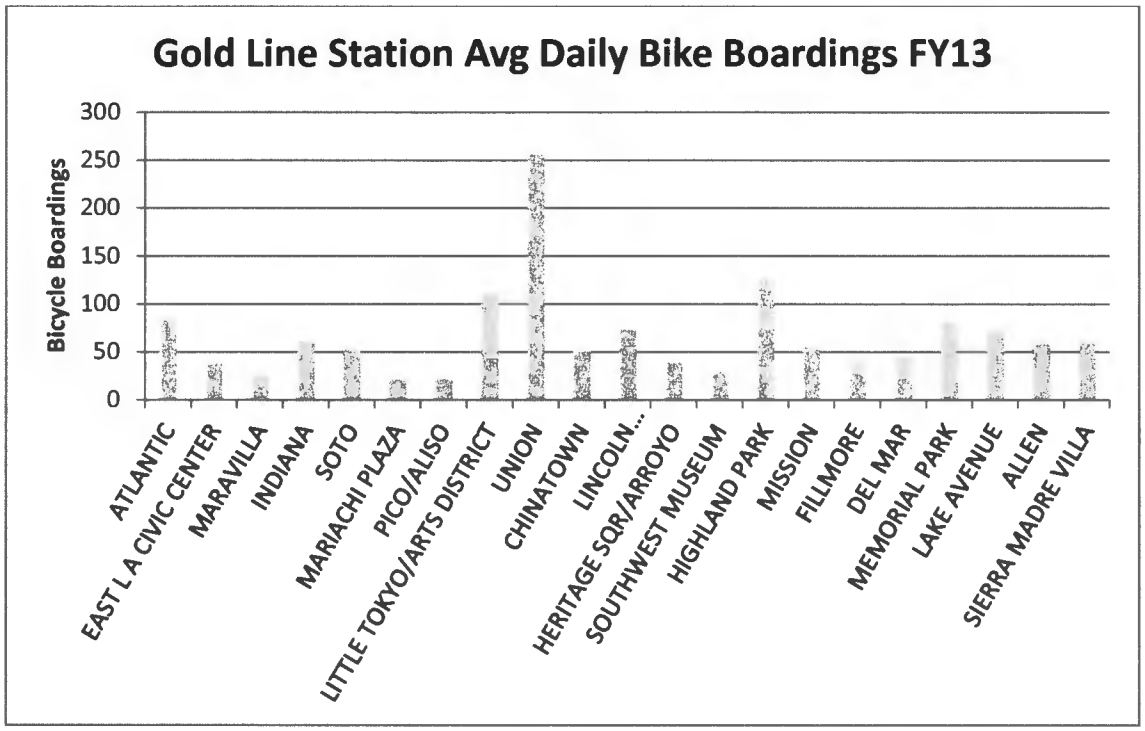
Arthur T. Leahy
Chief Executive Officer

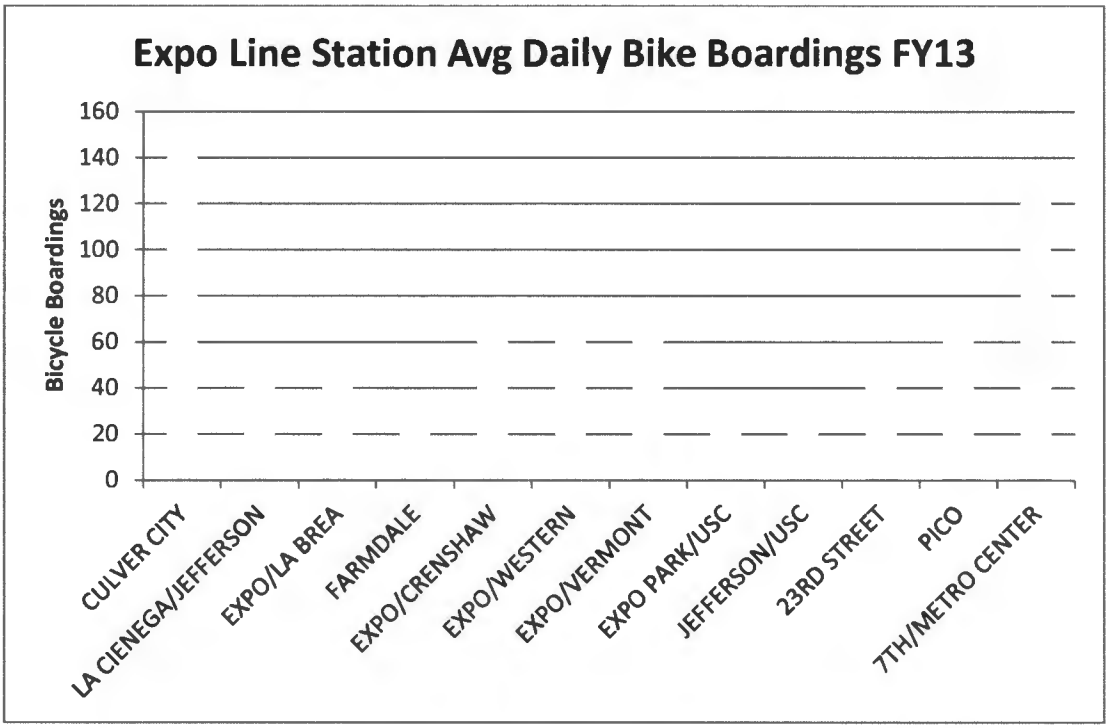
ATTACHMENT C



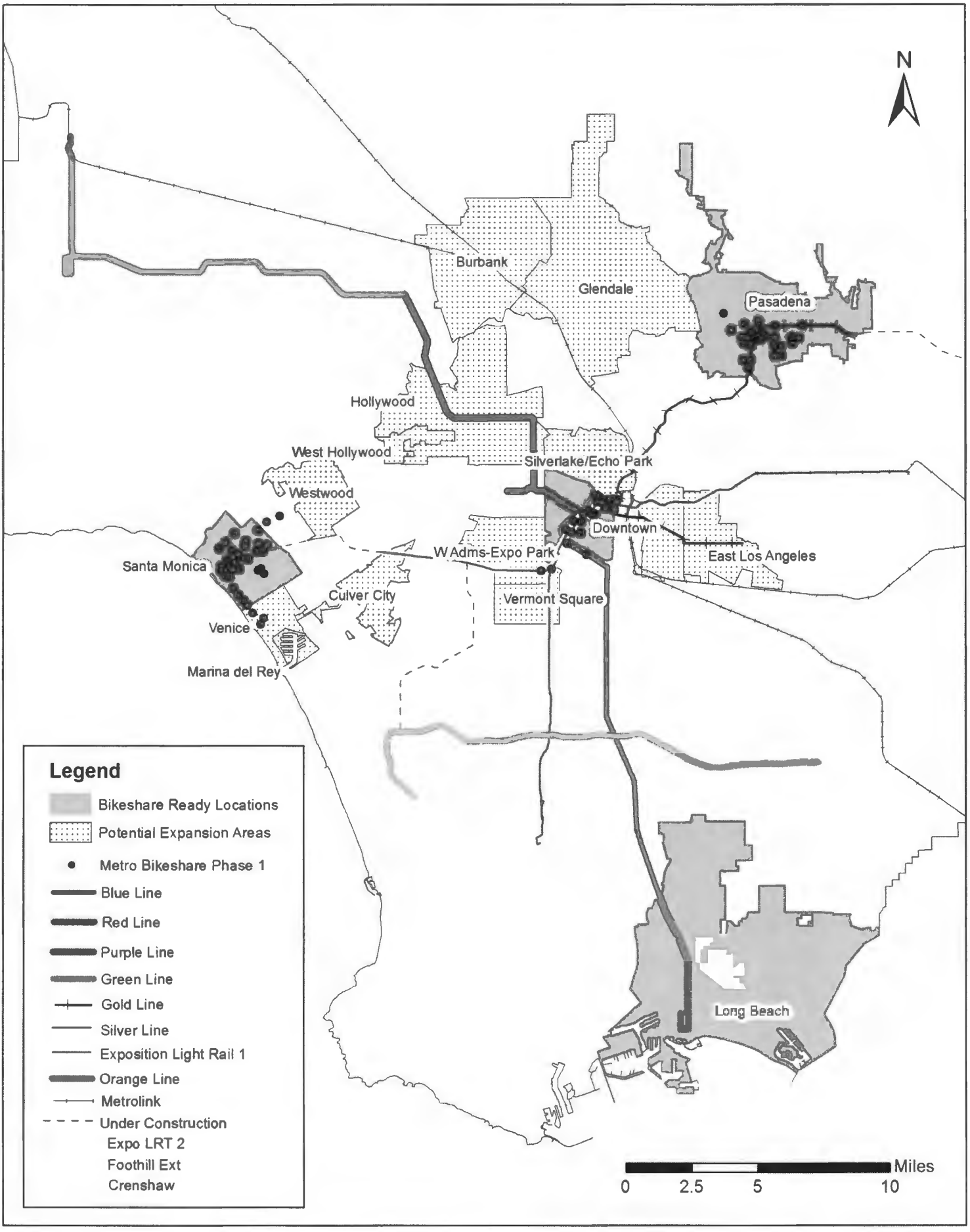


ATTACHMENT C-2



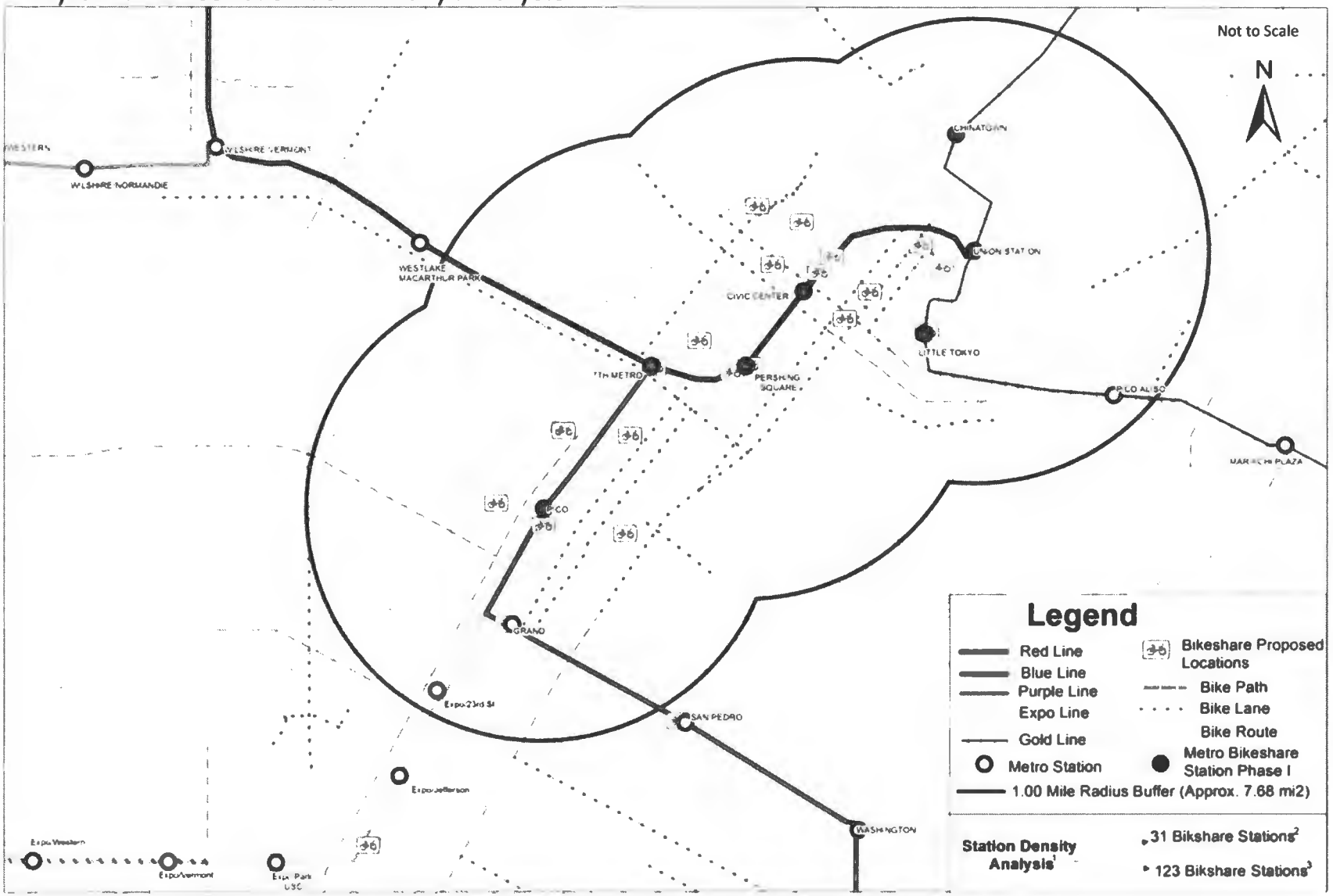


Potential Bikeshare Expansion Areas



ATTACHMENT E

City of LA Bikeshare Preliminary Analysis



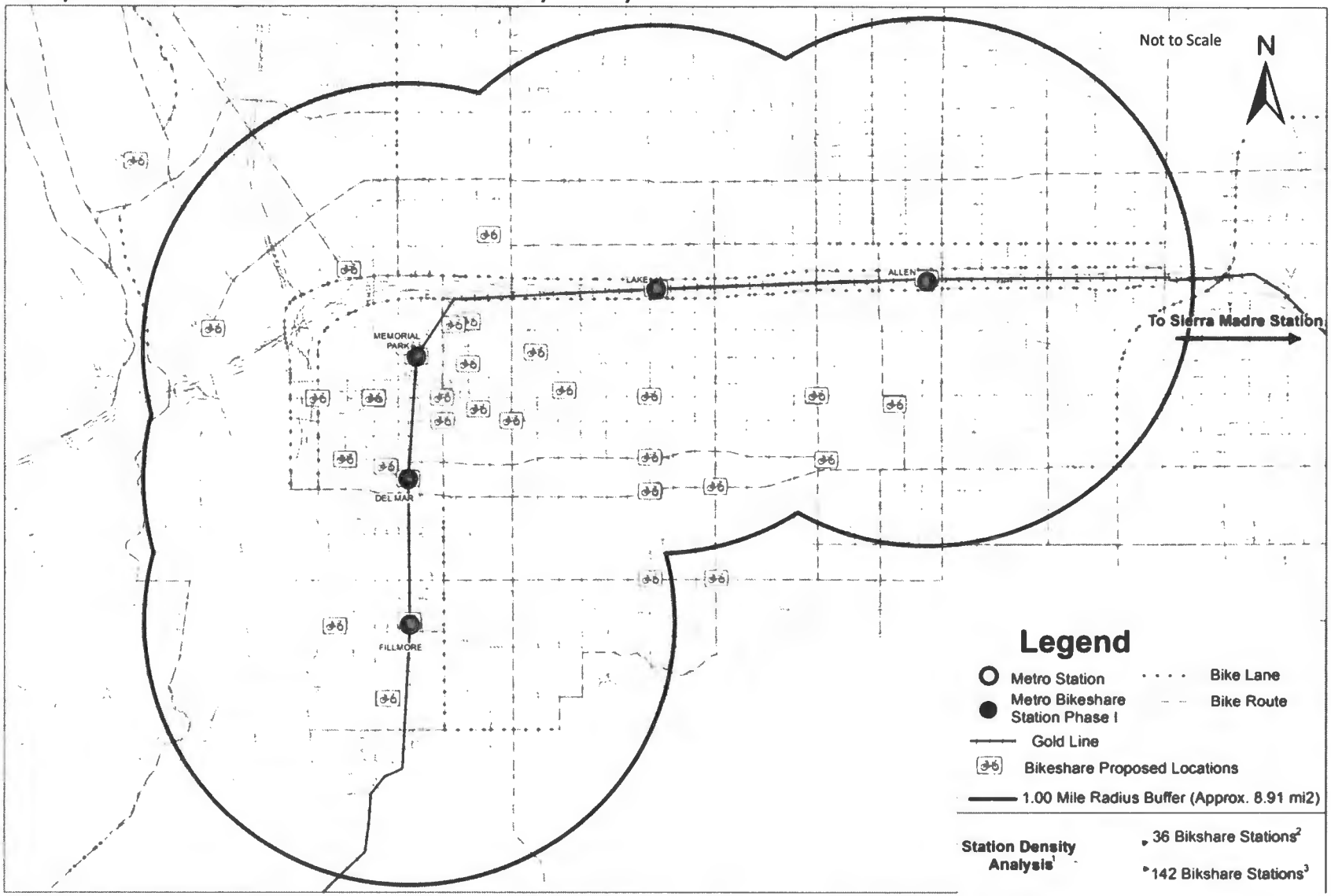
1. "Bike Sharing in the United States: State of the Practice and Guide to Implementation- USDOT/FHWA 2012", indicates a range of 3.5 to 5 bikeshare stations per square mile of service area for most existing systems. For denser urban areas, 14 stations or more per square mile may also be recommended. MTI Report 11-26, Public Bikesharing in North America: Early Operator and User Understanding (2012), found that out of 19 operators 53% preferred distance between docking stations 300 yards to one-quarter mile apart. For this assessment one-quarter mile and one-half mile between docking stations was used.
2. 4 bikeshare stations per square mile at one-half mile apart.
3. 16 bikeshare stations per square mile at one-quarter mile apart.

Disclaimer: This map is for preliminary analysis only. Actual quantities and locations of bikeshare stations will be determined upon feasibility study and implementation in conjunction with local jurisdictions

Metro Bike Program

ATTACHMENT E-3

City of Pasadena Bikeshare Preliminary Analysis



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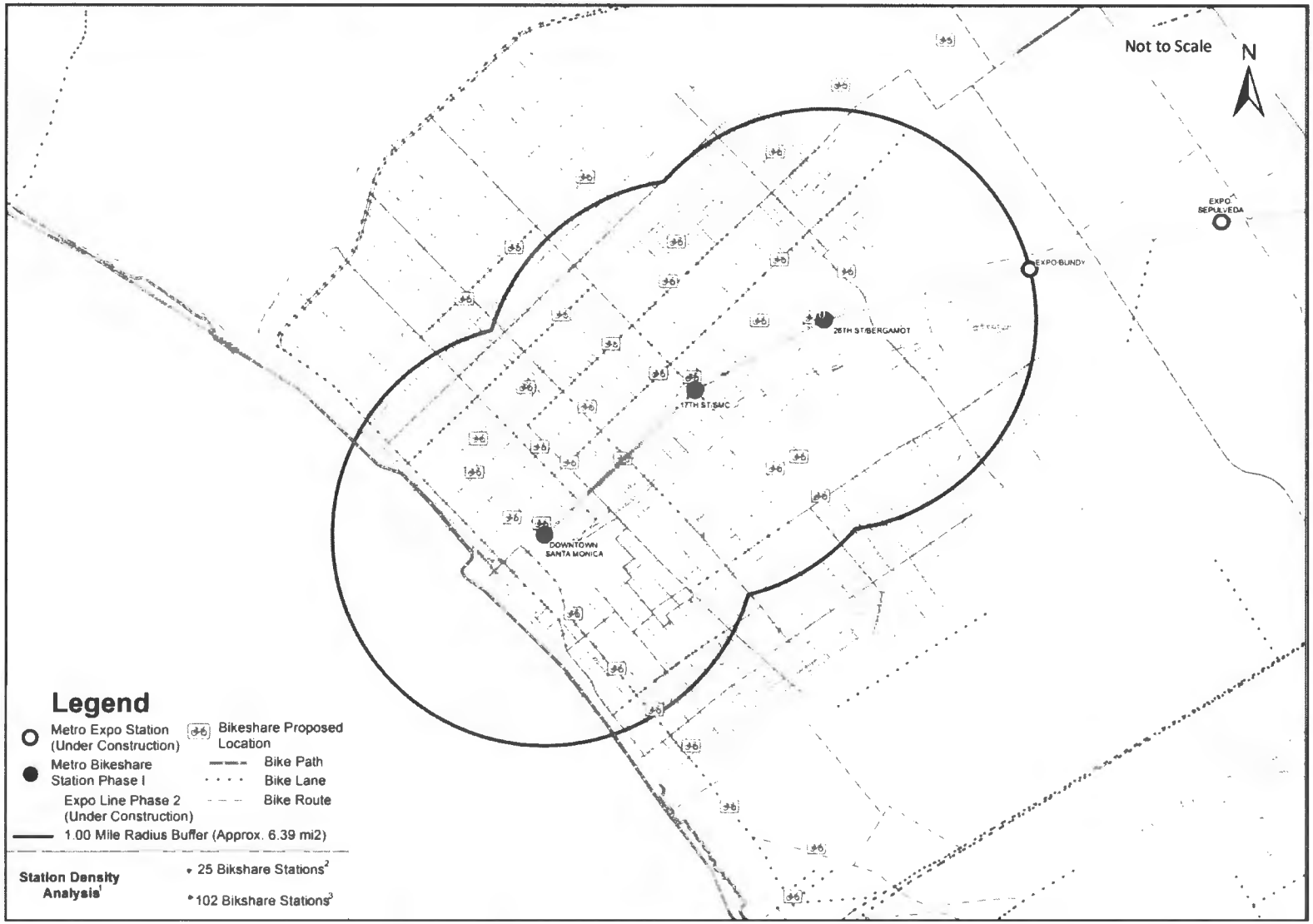
Metro Bike Program

ATTACHMENT E-4

City of Santa Monica Bikeshare Preliminary Analysis



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Disclaimer: This map is for preliminary analysis only. Actual quantities and locations of bikeshare stations will be determined upon feasibility study and implementation in conjunction with local jurisdictions

Metro Bike Program

ATTACHMENT F

PRELIMINARY BIKE SHARE CAPITAL COST ESTIMATES

Based on figures from bike share locations in other regions across the United States and vendor estimates, cost ranges were calculated for the Los Angeles Region accounting for low and high density station locations and average costs of equipment (bikes per dock), as follows:

LOS ANGELES STATION COST[1]	Low Density (31 Stations)[2]	High Density (123 Stations)[2]
Cost ($4,500)[3]	$1,395,000	$5,535,000

PASADENA STATION COST	Low Density (36 Stations)[2]	High Density (142 Stations)[2]
Cost ($4,500)[3]	$1,620,000	$6,390,000

SANTA MONICA STATION COST	Low Density (25 Stations)[2]	High Density (102 Stations)[2]
Cost ($4,500)[3]	$1,125,000	$4,590,000

Combined regional costs based on costs per stations in each city and the number of Metro stations in each jurisdiction yield potential cost ranges:

TOTAL COST AT METRO STATIONS IN EACH CITY[4]	Metro Stations	Cost ($4,500)[3]
Los Angeles	7	$315,000
Santa Monica	3	$135,000
Pasadena	5	$225,000
TOTALS	15	$675,000

TOTAL COST AT METRO AND CITY STATIONS[4]	Low Density (107 Stations)[2]	High Density (382 Stations)[2]
Cost ($4,500)[3]	$4,815,000	$17,190,000

[1] Gold Line Station Pico/Aliso and Blue Line Station Grand are located within the City of Los Angeles buffer area, but not included in calculation due to physical space constraints at station locations.

[2] Methodology for calculating preliminary station ranges is detailed in Bikeshare Preliminary Analysis.

[3] Bicycle per docking station costs calculated based on estimates from Washington D.C., Bay Area Pilot, Denver B-Cycle and Alta Bike Share. Actual costs will vary from location to location. Costs assume 10 bikes will dock at each station.

[4] Cost does not assume any real estate transactions or land use considerations.

DISCLAIMER: This cost analysis is for preliminary analysis only. Actual costs will depend on the number of bike share stations determined by a feasibility study, vendor technology and land use considerations.

ATTACHMENT G

BICYCLE SHARE BUSINESS MODELS

BIKE SHARE BUSINESS MODELS

- Modern Information Technology-based bicycle share capital development appears in three forms:
    1) Public agency owns and contracts with private (for-profit or non-profit) company for operations
        - Advantages: Expands offerings of jurisdiction's transportation service, while bringing the experience and innovation of a tried and tested operator
        - Disadvantages: Jurisdiction assumes all liability
        - Cities operating under this model: Alexandria, Arlington, Aspen, Boston, Broward County, Cambridge, Chicago, Columbus, Fort Worth, Houston, Madison, Nashville, Santa Clara County & San Francisco Pilot, and Washington D.C.
    2) Non-profit public/private partnership, created specifically to provide bike share service, owns and contracts with private (for-profit or non-profit) company for operations
        - Entities can include city, county, chamber, public health department, redevelopment agency, or the private sector
        - Advantages: Receives funding from the jurisdiction, while relieving liability from the jurisdiction
        - Disadvantages: Splitting control amongst multiple stakeholders is difficult
        - Cities operating under this model: Chattanooga, Boulder, Des Moines, Denver, Milwaukee, Minneapolis, Oklahoma City, Omaha, San Antonio, and Salt Lake City, and San Antonio
    3) Private company owns and operates
        - Advantages: Relieves jurisdiction from committing resources
        - Disadvantages: Does not ensure equity, quality service, and may fail if not profitable in first few years
        - Cities operating under this model: Charlotte, Miami Beach, New York City, and Tampa Bay

CAPITAL/OPERATIONAL COSTS & FUNDING SOURCES

- Direct Capital Costs
    - Bicycles
    - Docking stations
    - Kiosks or User interface technology
    - Real estate transactions
- Direct Operational Costs
    - Administration: Website, Mobile apps, Registrations
    - Redistribution of bicycles: Manual redistribution and/or pricing incentives
    - System monitoring: Call centers and on-call repair
    - Maintenance: Keeping bicycles, software, etc. in running order
    - Power supply: Maintaining solar, battery, or grid power supply
    - Data Reporting: Maintenance, planning and real time data
- Associated Capital Costs
    - Construction of infrastructure: Bicycles, docks, kiosks or user interface
    - Streetscape improvements

- Associated Operational Costs
    - Insurance
    - Maintenance of infrastructure and bikeways
    - Bicycle safety training and education
- Real Estate Costs
    - Land Use Negotiations:
        - Metro Property: Where Metro does not own sufficient land, negotiations with private owner or entity
        - Public Right-of-Way: Negotiations with Cities or County of Los Angeles
        - Private Property: Negotiations with private owner
    - Spatial Considerations:
        - Sidewalk: ADA compliance, right-of-way negotiations
        - In-Street: Removal of street parking negotiations, safety considerations
- Funding Sources
    - Municipalities: Federal, state, local or other grants and funding
    - Advertising: Kiosk or Station advertising
    - Sponsorship: Title, presenting, station, dock, bike/fender, web, helmets, or other opportunities
    - Memberships & user fees
    - Public-private partnerships: Sponsorship or corporate donor

The business model matrix below captures the business models and funding sources for bike share for 14 systems in the United States:

Comparison table of Existing United States Bike Share Programs

Jurisdiction	Launch Date	System Name	System Size (Bikes/ Stations)	Annual/ Casual Members, Rides	Fares	Business Model	Funding Sources
Boston & Cambridge, MA	July 2011	Hubway (Alta Bike Share)	600/60	36,000 annual/ 30,000 casual, 140,000 rides (in 4 months)	$85/year $20/month $12/3-day $5/day	Owned/Managed by County, operated by Alta (for-profit)	$4.5 m (75% public FTA/CMAQ, 25% private). Each municipality responsible for own sponsorship
Boulder, CO	May 2011	Boulder B-Cycle	110/15	1,171 annual/ 6,200 casual	$50/year $15/week $5/day	Owned/Managed by Non-Profit & operated by B-Cycle (non-profit)	Revenue from parking fees, citations; Transportation and Distribution Services
Broward County (Fort Lauderdale), FL	December 2011	Broward County B-Cycle	200/27	37,000 rides (in 1 year)	$45/year $25/week $5/day	Owned/Managed by Broward County, operated by Broward County B-Cycle (non-profit)	$1.1 m (63% private, 27% public)
Chattanooga, TN	July 2012	Bike Chattanooga (Alta Bikeshare)	300/30	400 annual, 12,600 rides (in 6 months)	$75/year $6/day	Owned/Managed by Non-Profit, operated by Alta (for-profit)	$2 m CMAQ

ATTACHMENT E-3

JURISDICTION	LAUNCH DATE	SYSTEM NAME	SYSTEM SIZE (BIKES/ STATIONS)	ANNUAL/ CASUAL MEMBERS, RIDES	FARES	BUSINESS MODEL	FUNDING SOURCES
Chicago, IL	June 2013	Divvy (Alta Bikeshare)	750/68	3,7000 annual, 50,000 trips (in 1 month)	$75/year $7/day	Owned/Managed by City, operated by Alta (for-profit)	$22 m in fed/local grants
Denver, CO	April 2010	Denver B-Cycle	520/52	2,659 annual/ 40,600 casual, 100,000 rides	$65/year $30/Month $20/week $6/day	Owned/Managed by Non-Profit, operated by B-Cycle (non-profit)	Capital $1.5 m (CDOT, EPA, FHWA, gifts); 16% public (Vehicle registration tax), 84% private
Des Moines, IA	Sept 2010	Des Moines Bicycle Collective B-Cycle	22/5	20 annual, 109 rides	$50/year $30/month $6/day	Owned/Managed by Non-Profit, operated by B-Cycle (non-profit)	Capital $120,000 funded by private contributors, sponsorships
Fullerton, CA	TBD: Planned for Fall 2014	BikeLink (Bike Nation)	TBD: Planned 165/15	N/A	$75/annual, $45/annual (student), $12/week, $5/day	Owned/Managed and operated by Bike Nation (for-profit)	Capital $1.48 m (OCTA federal grants, local Mobile Source Aire Pollution Reduction Review Committee Grant)

ATTACHMENT E-4

JURISDICTION	LAUNCH DATE	SYSTEM NAME	SYSTEM SIZE (BIKES/ STATIONS)	ANNUAL/ CASUAL MEMBERS, RIDES	FARES	BUSINESS MODEL	FUNDING SOURCES
Miami Beach, FL	Mar 2011	DecoBike	800/91	2,500 annual/ 338,828 casual	$15/month (regular) $25/month (deluxe) $35/month (visitors) $24/day (visitors)	Owned/Managed and operated by DecoBike (for-profit)	$4 m Private investor DecoBike – revenues split between DecoBike and City
Minneapolis, MN	June 2010	NiceRide Minnesota B-Cycle	1,300/145	3,521 annual/ 37,103 casual	$60/year $30/month $5/day	Owned/Managed & operated by Non- Profit	Capital $5.3 m (FHWA); 63% public funds; 37% private funds.
New York City, NY	May 2013	Citibike (Alta Bikeshare)	5,700/330	80,000 annual (in 3 months)	$95/year $25/week $10/day	Owned /Managed and operated by Alta (for-profit)	Private financing
San Antonio, TX	March 2011	San Antonio B-Cycle	210/23	1,000 annual/ 2,800 casual, 16,100 rides (in 6 months)	$60/year $24/week $10/day	Owned/Managed by City and operated by B-Cycle (non-profit)	$840,000 DOE/CDC funds, $235,000 and $58,000 in station sponsorships

ATTACHMENT G-5

JURISDICTION	LAUNCH DATE	SYSTEM NAME	SYSTEM SIZE (BIKES/ STATIONS)	ANNUAL/ CASUAL MEMBERS, RIDES	FARES	BUSINESS MODEL	FUNDING SOURCES
San Francisco/ Bay Area Cities, CA PILOT	August 2013	Bay Area Bikeshare (Alta Bikeshare)	700/34	2,080 annual, 14,591 trips (in 1 month)	$88/year $22/3-day $9/day	Owned/Managed by Bay Area AQMD, operated by Alta (for-profit)	$4.3 m Metropolitan Transportation Commission (Bay Area Climate Initiatives – CMAQ), $1.4 m Clean Air Grant (BAAQMD)
Washington D.C. ***(first attempt)***	2008	SmartBike (Alta Bikeshare)	120/10	1,050 annual	$40/year	Owned/Managed and operated by Alta (for-profit)	DDOT funding & Advertising revenue
Washington D.C., Arlington, VA & Alexandria, VA ***(second attempt)***	Sept 2010 & 2011	Capital (CaBi) Bikeshare (Alta Bikeshare)	1,200/140	19,200 annual/ 105,644 casual	$75/year $25/month $15/3-day $7/day	Owned/Managed by DDOT & City of Arlington, operated by Alta (for-profit)	Capital $8 m fed (CMAQ)/state funds. Minimal private sponsorships & revenue.

ATTACHMENT G-6

	250	300	375	450	525	525	525	525	525	
	2,500	**500**	**750**	**750**	**750**	**525**	**525**	**525**	**525**	
	250	50	75	75	75	-	-	-	-	
4,500	11,250,000	2,250,000	3,375,000	3,375,000	3,375,000	2,362,500	2,362,500	2,362,500	2,362,500	2
	35,000	-	35,000	-	35,000	-	35,000	-	35,000	
)00	5,750,000	6,900,000	8,625,000	10,350,000	12,075,000	12,075,000	12,075,000	12,075,000	12,075,000	12
	17,035,000	9,150,000	12,035,000	13,725,000	15,485,000	14,437,500	14,472,500	14,437,500	14,472,500	14
)00	4,750,000	5,700,000	7,125,000	8,550,000	9,975,000	9,975,000	9,975,000	9,975,000	9,975,000	9
)00	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1
)00	3,000,000	3,600,000	4,500,000	5,400,000	6,300,000	6,300,000	6,300,000	6,300,000	6,300,000	6
	8,750,000	10,300,000	12,625,000	14,950,000	17,275,000	17,275,000	17,275,000	17,275,000	17,275,000	17
	(8,285,000)	1,150,000	590,000	1,225,000	1,790,000	2,837,500	2,802,500	2,837,500	2,802,500	2
	-	4,000,000	1,000,000	-	-	-	-	-	-	
	11,285,000	13,535,000	16,945,000	20,320,000	23,730,000	26,092,500	28,490,000	30,852,500	33,250,000	35
	5,750,000	12,650,000	21,275,000	31,625,000	43,700,000	55,775,000	67,850,000	79,925,000	92,000,000	104
	17,035,000	26,185,000	38,220,000	51,945,000	67,430,000	81,867,500	96,340,000	110,777,500	125,250,000	139
	8,750,000	23,050,000	36,675,000	51,625,000	68,900,000	86,175,000	103,450,000	120,725,000	138,000,000	155
	(8,285,000)	(3,135,000)	(1,545,000)	(320,000)	1,470,000	4,307,500	7,110,000	9,947,500	12,750,000	15

Assumptions:

Year 1 estimates of 250 stations and 2,500 bikes based on averages from Metro Preliminary Bike Share Analysis. Year 2 to Y based on Metro recommendations for regional bike share growth (assuming average density of 25 stations throughout 11 juris 10% of fleet expected to need replacement each year.

10 bikes per station. Cost per bike divides total system costs over the number of bikes.

Cost per bike based on estimates from Washington D.C., Bay Area Pilot, and bike share vendors.

* Operation and Maintenance costs per station based on Washington D.C. and Denver systems, with 85% of fleet requiring mair

** User Fees in Washington D.C. were $20,000 per station in first year. Long Beach estimates $15,000 per station. To be conser a lower return.

*** The $1,000,000 sponsorship revenue is based on Long Beach's estimates. New York City Sponsorship was $8,000,000 in 1st low number due to strict sponsorhsip policies in multiple jurisdictions.

may be split between jurisdictions

ATTACHMENT I

Bicycle Share Funding Options
(in millions)

Fund Type	*$*	*Allocation Process*	*Programming Action Needed by the Board*	*Eligibility Criteria & Parameters*	*Applications in Existing Bike Share Programs*
Federal					
ATP	$116.6 yearly**	Discretionary	No (Programming is made by CTC & SCAG)	**Capital and non-infrastructure active transportation projects.** **State guidelines have not been finalized.	
CMAQ	$18 yearly	Discretionary	Yes	**Capital and non-infrastructure costs.** For projects that reduce single occupancy vehicle driving and improve air quality.	Has been used by Capital Bikeshare for infrastructure in Washington DC & Virginia.
JARC	$8.35 Total	FTA grant	No	**Capital and non-infrastructurel costs for commute and reverse commute options for low income individuals in Long Beach & City of LA.** FTA does not officially recognize bike share as public transit so the purchase and operation costs of individual bikes may be restricted. Station infrastructure may be covered.	Capital Bikeshare is using JARC to provide free membership, bike education programs and free helmets to low income participants.
Local					
CRD (Toll Lane Revenue)	$4.2 - $5.2 yearly*	Discretionary	Yes	**Capital costs for active transportation & first-last mile solutions.** Must be located within three miles of either the I-110 & I-10 Corridor) or provide regionally significant improvements for the 110 or 10 Corridor. *Fund estimate applies to FY14 only. Future funding contingent on 1-10 & 110 HOT lane project approval	
Local Return - Measure R 15% - PC20%	$245 yearly	Formula By Population	No	**Capital costs.** Local cities could elect to use their share to pay for future phases or as a match.	Local sales tax funds have been used to match/supplement federal grants in many bike share schemes.
MR 25% Highway Operational Improvements	$345 total	Discretionary to only Arroyo Verdugo and Malibu Las Virgenes Subregions	Yes	**Capital costs.** Potential to fund future bike share phases for cities within the subregion.	

58

MOTION BY:
MAYOR ERIC GARCETTI & DIRECTORS ZEV YAROSLAVSKY, MIKE BONIN, JOHN FASANA & DON KNABE

Item 58 — Bicycle Share Program Implementation Plan

In October 2013, the MTA Board adopted, as policy, bicycle use as a formal transportation mode.

Staff was asked to: a) conduct an industry review on procuring a regional bike share vendor; b) prepare a business case analysis and recommendations on proceeding with a Request for Proposals to implement a regional bicycle share program; 3) make recommendations on a phased approach for implementing this program.

Bicycle share offers an alternative means of transportation for short trips that might otherwise have been made by vehicles.

A recent study named "The Bike-Sharing Planning Guide" (Institute for Transportation & Development Policy, December 2013) said "bike-share, more than any other form of urban transport, has the ability to improve and transform our cities."

This means a robust and regional bicycle share program needs to be adopted to address first-mile and last-mile transportation challenges.

An MTA bicycle share program will help connect and expand its transportation coverage to multiple jurisdictions along its transit system.

This is why MTA needs to be the lead agency in the county that will manage and procure a robust bicycle share program.

A single-point agency will also ensure inter-operability among the different jurisdictions and can also provide a multi-modal transportation system through the use of the Transit Access Program ("TAP") smart card.

MTA can also simplify the management of the program by having one agency provide proper accountability and proper management.

MTA needs to also provide a fair-share of funding to support the initiation and maintenance and operations (O&M) costs for the program.

WE, THEREFORE, MOVE that the MTA CEO:

A. Undertake a study of how a Bike Share Program could be implemented throughout the County.

B. Procure, contract and administer the bicycle share program once the implementation study is completed.

C. Implement the program in a phased approach and partner with the cities identified in the Phase I of the bicycle share program so MTA funds at least:
   1. Up to 50% of total capital costs per each city
   2. Up to 35% of total O&M costs per each city (on-going)

D. Identify a financial business plan that includes:
   1. User fees
   2. Advertising fees
   3. Corporate sponsors
   4. A recommendation on a revenue split for all fees/revenues identified above.

E. Prioritize eligible grants to support the costs of the program including:

   1 State Active Transportation Program ("ATP") funds
   2. State "Cap &Trade" funds
   3. Federal bicycle and active transportation funds
   4. All other eligible funding sources

F. Develop a robust system-wide branding and educational effort that supports the use of bicycle share as part of the implementation study.

G. Update on all of the above at the April 2014 Board meeting.

DIRECTOR O'CONNOR'S MOTION REGARDING BIKE SHARE:

1. Is there a firm timeline for Metro's procurement?

2. How will this effort related to the procurement Long Beach is pursuing

3. How will this effort work with Santa Monica's RFP/market test?

4. Will there be coordination with the subregions? What form will that take?

5. Has LA solved its legal outdoor advertising problem?

6. Will there be flexibility for different business case models to operate within the Metro umbrella?

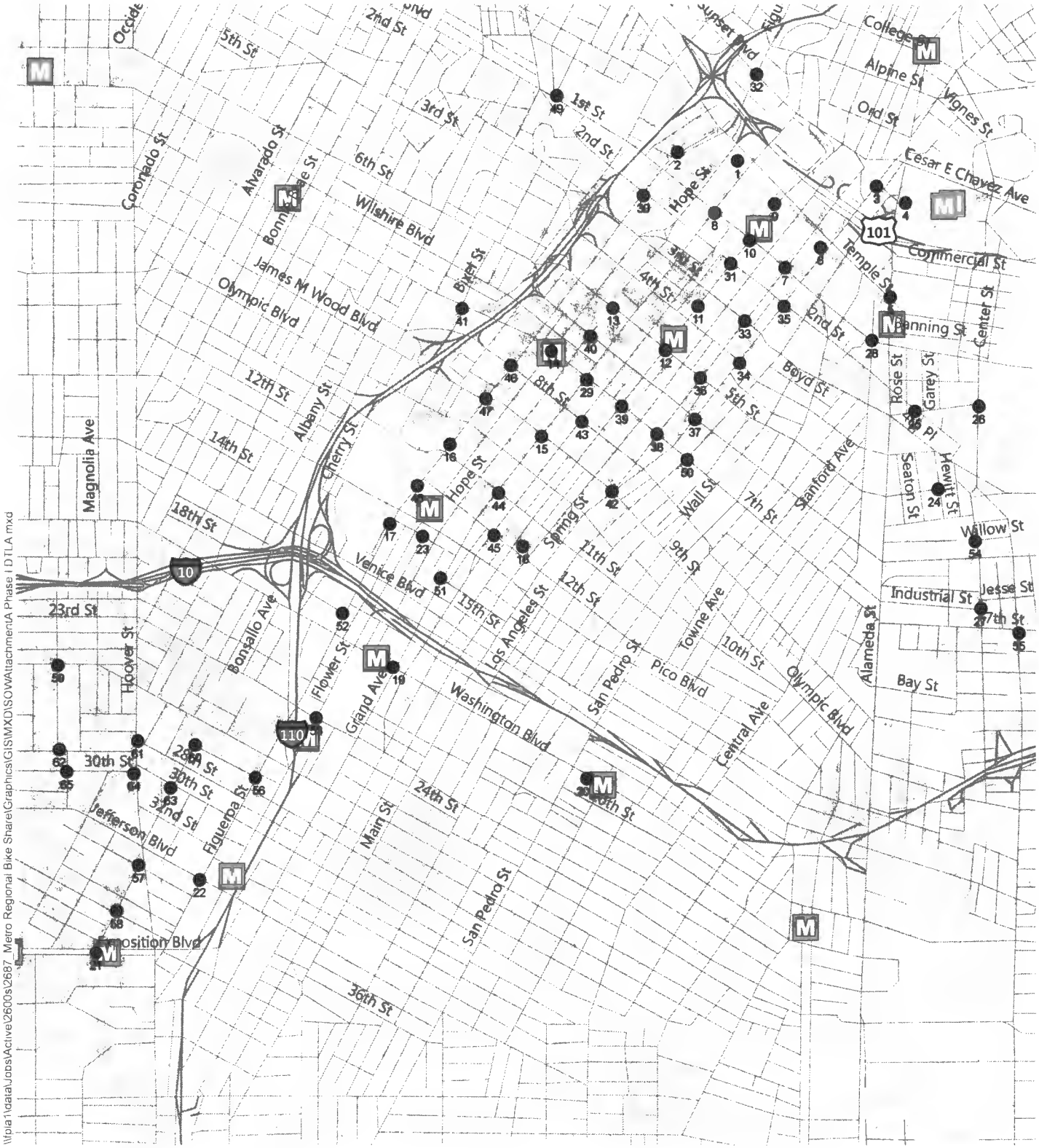
7. Will the Metro's Bikeshare program go beyond the Metro stations? Can the program be expanded to include greater coverage for cities?

6. What does Metro being the lead agency mean? Is this a clearing house for revenue sharing? What other elements are included?

7. What funding is available for phasing the rollout of the program during the first year of implementation on both capital and operating expenditures? How will allocations be made?

8. How will the system enable jurisdictions to make choices about how (what sources) they want to fund the operating gap?

This motion should be fortified with a fact sheet that informs regional cities on the "nuts and bolts" of the business model Metro is pursuing, the timeline for implementation, and subregional coordination.



M Metro Rail Station

Recommended Regional Expansion Stations

- Phase I - 65 Stations

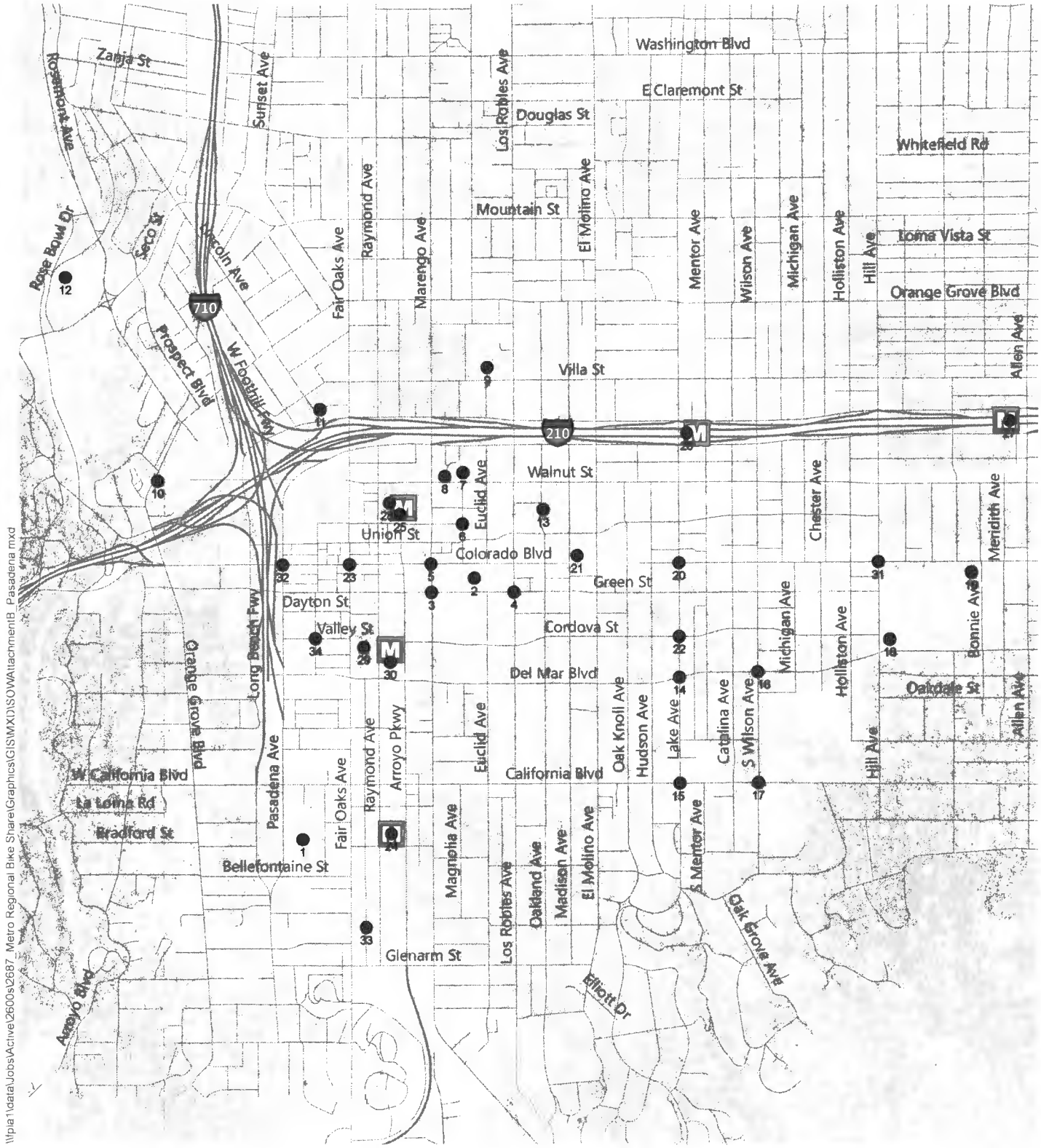
Phase I Pilot
Downtown Los Angeles, CA

Recommended Regional Expansion Stations

Phase I Pilot: Downtown Los Angeles

ID	Station	ID	Station
1	**Hope / Temple**	**34**	**4th / Main**
2	Figueroa / Diamond (Figueroa Plaza)	35	2nd / Main
3	**North Main / Olvera**	**36**	**5th / Spring**
4	Alameda (Union Station)	37	6th / Main
5	**Alameda / Temple**	**38**	**7th / Spring**
6	Main / Temple (City Hall)	39	7th / Hill
7	**1st / Spring**	**40**	**6th / Hope**
8	1st / Grand	41	7th / Bixel
9	**Hill / Temple (Grand Park)**	**42**	**9th / Main**
10	1st / Hill	43	8th / Olive
11	**Hill (Angel's Flight)**	**44**	**11th / Grand**
12	5th / Hill (Pershing Square)	45	12th / Olive
13	**5th / Hope stairs (Library)**	**46**	**8th / Figueroa**
14	7th / Flower (Metro Center)	47	9th / Figueroa
15	**9th / Grand**	**48**	**12th / Figueroa**
16	11th / Figueroa	49	1st / Toluca
17	**Pico / Figueroa (Convention Center)**	**50**	**7th / Los Angeles**
18	12th / Hill (DPW)	51	14th / Grand
19	**Washington / Grand (Grand Station)**	**52**	**18th / Figueroa**
20	Washington (San Pedro Station)	53	23rd / Flower
21	**Exposition (Expo Park/USC Station)**	**54**	**Willow / Mateo**
22	Jefferson / Figueroa (Jefferson/USC Station)	55	7th / Santa Fe
23	**Cameron / Flower (Pico Station)**	**56**	**27th / Figueroa**
24	5th / Hewitt	57	34th / Trousdale
25	**3rd / Traction**	**58**	**36th / Trousdale**
26	3rd / Santa Fe	59	W Adams Blvd / Ellendale Pl
27	**Industrial / Mateo**	**60**	**W 27th St / University Ave**
28	1st / Central	61	W 28th St / Hoover St
29	**7th / Grand**	**62**	**Ellendale Pl / W 29th St**
30	2nd / Figueroa	63	University Ave / W 30th St
31	**2nd / Hill**	**64**	**McClintock Ave / W 30th St**
32	Cesar E Chavez / Figueroa	65	Orchard Ave / W 30th St
33	**3rd / Spring**		

Note: Tentative locations are for planning purposes only and are subject to relocation based on policy and physical constraints.



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M Metro Rail Station

Recommended Regional Expansion Stations

- Phase II - 34 Stations

Phase II Regional Expansion Area
Pasadena, CA

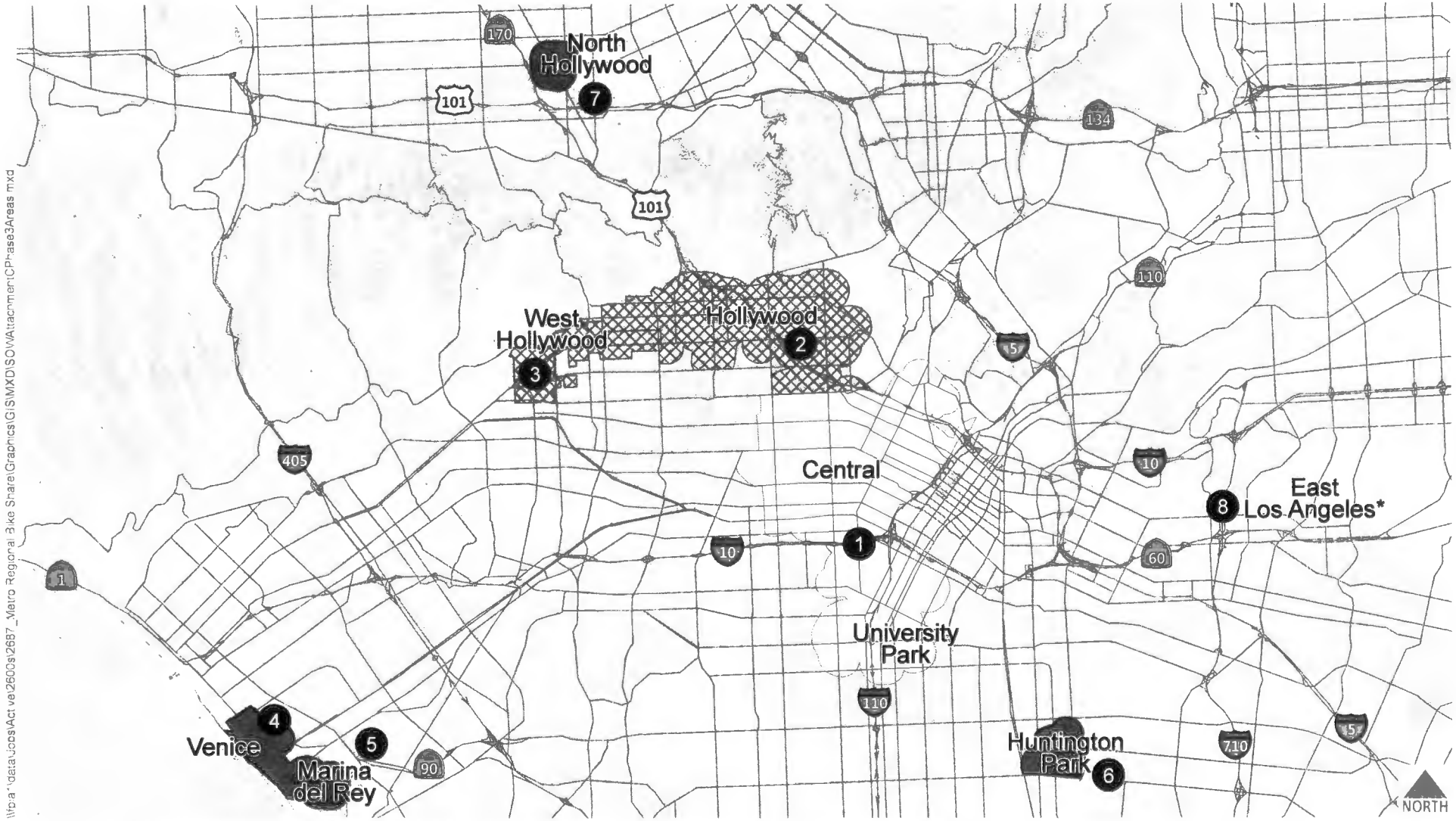
Recommended Regional Expansion Stations

Phase II: Pasadena

ID	Station
1	**Huntington Hospital**
2	Garfield (Paseo Colorado)
3	**Green / Marengo**
4	Green / Los Robles
5	**Colorado / Marengo**
6	Garfield / Holly (Pasadena City Hall)
7	**Pasadena Library**
8	Garfield / Walnut (Library west)
9	**Villa / Euclid (Villa Park)**
10	Orange Grove / Walnut
11	**Lincoln / Eureka / Maple**
12	Arroyo (Rose Bowl)
13	**Union / Oakland (Fuller Seminary)**
14	Del Mar / Lake
15	**California / Lake**
16	Del Mar / Wilson
17	**California / Wilson**
18	Del Mar / Hill (Pasadena Community College)
19	**Colorado / Bonnie (Pasadena Community College)**
20	Colorado / Lake
21	**Colorado / Madison**
22	Cordova / Lake
23	**Colorado / Fair Oaks**
24	Raymond / Filmore (Fillmore Station)
25	**Holly (Memorial Park Station)**
26	Lake (Lake Station)
27	**Allen (Allen Station)**
28	Memorial Park
29	**Central Park**
30	Del Mar / Arroyo (Del Mar Station)
31	**Colorado / Hill**
32	Colorado / Pasadena
33	**Edmondson Alley**
34	Valley / DeLacey

Note: Tentative locations are for planning purposes only and are subject to relocation based on policy and physical constraints.

ATTACHMENT D



* A specific boundary for the East Los Angeles Expansion Area has not yet been identified.

Preliminary Regional Expansion Areas

Phase III - 65 Stations

Phase IV - 53 Stations

Phase V - 37 Stations

1 Expansion Area

Attachment C

Preliminary Regional Expansion Areas

Preliminary Regional Expansion Areas

Phase III, IV, and V Communities

#	Community
Phase III – 65 Stations	
1	Central / University Park
Phase IV – 53 Stations	
2	Hollywood
3	West Hollywood
Phase V – 37 Stations	
4	Venice
5	Marina Del Rey
6	Huntington Park
7	North Hollywood
8	East Los Angeles*

Note: A specific boundary for the East Los Angeles Expansion Area has not yet been identified.

Attachment D

BIKESHARE FUNDING / EXPENDITURE PLAN

				FY 15/16	FY 16/17	TOTALS
Bikes and Docks				**Phase 1: DTLA Pilot +65 Stations & O&M (1.5 yrs)**		
	Total Bikes			1,090	1,090	
	Total Stations			65	65	
Capital Costs						
	Bikes			1,090		
	Stations			**65**		
	Cost/station	**$89,323.60**	**TOTAL**	**$5,806,034**		**$5,806,034**
City/Metro Contributions	***Metro Contribution (50% Capital)***			$2,903,017		
	Los Angeles Contribution (50% Capital)			$2,903,017		
Expresslanes Grant (split btw City & Metro)				$3,792,893		
Balance of Capital Cost				$2,013,141		
Reallocated CFP Grants F3510 and F5523				$2,013,141		
Balance of Capital Cost				$0		
Operation and Maintenance (O&M) Costs						
			Pre-Launch	$1,249,113		
			Operations & Maintenance	726,249	$3,284,277	
	Metro Contribution (35% Gross O&M) - DTLA			$691,377	$1,149,497	$1,840,874
	Los Angeles Contribution (65% Gross O&M) - DTLA			$1,283,985	$2,134,780	$3,418,765
			TOTAL	$1,975,362	$3,284,277	**$5,259,639**
Total cost/yr (capital + Annual O&M)				$7,781,396	$3,284,277	**$11,065,673**
Revenues						
*Total Estimated User Revenue**				**$267,010**	**$1,275,574**	$1,542,584
Estimated Title Sponsorship**		*Annual per bike*	*$1,375*	**$374,599**	**$1,498,397**	$1,872,996
			TOTAL	$641,609	$2,773,971.25	$3,415,580
		as % of operating cost		32%	84%	

* Estimates based on Metro Countywide Bikeshare Implementation Plan

** Estimate based on a per bicycle average from Denver B-Cycle, Minneapolis Nice Ride, New York CitiBike and Philadelphia Indego bikeshare systems.

Los Angeles County
Metropolitan Transportation Authority

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Metro

EXECUTIVE MANAGEMENT COMMITTEE
JANUARY 16, 2014

SUBJECT: BIKE SHARE PROGRAM

ACTION: APPROVE DEVELOPMENT OF IMPLEMENTATION PLAN

RECOMMENDATION

Authorize the Chief Executive Officer (CEO) to undertake a study of how a Bike Share Program could be implemented throughout the County, including the following provisions:

1) Coordinate with the recommended pilot cities before adopting a plan;
2) Funding for the Bike Share Program will be the responsibility of the cities, Metro will only play a coordinating role;
3) Complete the study within six months and return to the Board with the recommended approach.

ISSUE

At the October meeting, the Board approved Motion 66 (Attachment A), providing direction to staff to report back to the Board at the January 2014 meeting with a business case analysis, including recommendations on how to proceed to develop a regional bicycle share program.

At the November Executive Management Committee, we provided information on the Industry Review that was held (Attachment B). Since that time, additional work has been done. We are requesting Board approval to develop a Bike Share Implementation Plan in coordination with pilot cities, with an intent to explore cooperative funding by local participants as the principal source of project funding. We feel that the analysis that will be provided by this six month study is necessary before the pilot cities can launch into a regional bike share program.

DISCUSSION

Bike Share is a program designed for point-to-point local trips using a shared use fleet of bicycles strategically located at docking stations throughout a well-defined project area and within easy access to each other.

Bike Share programs around the country and world have proven to be a strong first and last-mile short-trip transportation option. When coordinated with transit, such programs can facilitate reductions in vehicle miles traveled, reduced travel times, improved access, and growth in bicycling as a viable mode of travel.

Funding Sources

In our review of Bike Share programs around the country, we have found that a variety of sources of funding are used by the various cities to support their programs, and in no case are transit agencies paying for these programs. Some programs are supported by sponsorships, some are funded privately, many cities rely on CMAQ funds (Congestion Mitigation and Air Quality Improvement Program), and other local funds are used. If Metro were to fund a countywide Bike Share program, resources needed to build the transit corridors would be diminished.

Area Readiness

With Metro's regional rail network currently expanding, the region is primed for a Bike Share program that will support and enhance first-last mile connections and intra-jurisdictional local trips. According to the 2000 National Household Travel Survey, bicycling in Los Angeles County accounted for 1% of all trips. For comparison purposes, 3% of trips were made on transit. The 2012 Southern California Association of Governments (SCAG) Regional Transportation Plan Sustainable Communities Strategy (RTP/SCS), notes that between 2000 and 2009, bicycling as a means of transportation increased by 75%.

Pointing to the role of bicycling as a first-last mile solution, a recent sampling of Metro's rail system showed approximately 8,560 daily bike boardings on Metro's rail network, a 42% increase from fiscal year 2012. Average daily bicycle boardings per station are included in Attachment C.

Important to a successful Bike Share program is having the bicycle infrastructure in place to support bicycling. Per the 2012 RTP/SCS, Los Angeles County has almost 1,270 miles of bicycle infrastructure with approximately an additional 1,030 miles planned. Metro rail stations also house a total of 624 bike lockers, 1,231 bike racks and three secured bike parking hubs will be opened within the coming year.

Bike Share Implementation

Metro's role has been to facilitate Bike Share implementation, including providing funding to local jurisdictions through the Call for Projects and coordinating regional compatibility efforts such as addressing technology and software issues. Metro's 2012 Bike Share Concept Report used a number of key criteria to identify where within Los Angeles County Bike Share would be most successful. Based on the report's findings a Bike Share Working Group was established and several communities have been awarded Call funding, including Long Beach, Los Angeles and Santa Monica.

Supporting the 2012 Concept Report findings, these cities have attempted or are in the process of launching Bike Share within their city boundaries, each with varying degrees of progress and success. Other cities are considering initiating similar efforts. Each of these cities has also acknowledged the importance of a seamless regional system.

In light of the varying degrees of progress each of these cities have made and the growing interest to have a regional, seamless program, both the Bike Share Working Group and Bicycle Roundtable recommended that Metro take a lead role. To ensure a user friendly system and facilitate first-last mile connections across Metro's rail network, it is particularly important that Metro facilitate the development of a Bike Share program where users are able to access Bike Share systems seamlessly throughout key cities in the County. The primary role for Metro may be to create a common platform that can be expanded throughout the County, as local communities dedicate facilities and operating revenues.

Based on area readiness, as identified in the 2012 Concept Report and expressed interest from cities, we would recommend an initial Bike Share launch in three key areas: Downtown Los Angeles, Pasadena and Santa Monica/Venice. We would also coordinate with Long Beach, as they are independently pursuing Bike Share and anticipate launching in early 2014. Areas that should be considered for future early phases and that would further enhance first-last mile connections to our transit system or would facilitate intra-jurisdictional travel may include Boyle Heights, Burbank, Culver City, East Los Angeles, Echo Park/Silver Lake, Glendale, Hollywood, Marina Del Rey, UCLA, USC and West Hollywood (Attachment D). Future Bike Share phasing and timeframes would be confirmed as we develop the Implementation Plan and in conjunction with each jurisdiction as they develop funding programs.

Bike Share Pilot Launch

Using Metro's rail network as the foundation for the Bike Share program, we identified key rail stations within each of the recommended pilot areas- Downtown Los Angeles, Pasadena, and Santa Monica, then identified a one mile radius around each of these stations to identify the minimum and maximum number of potential Bike Share stations that could be located within these jurisdictions. We assumed two spread options- the densest is based on findings established by the 2012 Mineta Transportation Institute report, "Public Bike Share in North America: Early Operator and User Understanding",

where the recommended distance between docking stations is considered to be approximately every one-quarter mile. The second, less dense distancing is based on minimum densities as cited in the 2012 USDOT/FHWA "Bike Sharing in the United States: State of the Practice and Guide to Implementation" where a half mile distance is noted. For each of the pilot jurisdictions, preliminary potential locations within the public right-of-way have been identified by each city. As such, these locations, in addition to the recommended rail station locations are noted in the three maps included in Attachment E.

Within the Downtown Los Angeles area we identified five key rail stations and created one mile buffers around them: Union Station, Civic Center, Pershing Square, 7th/Metro and Pico/Chick Hearn. This netted a 7.68 square mile Bike Share station aggregated buffer area. At a one-quarter mile density, 123 Bike Share stations could potentially be located within this area. At a half mile density, 31 Bike Share stations could potentially be located within this area. Because the Chinatown and Little Tokyo/Arts District stations fall within the buffer range and due to characteristics that indicate bike sharing would be successful, we would also recommend docking stations at these rail stations.

In Pasadena, five rail stations were identified: Fillmore, Del Mar, Memorial Park, Lake and Allen stations. A one mile buffer around each of these stations netted an 8.91 square mile Bike Share aggregated buffer area. At a one-quarter mile density, 142 Bike Share stations could potentially be located within this area. At a half mile density, 36 Bike Share stations could potentially be located within this area.

In Santa Monica, three future Expo Stations were identified: 26th Street/Bergamot, 17th Street/Santa Monica College and Downtown Santa Monica. A one mile buffer around each of these stations netted a 6.39 square mile Bike Share aggregated buffer area. At a one-quarter mile density, 102 bike share stations could potentially be located within this area. At a half mile density, 25 Bike Share stations could potentially be located within this area.

As indicated in Attachment E, each of the Bike Share aggregated buffer areas have the bicycle infrastructure in place to support bicycling as a form of transportation. Within three miles of the Union Station, Civic Center, Pershing, 7th/Metro, Little Tokyo, and Chinatown stations, there are 62.3 miles of bicycling infrastructure. Pasadena has 75 miles of bicycle infrastructure and Santa Monica has 42 miles.

Bike docking locations within the public right-of-way and at Metro rail stations will be solidified as we develop the Implementation Plan and will be finalized based on a number of variables, including sources of demand, availability of space, real estate costs and jurisdictional support.

Business Model

Three Bike Share business models dominate the industry: (1) Public agency owns capital and contracts for the operations and maintenance, (2) a non-profit public/private

partnership, created specifically to provide Bike Share service owns capital and contracts for the operations and maintenance and (3) private company owns capital, operates and maintains. We have been focusing on the first and third models as potential options for a Metro led Bike Share program.

The first model, public agency owns and contracts operations/maintenance is the model that tends to be adopted by larger jurisdictions and those wherein multiple jurisdictions that have implemented a regional program. The advantages of this model include providing the jurisdiction with the flexibility to expand offerings of Bike Sharing as is deemed appropriate and necessary, while bringing the experience and innovation of a tried and tested operator. A primary disadvantage is the jurisdiction assuming capital investment and all liability. Cities and regions operating under this model include: Alexandria, Arlington, Aspen, Boston, Broward County, Cambridge, Chicago, Columbus, Fort Worth, Houston, Madison, Nashville, Santa Clara County/San Francisco (Bay Area) Pilot, and Washington, D.C. Based on program success, program size and multi-jurisdictional collaboration, we have found the Bay Area, Chicago and Washington D.C./Arlington/Alexandria programs to be most representative of a Los Angeles region endeavor.

Under this model, participating agencies would purchase and own the Bike Share infrastructure- bicycles, docking stations and kiosks. Attachment F breaks down the potential capital investment. Reflecting the minimum and maximum number of potential Bike Share stations per each pilot jurisdiction at a per bike cost of $4,500 (based on Bay Area, Washington D.C. and vendor estimates of system and bike costs) we find that the total capital investment could range between $4,815,000 and $17,190,000. These cost figures do not include potential real estate costs.

The second model, private company owns and operates is akin to what the City of Los Angeles had previously pursued and Long Beach is now pursuing. Advantages of this model are that the burden of liability and cost of implementing a Bike Share program lies with the vendor. The disadvantages may include a profit driven decision making process whereby Bike Share stations are strictly business decisions with limited consideration for equity issues and regional distribution. Cities operating under this model include: Charlotte, Miami Beach, New York City, and Tampa Bay.

Both business models assume revenues would be derived from membership fees, and advertising and/or sponsorships. Via the Industry survey that we conducted all participating vendors confirmed that advertising and sponsorships would be relied upon to some extent. It was noted that in cases where advertising policies are highly restrictive, then sponsorship policies needed to allow for the maximum potential sponsorship revenues. Vendors also confirmed that advertising and/or sponsorship revenues are especially relied upon in models where the vendor is required to carry the full risk. In the few instances where neither advertising or sponsorships are options, the jurisdiction funds the revenue gap.

Discussions with potential pilot cities all indicate that each of their advertising policies prohibits advertising and most limit or prohibit sponsorship opportunities as well.

However, each of the cities also indicated that efforts are underway to re-examine and revise outdoor policies so as to allow some level of sponsorships.

Preliminary Bike Share Cost Analysis

For this exercise, we examined 14 Bike Share programs currently in place throughout the United States (Attachment G). In doing so we studied their respective business models, membership structures and funding sources. Because the Bay Area, Chicago and Washington D.C./Arlington/Alexandria programs are most reflective of a Los Angeles County-wide effort, many of the cost assumptions are derived from these programs. Locally, we also looked at the model the City of Long Beach is pursuing.

The Preliminary Bike Share Cost Analysis (Attachment H) was developed using several assumptions. These assumptions are as follows:

- Year 1 estimates of 250 stations and 2,500 bikes based on averages from Metro's Preliminary Bike Share Analysis. Year 2 to Year 5 bike fleet growth is based on Metro recommendations for regional Bike Share growth (assuming an average of 25 Bike Share stations per jurisdiction). After 5 years, 10% of fleet is expected to need replacement each year.

- Cost per bike is based on estimates from Washington D.C., Bay Area Pilot, and vendor provided estimates.

- Operating and Maintenance costs per kiosk based on Washington D.C. and Denver systems.

- User Fees in Washington D.C. were $20,000 per station in the first year. Long Beach's preliminary estimates are $15,000 per station. Our model assumes a rate structure of $19,000 per station.

- The $1,000,000 sponsorship revenue is based on Long Beach's preliminary estimates. New York City's sponsorship was $8 million in the first year. We have shown a low number due to currently restrictive sponsorship policies in multiple jurisdictions.

- Advertising revenues shown are based on Long Beach's preliminary estimate. We have kept this number low number due to current strict advertising policies in multiple jurisdictions.

- Grant funding assumptions are based on the Bay Area Pilot, Boston Hubway and Washington D.C. trends.

The Cost Analysis is also model neutral, meaning, we do not identify who owns the capital and the cumulative pretax cash flow should be regarded as the program's overall cash flow. It is the cash flow that is typically divided between the jurisdiction(s) and vendor/operator based on negotiated revenue splits.

Per our cost analysis, the bike share program would begin to recover the capital cost and to make a profit in the fifth year of operation. We assumed the program would grow as it becomes a truly regional effort growing from 2,500 bicycles in the initial year to approximately 5,775 bikes by the sixth year. Potential for additional growth would be assessed as part of the Implementation Plan.

Attachment I includes a list of potential funding sources that could be considered for the Bike Share program's capital cost. Availability of listed funds has not yet been analyzed. Funding sources, including private investment opportunities, would be identified through development of the Implementation Plan and brought back to the Board for approval at a future date.

Implementation Plan

In conducting the industry review it became clear that given the number of agencies involved with a regional Bike Share program, the development and successful implementation requires resolution of a number of issues that need to be addressed prior to releasing a Request For Proposals (RFP) to potential bike share vendors.

Some of the items include identifying the best business model that meets the program purpose and addresses each jurisdiction's financial capacity and flexibility; advertising and sponsorship policies need to be solidified as this will inform the program budget; permitting processes need to be established by each jurisdiction so as to facilitate Bike Share implementation; identifying number and locations for Bike Share stations within the public right-of-way; determining if Metro, each jurisdiction or vender will be responsible for Bike Share marketing, outreach and education; determining revenue split among participating jurisdictions and Metro's role in distributing revenue; coordinating Transit Access Pass (TAP) integration; identifying available real estate or associated costs; identifying a sustainable source of funding; establishing inter-agency agreements; and identifying phase two and three communities. We have therefore concluded that the best approach is to undertake an Implementation Plan to address these issues prior to launching the bike share program by local participating jurisdictions..

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Funding for the study of how a Bike Share Program could be implemented throughout the County is included in the FY14 budget under cost center 4320, project number 405510, task 06.001.11. Once the program is actually underway, no Metro funds are envisioned to be used for the program.

Impact to Budget

The funding source for this activity is Proposition A Administration dollars. This fund is not eligible for bus and rail operating and capital expenditures. No other source of funds was considered.

ALTERNATIVES CONSIDERED

The Board could decide to not authorize the development of an Implementation Plan. However, this would be contrary to the October 2013 Board directive to examine the implementation of a Regional Bike Share program

NEXT STEPS

Upon approval, we will issue a RFP for the development of an Implementation Plan. It is anticipated that an Implementation Plan can be developed within six months of award.

ATTACHMENTS

A. October 2013 Bike Share Motion 66
B. December 2013 Receive and File Bike Share Industry Review Status
C. Rail System Bike Boardings
D. Potential Bike Share Expansion Map
E. Pilot City Maps
F. Bicycle Share Preliminary Capital Cost Estimates
G. Bicycle Share Business Models
H. Preliminary Bicycle Share Cash Flow Analysis
I. Bicycle Share Funding Options

Prepared by: Laura Cornejo, Director Countywide Planning, (213) 922-2885
Diego Cardoso, Executive Officer Countywide Planning, (213) 922-3076

Martha Welborne, FAIA
Chief Planning Officer

Arthur T. Leahy
Chief Executive Officer

66

MAYOR ERIC GARCETTI,
SUPERVISOR ZEV YAROSLAVSKY,
SUPERVISOR DON KNABE,
DIRECTOR MIKE BONIN, AND DIRECTOR PAM O'CONNOR

Countywide Bicycle Share Program

October 17, 2013

MTA needs to lead and supplement its regional public transportation system by supporting bicycles and bicycle infrastructure in completing the first and/or last leg of a trip (e.g., from a train station to the workplace).

Bicycle ridership will also help reduce dependency on automobiles, particularly for short trips, thereby reducing traffic congestion, vehicle emissions, and the demand for parking.

A bicycle share program will also promote sustainable and environmentally friendly initiatives.

Bicycle share is a program designed for point-to-point short trips using a for-rent fleet of bicycles strategically located at logical stations locations.

Beginning in 1993, a series of successful bicycle share programs were implemented in Europe.

Currently the US is home to a number of bicycle share programs in cities such as Chicago, Denver, Minneapolis, New York City, San Francisco, etc.

According to the Earth Policy Institute, the number of bicycles in the U.S. bicycle share fleet is set to double by the end of 2014.

The Los Angeles region has seen a variety of bicycle share efforts, but none have taken hold because of a lack of regional coordination.

Given its role as the countywide transportation agency, in July 2011 the MTA board passed a motion directing staff to develop a strategic plan for implementing bicycle share in Los Angeles County.

CONTINUED

WE THEREFORE MOVE that the MTA Board direct the CEO to:

A. Adopt as policy MTA's support of bicycles as a formal transportation mode.

B. Convene a bicycle share industry review in November 2013 in order to advise on procuring a regional bicycle share vendor for Los Angeles County.

C. Report back to the Board at the January 2014 meeting with the results of the industry review, including a business case analysis and recommendations on proceeding with a Request for Proposals (RFP) to implement a regional bicycle share program.

D. Include in the analysis a phased approach for implementing this program based on area readiness, including, but not limited to, an examination of existing bicycle infrastructure, existing advertising policies, current ridership trends, and transit station locations.

###

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

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Metro

62

EXECUTIVE MANAGEMENT COMMITTEE
NOVEMBER 21, 2013

SUBJECT: BIKE SHARE PROGRAM

ACTION: RECEIVE AND FILE

RECOMMENDATION

Receive and file this update on the Bike Share Program in response to the October 2013 Board Motion 66 (Attachment A).

ISSUE

At the October meeting, the Board approved Motion 66, providing direction to:

A. Adopt as policy MTA's support of bicycles as a formal transportation mode;

B. Convene a Bicycle Share Industry review in November 2013 in order to advise on procuring a regional bicycle share vendor for Los Angeles County;

C. Report back to the Board at the January 2014 meeting with the results of the industry review, including a business case analysis and recommendations on proceeding with a Request for Proposals (RFP) to implement a regional bicycle share program; and

D. Include in the analysis a phased approach for implementing this program based on area readiness, including, but not limited to, an examination of existing bicycle infrastructure, existing advertising policies, current ridership trends, and transit station locations.

This report provides the status of the Board directive.

DISCUSSION

Connected by the Metro transit system, bike share can help address first-last mile gaps around transit stations, increase the station catchment area and can introduce new users to bike transportation by removing barriers, such as bicycle ownership, maintenance, and security and can increase mobility while decreasing automobile use.

Most recently, Metro's role has been to facilitate bike share implementation, including providing funding to local jurisdictions for bike share through the Call for Projects and coordinating regional compatibility efforts such as addressing technology and software issues.

Status

In response to the Motion, we initiated the first phase of the industry review. We have met with bike share industry stakeholders and municipal planners, convened as the Bike Share Working Group and Metro's Bicycle Roundtable on November 4th and November 5th, respectively. The goal of the meetings were to gauge what role stakeholders and municipalities deemed appropriate for Metro to take and what opportunities as well as concerns existed by Metro taking on a larger role in a regional bike share effort. In anticipation of the next phase of the industry review which will be to conduct a market survey as well as developing the business case and next steps, we established a rudimentary understanding of the level of flexibility municipalities would need if Metro led a regional effort and highlighted areas that still need to be vetted further.

The following is a summary of the Bike Share Working Group and Bicycle Roundtable input received:

- One contractor, or multiple contractors with compatible technologies is key to achieving regional connectivity
- Metro, as a regional agency, should lead the effort and set the regional framework for cities to leverage at the local level
- A single system with local flexibility
- Bike Share must connect to a larger transit network
- Infrastructure, such as bike lanes and way finding, should support bike share implementation
- Phasing, especially pilot phase is key to success
- Local universities and colleges should be invited to participate
- Increase bike mode Call for Project funding to facilitate regional participation and infrastructure to support bike share

If we move forward with a greater role in establishing a regional bike share program, the following items surfaced during the two meetings as needing to be addressed:

- Revenue Split with Cities: Would Metro serve as a clearing-house or would cities receive their split directly from vendors
- Advertising/Sponsorship: How would differing advertising policies potentially affect proposed business plans
- Software: Develop a program that allows flexibility for evolving software and bike technology
- Payment: Can Transit Access Pass be adapted to allow for bike share payment
- Implementation: Pilot area and subsequent phasing and timing for roll out
- Inter-jurisdictional Operability: Bike redistribution and cost split, multi-jurisdictional membership cards

NEXT STEPS

We will return to the Board in January with the results of the market survey, business case and recommended next steps.

ATTACHMENT

A. October 2013 Motion 66

Prepared by: Laura Cornejo, Director, (213) 922-2885
Diego Cardoso, Executive Officer, (213) 922-3076

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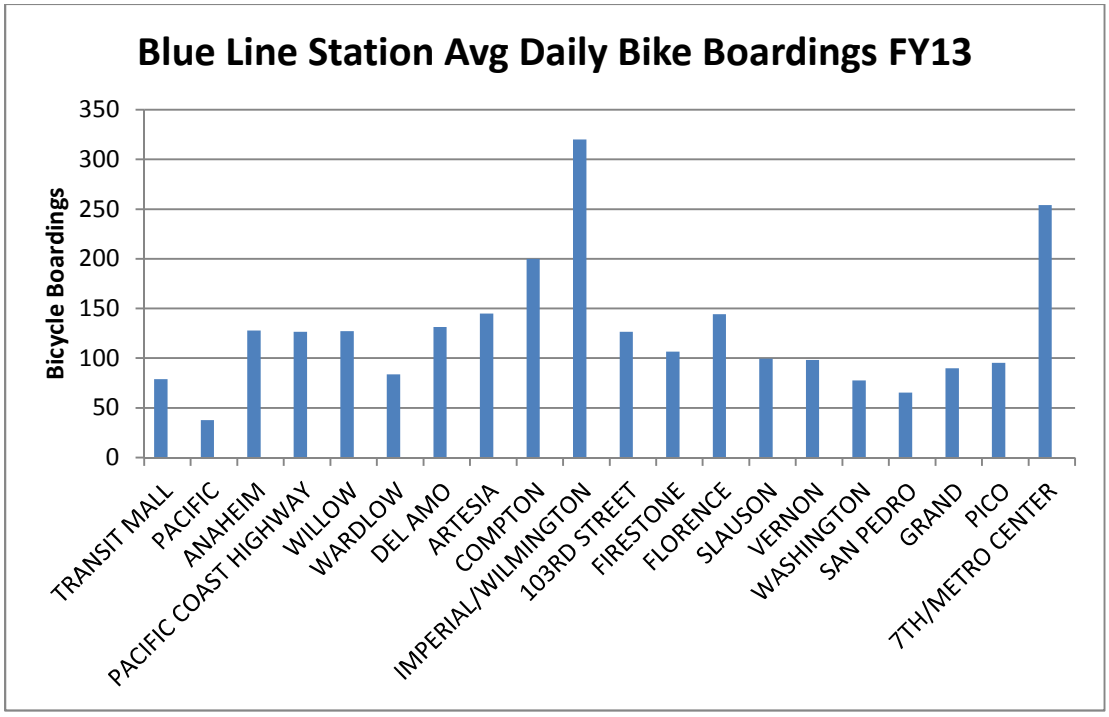
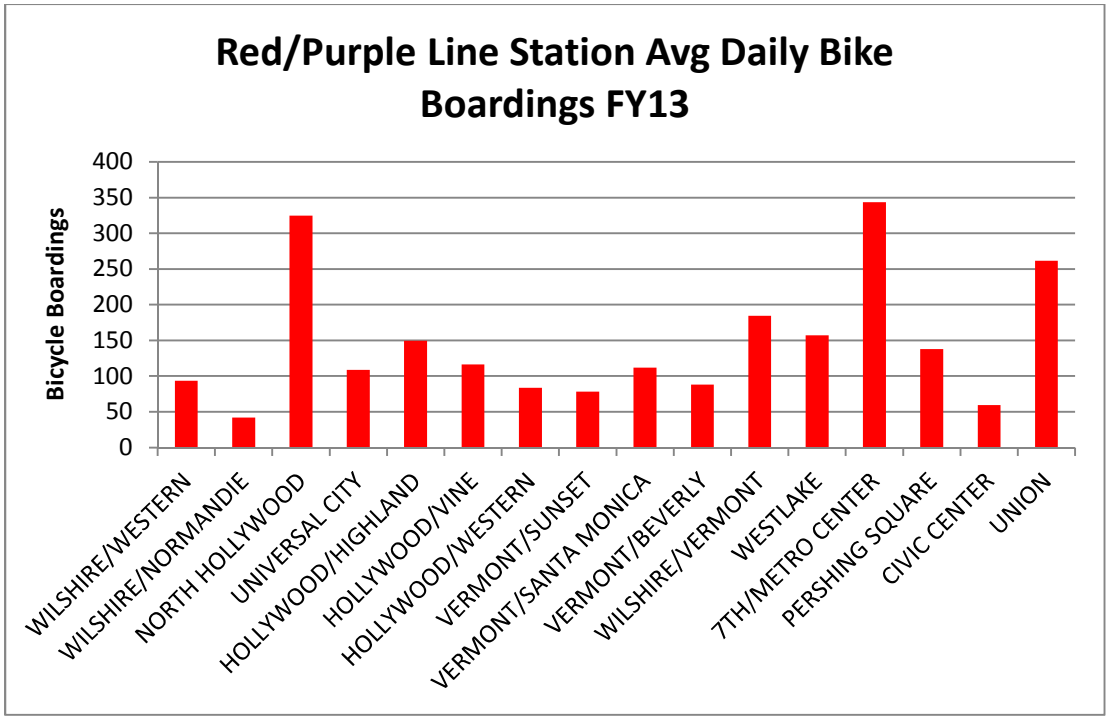
Chief Planning Officer

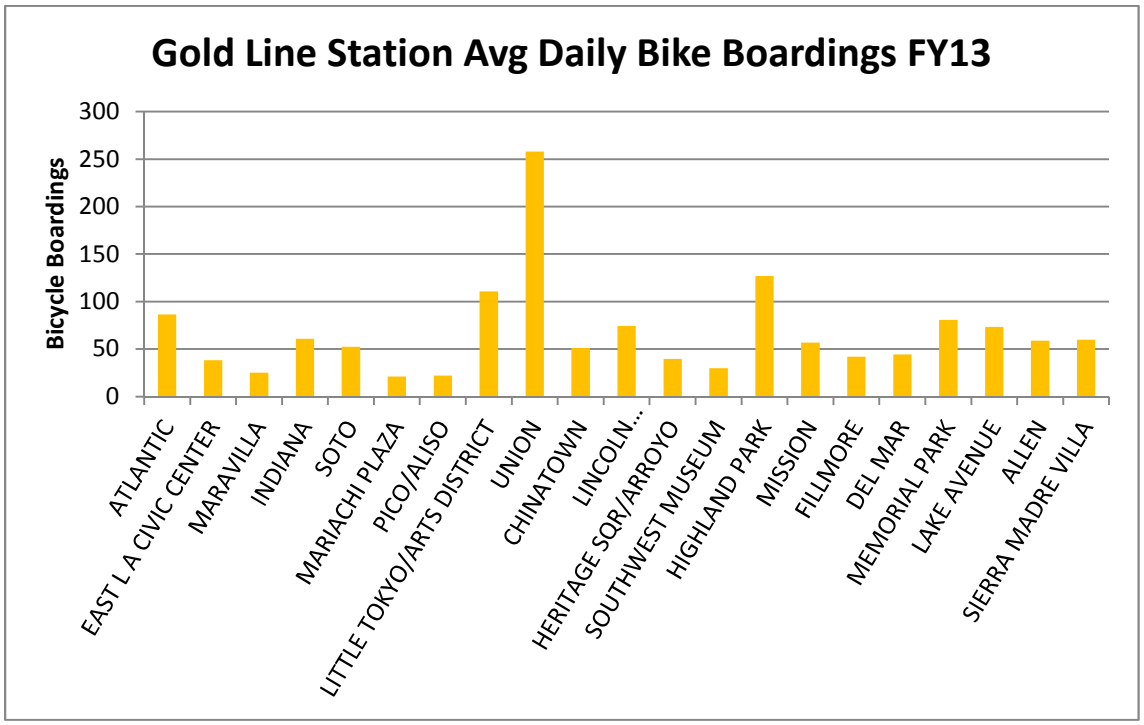
Arthur T. Leahy
Chief Executive Officer

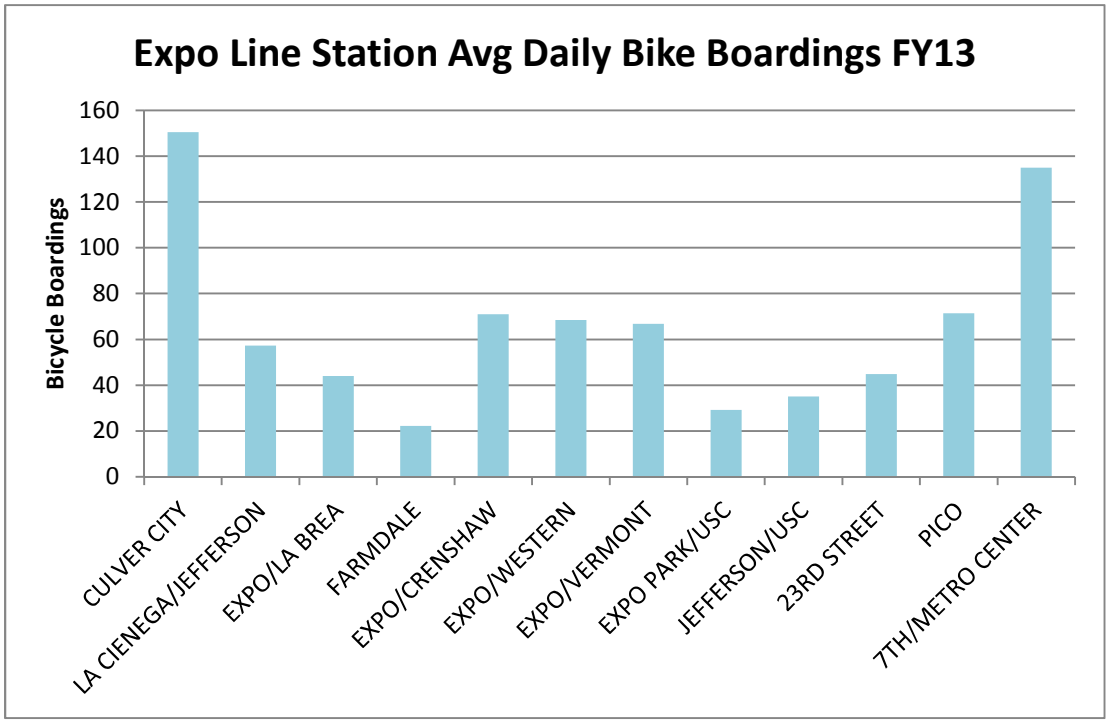
ATTACHMENT C



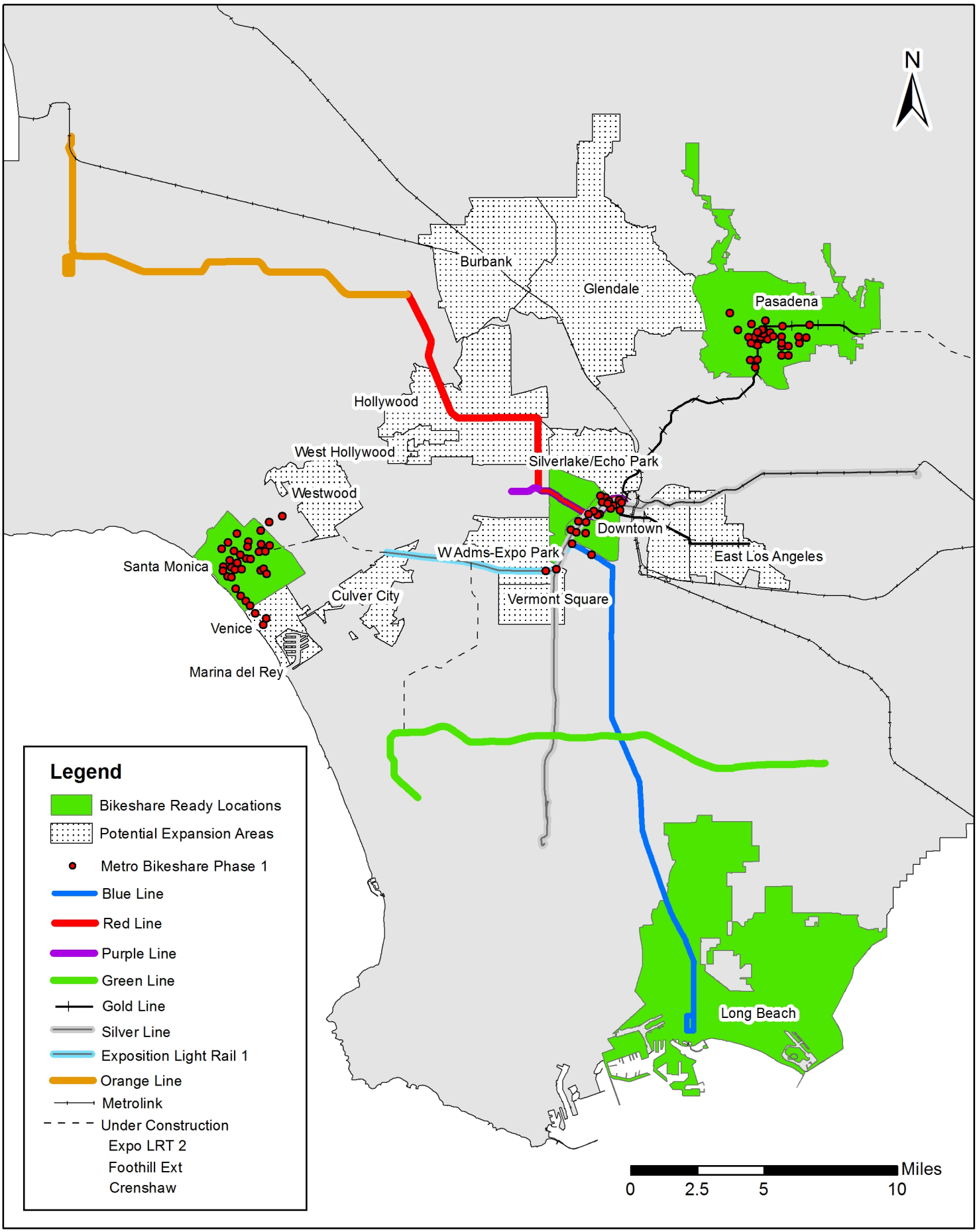


ATTACHMENT C-2

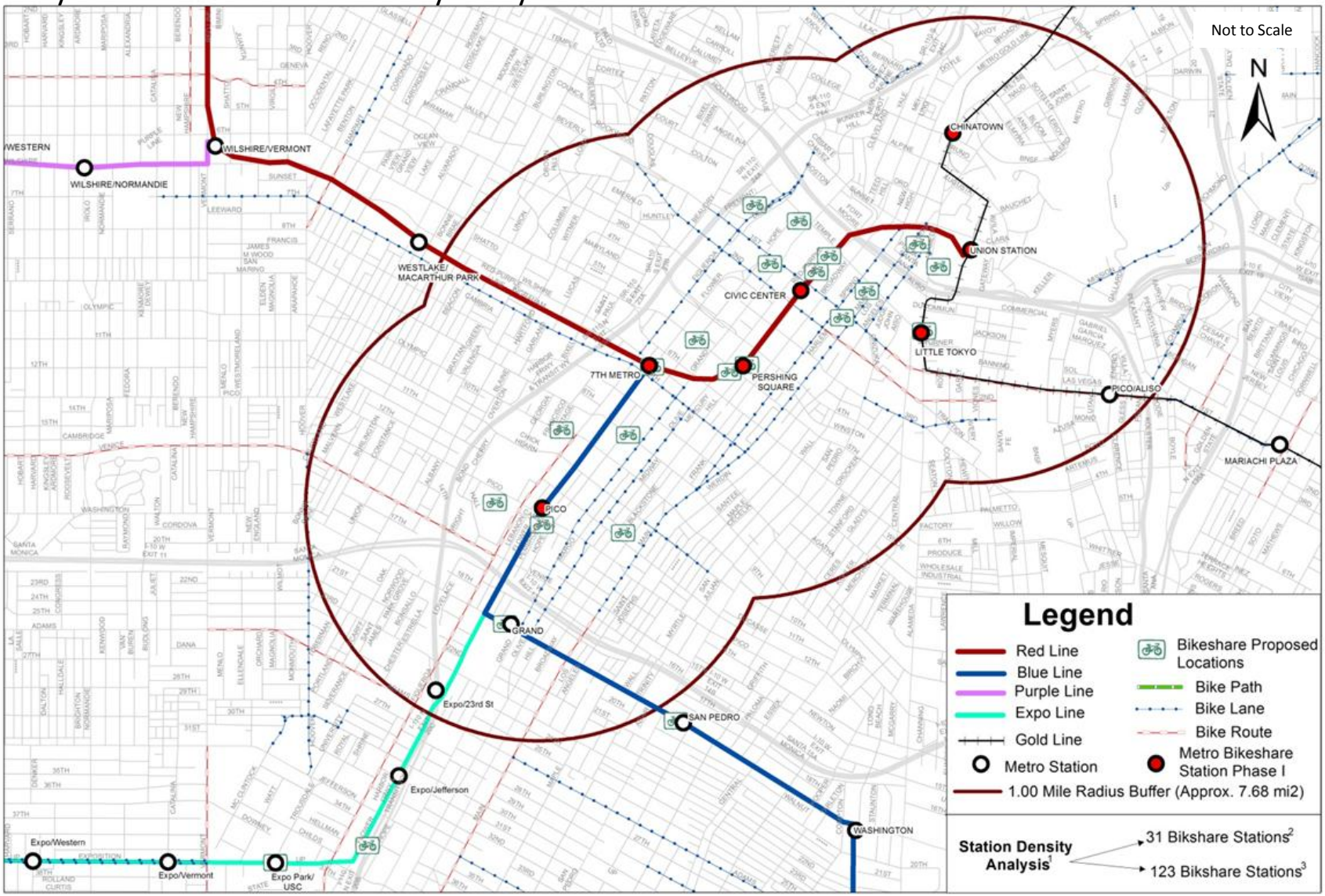




Potential Bikeshare Expansion Areas



City of LA Bikeshare Preliminary Analysis

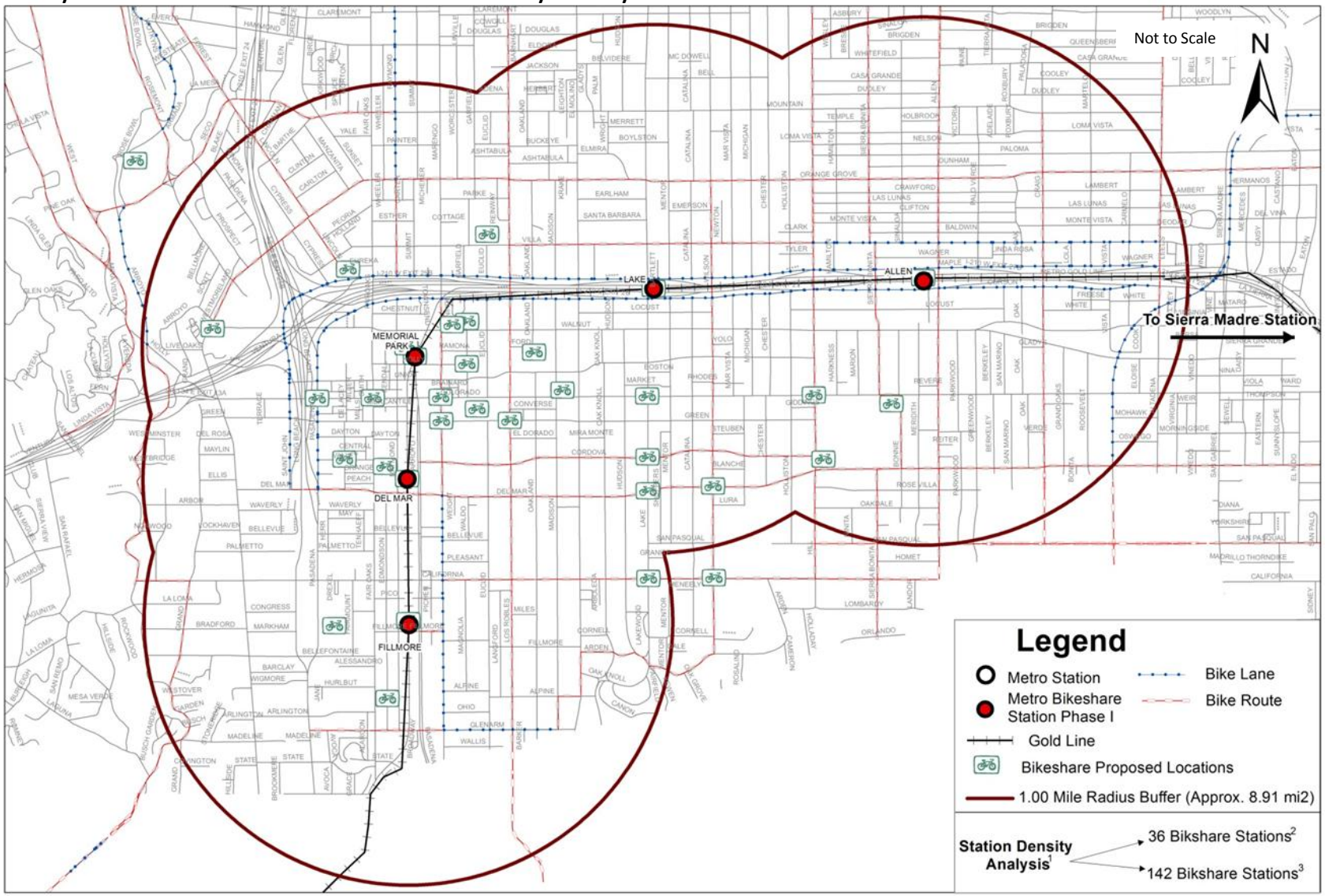


1. "Bike Sharing in the United States: State of the Practice and Guide to Implementation- USDOT/FHWA 2012", indicates a range of 3.5 to 5 bikeshare stations per square mile of service area for most existing systems. For denser urban areas, 14 stations or more per square mile may also be recommended. MTI Report 11-26, Public Bikesharing in North America: Early Operator and User Understanding (2012), found that out of 19 operators 53% preferred distance between docking stations 300 yards to one-quarter mile apart. For this assessment one-quarter mile and one-half mile between docking stations was used.
2. 4 bikeshare stations per square mile at one-half mile apart.
3. 16 bikeshare stations per square mile at one-quarter mile apart.

Disclaimer: This map is for preliminary analysis only. Actual quantities and locations of bikeshare stations will be determined upon feasibility study and implementation in conjunction with local jurisdictions

Metro Bike Program

City of Pasadena Bikeshare Preliminary Analysis



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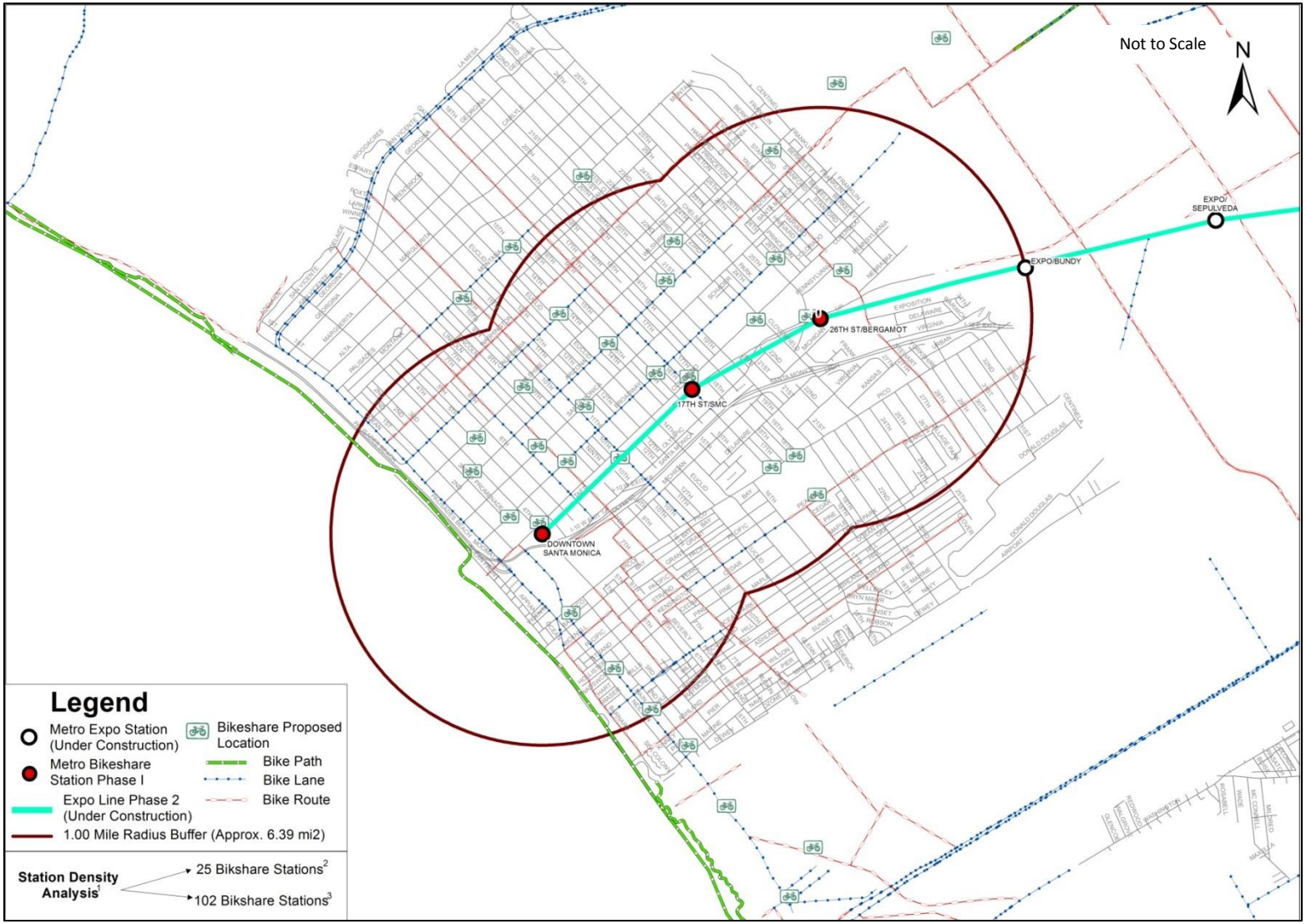
Metro Bike Program

City of Santa Monica Bikeshare Preliminary Analysis



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Metro Bike Program

ATTACHMENT F

PRELIMINARY BIKE SHARE CAPITAL COST ESTIMATES

Based on figures from bike share locations in other regions across the United States and vendor estimates, cost ranges were calculated for the Los Angeles Region accounting for low and high density station locations and average costs of equipment (bikes per dock), as follows:

LOS ANGELES STATION COST[1]	Low Density (31 Stations)[2]	High Density (123 Stations)[2]
Cost ($4,500)[3]	$1,395,000	$5,535,000

PASADENA STATION COST	Low Density (36 Stations)[2]	High Density (142 Stations)[2]
Cost ($4,500)[3]	$1,620,000	$6,390,000

SANTA MONICA STATION COST	Low Density (25 Stations)[2]	High Density (102 Stations)[2]
Cost ($4,500)[3]	$1,125,000	$4,590,000

Combined regional costs based on costs per stations in each city and the number of Metro stations in each jurisdiction yield potential cost ranges:

TOTAL COST AT METRO STATIONS IN EACH CITY[4]	Metro Stations	Cost ($4,500)[3]
Los Angeles	7	$315,000
Santa Monica	3	$135,000
Pasadena	5	$225,000
TOTALS	15	$675,000

TOTAL COST AT METRO AND CITY STATIONS[4]	Low Density (107 Stations)[2]	High Density (382 Stations)[2]
Cost ($4,500)[3]	$4,815,000	$17,190,000

[1] Gold Line Station Pico/Aliso and Blue Line Station Grand are located within the City of Los Angeles buffer area, but not included in calculation due to physical space constraints at station locations.
[2] Methodology for calculating preliminary station ranges is detailed in Bikeshare Preliminary Analysis.
[3] Bicycle per docking station costs calculated based on estimates from Washington D.C., Bay Area Pilot, Denver B-Cycle and Alta Bike Share. Actual costs will vary from location to location. Costs assume 10 bikes will dock at each station.
[4] Cost does not assume any real estate transactions or land use considerations.
DISCLAIMER: This cost analysis is for preliminary analysis only. Actual costs will depend on the number of bike share stations determined by a feasibility study, vendor technology and land use considerations.

ATTACHMENT G

BICYCLE SHARE BUSINESS MODELS

BIKE SHARE BUSINESS MODELS

- Modern Information Technology-based bicycle share capital development appears in three forms:
    1) Public agency owns and contracts with private (for-profit or non-profit) company for operations
        - Advantages: Expands offerings of jurisdiction's transportation service, while bringing the experience and innovation of a tried and tested operator
        - Disadvantages: Jurisdiction assumes all liability
        - Cities operating under this model: Alexandria, Arlington, Aspen, Boston, Broward County, Cambridge, Chicago, Columbus, Fort Worth, Houston, Madison, Nashville, Santa Clara County & San Francisco Pilot, and Washington D.C.
    2) Non-profit public/private partnership, created specifically to provide bike share service, owns and contracts with private (for-profit or non-profit) company for operations
        - Entities can include city, county, chamber, public health department, redevelopment agency, or the private sector
        - Advantages: Receives funding from the jurisdiction, while relieving liability from the jurisdiction
        - Disadvantages: Splitting control amongst multiple stakeholders is difficult
        - Cities operating under this model: Chattanooga, Boulder, Des Moines, Denver, Milwaukee, Minneapolis, Oklahoma City, Omaha, San Antonio, and Salt Lake City, and San Antonio
    3) Private company owns and operates
        - Advantages: Relieves jurisdiction from committing resources
        - Disadvantages: Does not ensure equity, quality service, and may fail if not profitable in first few years
        - Cities operating under this model: Charlotte, Miami Beach, New York City, and Tampa Bay

CAPITAL/OPERATIONAL COSTS & FUNDING SOURCES

- Direct Capital Costs
    - Bicycles
    - Docking stations
    - Kiosks or User interface technology
    - Real estate transactions
- Direct Operational Costs
    - Administration: Website, Mobile apps, Registrations
    - Redistribution of bicycles: Manual redistribution and/or pricing incentives
    - System monitoring: Call centers and on-call repair
    - Maintenance: Keeping bicycles, software, etc. in running order
    - Power supply: Maintaining solar, battery, or grid power supply
    - Data Reporting: Maintenance, planning and real time data
- Associated Capital Costs
    - Construction of infrastructure: Bicycles, docks, kiosks or user interface
    - Streetscape improvements

- Associated Operational Costs
    - Insurance
    - Maintenance of infrastructure and bikeways
    - Bicycle safety training and education
- Real Estate Costs
    - Land Use Negotiations:
        - Metro Property: Where Metro does not own sufficient land, negotiations with private owner or entity
        - Public Right-of-Way: Negotiations with Cities or County of Los Angeles
        - Private Property: Negotiations with private owner
    - Spatial Considerations:
        - Sidewalk: ADA compliance, right-of-way negotiations
        - In-Street: Removal of street parking negotiations, safety considerations
- Funding Sources
    - Municipalities: Federal, state, local or other grants and funding
    - Advertising: Kiosk or Station advertising
    - Sponsorship: Title, presenting, station, dock, bike/fender, web, helmets, or other opportunities
    - Memberships & user fees
    - Public-private partnerships: Sponsorship or corporate donor

The business model matrix below captures the business models and funding sources for bike share for 14 systems in the United States:

COMPARISON TABLE OF EXISTING UNITED STATES BIKE SHARE PROGRAMS

JURISDICTION	LAUNCH DATE	SYSTEM NAME	SYSTEM SIZE (BIKES/ STATIONS)	ANNUAL/ CASUAL MEMBERS, RIDES	FARES	BUSINESS MODEL	FUNDING SOURCES
Boston & Cambridge, MA	July 2011	Hubway (Alta Bike Share)	600/60	36,000 annual/ 30,000 casual, 140,000 rides (in 4 months)	$85/year $20/month $12/3-day $5/day	Owned/Managed by County, operated by Alta (for-profit)	$4.5 m (75% public FTA/CMAQ, 25% private). Each municipality responsible for own sponsorship
Boulder, CO	May 2011	Boulder B-Cycle	110/15	1,171 annual/ 6,200 casual	$50/year $15/week $5/day	Owned/Managed by Non-Profit & operated by B-Cycle (non-profit)	Revenue from parking fees, citations; Transportation and Distribution Services
Broward County (Fort Lauderdale), FL	December 2011	Broward County B-Cycle	200/27	37,000 rides (in 1 year)	$45/year $25/week $5/day	Owned/Managed by Broward County, operated by Broward County B-Cycle (non-profit)	$1.1 m (63% private, 27% public)
Chattanooga, TN	July 2012	Bike Chattanooga (Alta Bikeshare)	300/30	400 annual, 12,600 rides (in 6 months)	$75/year $6/day	Owned/Managed by Non-Profit, operated by Alta (for-profit)	$2 m CMAQ

JURISDICTION	LAUNCH DATE	SYSTEM NAME	SYSTEM SIZE (BIKES/ STATIONS)	ANNUAL/ CASUAL MEMBERS, RIDES	FARES	BUSINESS MODEL	FUNDING SOURCES
Chicago, IL	June 2013	Divvy (Alta Bikeshare)	750/68	3,7000 annual, 50,000 trips (in 1 month)	$75/year $7/day	Owned/Managed by City, operated by Alta (for-profit)	$22 m in fed/local grants
Denver, CO	April 2010	Denver B-Cycle	520/52	2,659 annual/ 40,600 casual, 100,000 rides	$65/year $30/Month $20/week $6/day	Owned/Managed by Non-Profit, operated by B-Cycle (non-profit)	Capital $1.5 m (CDOT, EPA, FHWA, gifts); 16% public (Vehicle registration tax), 84% private
Des Moines, IA	Sept 2010	Des Moines Bicycle Collective B-Cycle	22/5	20 annual, 109 rides	$50/year $30/month $6/day	Owned/Managed by Non-Profit, operated by B-Cycle (non-profit)	Capital $120,000 funded by private contributors, sponsorships
Fullerton, CA	TBD: Planned for Fall 2014	BikeLink (Bike Nation)	TBD: Planned 165/15	N/A	$75/annual, $45/annual (student), $12/week, $5/day	Owned/Managed and operated by Bike Nation (for-profit)	Capital $1.48 m (OCTA federal grants, local Mobile Source Aire Pollution Reduction Review Committee Grant)

JURISDICTION	LAUNCH DATE	SYSTEM NAME	SYSTEM SIZE (BIKES/ STATIONS)	ANNUAL/ CASUAL MEMBERS, RIDES	FARES	BUSINESS MODEL	FUNDING SOURCES
Miami Beach, FL	Mar 2011	DecoBike	800/91	2,500 annual/ 338,828 casual	$15/month (regular) $25/month (deluxe) $35/month (visitors) $24/day (visitors)	Owned/Managed and operated by DecoBike (for-profit)	$4 m Private investor DecoBike – revenues split between DecoBike and City
Minneapolis, MN	June 2010	NiceRide Minnesota B-Cycle	1,300/145	3,521 annual/ 37,103 casual	$60/year $30/month $5/day	Owned/Managed & operated by Non- Profit	Capital $5.3 m (FHWA); 63% public funds; 37% private funds.
New York City, NY	May 2013	Citibike (Alta Bikeshare)	5,700/330	80,000 annual (in 3 months)	$95/year $25/week $10/day	Owned /Managed and operated by Alta (for-profit)	Private financing
San Antonio, TX	March 2011	San Antonio B-Cycle	210/23	1,000 annual/ 2,800 casual, 16,100 rides (in 6 months)	$60/year $24/week $10/day	Owned/Managed by City and operated by B-Cycle (non-profit)	$840,000 DOE/CDC funds, $235,000 and $58,000 in station sponsorships

JURISDICTION	LAUNCH DATE	SYSTEM NAME	SYSTEM SIZE (BIKES/ STATIONS)	ANNUAL/ CASUAL MEMBERS, RIDES	FARES	BUSINESS MODEL	FUNDING SOURCES
San Francisco/ Bay Area Cities, CA PILOT	August 2013	Bay Area Bikeshare (Alta Bikeshare)	700/34	2,080 annual, 14,591 trips (in 1 month)	$88/year $22/3-day $9/day	Owned/Managed by Bay Area AQMD, operated by Alta (for-profit)	$4.3 m Metropolitan Transportation Commission (Bay Area Climate Initiatives – CMAQ), $1.4 m Clean Air Grant (BAAQMD)
Washington D.C. ***(first attempt)***	2008	SmartBike (Alta Bikeshare)	120/10	1,050 annual	$40/year	Owned/Managed and operated by Alta (for-profit)	DDOT funding & Advertising revenue
Washington D.C., Arlington, VA & Alexandria, VA ***(second attempt)***	Sept 2010 & 2011	Capital (CaBi) Bikeshare (Alta Bikeshare)	1,200/140	19,200 annual/ 105,644 casual	$75/year $25/month $15/3-day $7/day	Owned/Managed by DDOT & City of Arlington, operated by Alta (for-profit)	Capital $8 m fed (CMAQ)/state funds. Minimal private sponsorships & revenue.

ATTACHMENT H

PRELIMINARY BICYCLE SHARE CASH FLOW

			2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	Total
Bikes and Docks													
Total Bikes			2,500	3,000	3,750	4,500	5,250	5,775	5,775	5,775	5,775	5,775	
Total Stations			250	300	375	450	525	525	525	525	525	525	
Capital cost													
Bikes			2,500	500	750	750	750	525	525	525	525	525	7,875
Stations			250	50	75	75	75	-	-	-	-	-	525
	Cost/bike	4,500	11,250,000	2,250,000	3,375,000	3,375,000	3,375,000	2,362,500	2,362,500	2,362,500	2,362,500	2,362,500	35,437,500
Vehicles													
	Cost		35,000	-	35,000	-	35,000	-	35,000	-	35,000	-	175,000
O&M*													
	$ 23,000		5,750,000	6,900,000	8,625,000	10,350,000	12,075,000	12,075,000	12,075,000	12,075,000	12,075,000	12,075,000	104,075,000
Total cost/yr (cap + exp)			17,035,000	9,150,000	12,035,000	13,725,000	15,485,000	14,437,500	14,472,500	14,437,500	14,472,500	14,437,500	139,687,500
Revenue													
User Fees**	$ 19,000		4,750,000	5,700,000	7,125,000	8,550,000	9,975,000	9,975,000	9,975,000	9,975,000	9,975,000	9,975,000	85,975,000
Sponsor/yr***	$ 1,000,000		1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	10,000,000
Ads/kiosk****	$ 12,000		3,000,000	3,600,000	4,500,000	5,400,000	6,300,000	6,300,000	6,300,000	6,300,000	6,300,000	6,300,000	54,300,000
Total			8,750,000	10,300,000	12,625,000	14,950,000	17,275,000	17,275,000	17,275,000	17,275,000	17,275,000	17,275,000	150,275,000
Yearly free cash flow			(8,285,000)	1,150,000	590,000	1,225,000	1,790,000	2,837,500	2,802,500	2,837,500	2,802,500	2,837,500	10,587,500
Cumulative cash flow													
Total Grants*****			-	4,000,000	1,000,000	-	-	-	-	-	-	-	5,000,000
Capital			11,285,000	13,535,000	16,945,000	20,320,000	23,730,000	26,092,500	28,490,000	30,852,500	33,250,000	35,612,500	35,612,500
O&M			5,750,000	12,650,000	21,275,000	31,625,000	43,700,000	55,775,000	67,850,000	79,925,000	92,000,000	104,075,000	104,075,000
Total cost			17,035,000	26,185,000	38,220,000	51,945,000	67,430,000	81,867,500	96,340,000	110,777,500	125,250,000	139,687,500	139,687,500
Total Revenue			8,750,000	23,050,000	36,675,000	51,625,000	68,900,000	86,175,000	103,450,000	120,725,000	138,000,000	155,275,000	155,275,000
Cum pretax cash flow			(8,285,000)	(3,135,000)	(1,545,000)	(320,000)	1,470,000	4,307,500	7,110,000	9,947,500	12,750,000	15,587,500	15,587,500

Assumptions:

Year 1 estimates of 250 stations and 2,500 bikes based on averages from Metro Preliminary Bike Share Analysis. Year 2 to Year 5 bike fleet growth based on Metro recommendations for regional bike share growth (assuming average density of 25 stations throughout 11 jurisdictions). After 5 years, 10% of fleet expected to need replacement each year.

10 bikes per station. Cost per bike divides total system costs over the number of bikes.

Cost per bike based on estimates from Washington D.C., Bay Area Pilot, and bike share vendors.

* Operation and Maintenance costs per station based on Washington D.C. and Denver systems, with 85% of fleet requiring maintenance.

** User Fees in Washington D.C. were $20,000 per station in first year. Long Beach estimates $15,000 per station. To be conservative, this model assumes a lower return.

*** The $1,000,000 sponsorship revenue is based on Long Beach's estimates. New York City Sponsorship was $8,000,000 in 1st year. We have shown a low number due to strict sponsorhsip policies in multiple jurisdictions.

**** Advertising revenues shown is based on Long Beach estimate. We have kept this number low due to strict advertising policies in multiple jurisdictions.

***** Grant funding based on Bay Area Pilot, Boston Hubway and Washington D.C. trends.

Disclaimer: Cumulative Pretax Cash Flow may be split between jurisdictions and vendor/operator based on negotiated revenue split.

Inputs

ATTACHMENT I

Bicycle Share Funding Options
(in millions)

Fund Type	*$*	*Allocation Process*	*Programming Action Needed by the Board*	*Eligibility Criteria & Parameters*	*Applications in Existing Bike Share Programs*
Federal					
ATP	$116.6 yearly**	Discretionary	No (Programming is made by CTC & SCAG)	**Capital and non-infrastructure active transportation projects.** **State guidelines have not been finalized.	
CMAQ	$18 yearly	Discretionary	Yes	**Capital and non-infrastructure costs.** For projects that reduce single occupancy vehicle driving and improve air quality.	Has been used by Capital Bikeshare for infrastructure in Washington DC & Virginia.
JARC	$8.35 Total	FTA grant	No	**Capital and non-infrastructurel costs for commute and reverse commute options for low income individuals in Long Beach & City of LA.** FTA does not officially recognize bike share as public transit so the purchase and operation costs of individual bikes may be restricted. Station infrastructure may be covered.	Capital Bikeshare is using JARC to provide free membership, bike education programs and free helmets to low income participants.
Local					
CRD (Toll Lane Revenue)	$4.2 - $5.2 yearly*	Discretionary	Yes	**Capital costs for active transportation & first-last mile solutions.** Must be located within three miles of either the I-110 & I-10 Corridor) or provide regionally significant improvements for the 110 or 10 Corridor. *Fund estimate applies to FY14 only. Future funding contingent on 1-10 & 110 HOT lane project approval	
Local Return - Measure R 15% - PC20%	$245 yearly	Formula By Population	No	**Capital costs.** Local cities could elect to use their share to pay for future phases or as a match.	Local sales tax funds have been used to match/supplement federal grants in many bike share schemes.
MR 25% Highway Operational Improvements	$345 total	Discretionary to only Arroyo Verdugo and Malibu Las Virgenes Subregions	Yes	**Capital costs.** Potential to fund future bike share phases for cities within the subregion.	

MOTION BY:

MAYOR ERIC GARCETTI & DIRECTORS ZEV YAROSLAVSKY

& MIKE BONIN

Item 58 – Bicycle Share Program Implementation Plan

In October 2013, the MTA Board adopted, as policy, bicycle use as a formal transportation mode.

Staff was asked to: a) conduct an industry review on procuring a regional bike share vendor; b) prepare a business case analysis and recommendations on proceeding with a Request for Proposals to implement a regional bicycle share program; 3) make recommendations on a phased approach for implementing this program.

Bicycle share offers an alternative means of transportation for short trips that might otherwise have been made by vehicles.

A recent study named "The Bike-Sharing Planning Guide" (Institute for Transportation & Development Policy, December 2013) said "bike-share, more than any other form of urban transport, has the ability to improve and transform our cities."

This means a robust and regional bicycle share program needs to be adopted to address first-mile and last-mile transportation challenges.

An MTA bicycle share program will help connect and expand its transportation coverage to multiple jurisdictions along its transit system.

This is why MTA needs to be the lead agency in the county that will manage and procure a robust bicycle share program.

A single-point agency will also ensure inter-operability among the different jurisdictions and can also provide a multi-modal transportation system through the use of the Transit Access Program ("TAP") smart card.

MTA can also simplify the management of the program by having one agency provide proper accountability and proper management.

MTA needs to also provide a fair-share of funding to support the initiation and maintenance and operations (O&M) costs for the program.

WE, THEREFORE, MOVE that the MTA CEO:

1. Undertake a study of how a Bike Share Program could be implemented throughout the County.

2. Procure, contract and administer the bicycle share program once the implementation study is completed.

3. Implement the program in a phased approach and partner with the cities identified in the Phase I of the bicycle share program so MTA funds at least:
   A. Up to 50% of total capital costs per each city
   B. Up to 35% of total O&M costs per each city (on-going)

4. Identify a financial business plan that includes:
   A. User fees
   B. Advertising fees
   C. Corporate sponsors
   D. A recommendation on a revenue split for all fees/revenues identified above.

5. Prioritize eligible grants to support the costs of the program including:
   A. State Active Transportation Program ("ATP") funds
   B. State "Cap & Trade" funds
   C. Federal bicycle and active transportation funds
   D. All other eligible funding sources

6. Develop a robust system-wide branding and educational effort that supports the use of bicycle share as part of the implementation study.

7. Update on all of the above at the April 2014 Board meeting.

Attachment G

Metro Countywide Bikeshare:
Interoperability Objectives with Existing Local Bikeshare Programs

In order to create an interoperable Metro Countywide Bikeshare system in which a customer could travel as seamlessly as possible between jurisdictions across the county, standards are necessary to ensure that users have a consistent experience. Cities that have executed a contract with a bikeshare vendor prior to issuance of a notice to proceed for Metro's selected vendor are identified as "existing bikeshare programs". To participate in the Metro Countywide Bikeshare Program and be eligible to receive the capital and net operations and maintenance (O&M) financial support, cities with "existing bikeshare programs" are asked to work with Metro to achieve the following interoperability objectives.

1. Branding & Marketing
Existing systems that would like to be included in the Countywide Bikeshare program and receive financial support must include in their branding image and all marketing media recognition of their being a part of the Metro Countywide System.

2. Title Sponsorship
Existing systems that request financial support from Metro to participate in the Countywide Bikeshare program must reserve the title sponsorship (and associated revenues) on the bikes for Metro. Sponsorship revenues will first be applied towards Metro's financial commitment. Excess revenues will then be applied toward each community's share of operating and maintenance costs. Existing cities could elect to maintain local sponsorship and may then forgo Metro financial support.

3. Membership Reciprocity
Existing systems that participate in the Countywide Bikeshare program, will provide reciprocal membership access and privileges to the Metro Bikeshare system. This reciprocity will allow a single membership to access multiple bikeshare systems. Allocation of membership revenues will be negotiated between Metro and existing cities. Metro and existing cities will cooperate in implementing systems that allow a TAP card to be a member identifier in each system. Metro and existing cities will equitably devote resources to make the necessary accommodations to achieve this objective.

4. Reciprocal Docks
Docks or racks should be co-located in limited areas where existing cities systems and Metro Countywide Bikeshare overlap and utilize different bikeshare technology. Metro will reserve one ad panel space on the kiosk for the host community to use for their own ad generating revenue opportunities if permitted under local ordinances.

5. Unified Fare Structure
Existing cities and Metro will work towards a unified Metro Bikeshare fare structure that meets the financial objectives of the parties.

Metro Countywide Bikeshare DTLA Phase 1 Pilot

Planning & Programming Committee Meeting
June 17, 2015

Metro

Recommendation

A. Adopt the Regional Bikeshare Implementation Plan for Los Angeles County (“Plan”)

B. Award a two-year firm fixed price to Bicycle Transit Systems, Inc. (BTS) in the amount of $11,065,672 for the equipment, installation and operations of the Metro Countywide Bikeshare Phase 1.

C. Authorize the Chief Executive Officer (CEO) to take the following actions to implement the Metro Countywide Bikeshare Phase 1 Pilot in downtown Los Angeles (“Pilot”).

1. Negotiate and execute a Memorandum of Understanding (MOU) between City of Los Angeles and Metro.
2. Amend the Fiscal Year 15/16 bikeshare project budget to include an additional $2.64M for the capital and operating and maintenance costs of the Metro Countywide Bikeshare Phase 1 Pilot.

Metro

Implementation Plan

- **Developed in response to Motion 58 (January 2014)**
- **Jurisdictional Coordination & Public Input**
  - Bikeshare Working Group: Pasadena, Long Beach, Los Angeles and Santa Monica
  - Over 16 meetings with working group, pilot cities, elected office briefings
  - Launched two Crowdsourcing Maps
- **Identified Bikeshare Ready Communities**
- **Plan informed development of Request for Proposal**

Metro

Countywide Bikeshare Program

- RFP released December 15, 2014
- Bicycle Transit Systems, Inc. to Install, Operate and Maintain Metro Countywide Bikeshare Program

- MOU to be executed between Metro and City of Los Angeles
  - Execution of contract between Metro and BTS is contingent on Metro executing MOU with City of Los Angeles
  - Sets fiscal and administrative responsibilities

Metro

Interoperability Objectives

- Branding & Marketing
- Title Sponsorship
- Membership Reciprocity
- Reciprocal Bikeshare Docks
- Unified Fare Structure

Metro

Next Steps

- **Fall 2015 –** Return in fall 2015 with a recommended fare structure and TAP integration strategy
- **Spring 2016-** Launch DTLA Pilot Phase 1
  - 65 Stations
  - 1090 Bicycles
- Continue to coordinate with Santa Monica and Long Beach

Metro

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

Metro

Board Report

File #: 2015-0501, **File Type:** Program **Agenda Number:** 15.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
JUNE 17, 2015

SUBJECT: 2015 CALL FOR PROJECTS

ACTION: APPROVE PRELIMINARY FUNDING MARKS~~,~~ AND FUND ESTIMATE ~~AND PRELIMINARY RECOMMENDATIONS FOR DISTRIBUTION~~

RECOMMENDATION

APPROVED ON CONSENT CALENDAR:

A. preliminary transportation modal category funding marks; and

B. fund estimate of $199.4 million~~; and~~.

~~C. release of preliminary recommendations for the **2015 Countywide Call for Projects (Call)** for distribution.~~

ISSUE

The Board initiated the 2015 Call for Projects to allocate transportation funds now available for regionally significant projects that public agencies may implement. Staff has identified preliminary transportation modal category funding marks and a preliminary fund estimate to assist in the development of preliminary recommendations. The preliminary review of the 2015 Call applications has been completed~~. These preliminary recommendations are presented in the Rainbow Report, distributed separately to the Board,~~ and will be released to project sponsors, ~~subject to~~upon Board approval of the funding marks and fund estimate. Staff will initiate the Technical Advisory Committee (TAC) review and appeals process leading to the September Board approval.

DISCUSSION

The preliminary modal category funding marks (Attachment A) are based on the regional program direction provided in the adopted 2009 Long Range Transportation Plan (LRTP). The fund estimate of $199.4 million (Attachment B) is based on the 2015 funding availability and priorities as adopted by the Board. Evaluation criteria used to select the projects include a “Complete Streets” integrated, multimodal transportation network, consistency with Senate Bill (SB) 375 goals of reducing Vehicle Miles Traveled (VMT) and Greenhouse Gas Emissions (GHGe), and First/Last Mile access to the transit system. The preliminary fund estimate is based on federal, state, and local funds forecasts used in the adopted 2009 LRTP (as updated in March 2015).

Background

Federal statute (Title 23 U.S.C. 134 (g) & (h)) and state statute (P.U.C. 130303) require Metro to prepare a Transportation Improvement Program (TIP) for Los Angeles County. The TIP allocates revenues across all surface transportation modes based on the planning requirements of the federal Moving Ahead for Progress in the 21st Century Act (MAP-21).

Metro accomplishes these mandates, in part, by programming transportation revenues through the Call for Projects process wherein Los Angeles County jurisdictions and transit agencies may apply for funding for regionally significant projects. These regionally significant projects are often beyond the fiscal capabilities of local sponsors. The Call for Projects process provides an opportunity for these projects to be funded to meet the County's transportation needs. The Call for Projects implements Metro's multi-modal programming responsibilities for Los Angeles County and the Board-adopted 2009 LRTP.

Funding Marks

The preliminary fund estimate is based on the Board-adopted 2009 LRTP assumptions, as updated in March 2015, and includes federal, state, and local funds. Forecasts for the local fund sources in Attachment B are consistent with the LRTP update and Metro's Debt policy. Federal funding forecasts are based on historical trends, but are adjusted to reflect federal Highway Trust Fund growth rates and possible downside risks (e.g., possible reductions in the amount of Congestion Mitigation and Air Quality Improvement [CMAQ] Program funds). State fund forecasts are based on historical trends, but do not reflect growth, assuming higher priority needs such as state highway safety, maintenance, and operating costs. The State Regional Improvement Program (RIP) funding is subject to the actual 2016 State Transportation Improvement Program (STIP) fund estimate to be adopted by the California Transportation Commission in August 2015. The specific funding sources chosen for the 2015 Call for Projects are subject to change based upon the projects finally selected and other factors, including eligibility and availability.

The modal category funding marks are provided as preliminary minimums (percentage for each mode) and are based on the relative modal shares from the Board-adopted 2009 LRTP, combined with the Board-approved motion on September 16, 2010 with regard to increasing the bicycle modal funding percentage from seven to 15 percent as well as the Board-approved motion on April 25, 2013 increasing the pedestrian modal funding percentage from seven to 10 percent. The Board will need to determine the final funding levels for each category based on the regional significance and demonstrated evaluation criteria benefit of the specific projects that the eligible sponsors submitted in the 2015 Call for Projects process.

Per the September 2009 motion, the Board directed that a five- to 10-percent reserve be established to allow the TAC through the appeals process to consider potential meritorious projects that might be recommended for funding. Staff initially created a 10-percent TAC Appeals reserve fund; however, to comply with additional Board direction, staff has shifted a portion of the TAC reserve to increase the bicycle and pedestrian improvements modal funding marks leaving a $5.9 million (3%) reserve balance.

Preliminary Recommendations

~~Preliminary recommendations for the 2015 Call are provided in the "Rainbow Report" which was distributed separately to the Board.~~ In order to maintain scoring consistency across all modes, projects assigned a score of 70 points or higher are eligible for funding, as directed by the September 24, 2009 Board-approved motion. ~~Those projects are indicated in the Rainbow Report by a solid, "qualifying" line.~~

Staff modal evaluation has found that the Regional Surface Transportation Improvements (RSTI), Bicycle Improvements, Pedestrian Improvements, and Transit Capital modes have more "qualified" projects than could be funded within their funding marks. The sum total of the seven projects recommended for funding beyond the modal marks is approximately $4.47 million for these four modes, about two percent of the funding available in this Call.

Attachment C shows a surplus of $4,213,492 in the Goods Movement Improvements mode, $125,809 in the Signal Synchronization and Bus Speed Improvements mode, and $739,672 in the Transportation Demand Management mode. Staff proposes to fund the seven projects, mentioned above, with $4,470,846, using a portion of the funds from these three modes to supplement the preliminary funding marks shown in Attachment A.

Staff proposes to reallocate the remaining $608,127 to the 2015 Call for Projects TAC Appeals Reserve, thereby increasing the TAC Appeals Reserve to $6,590,127.

~~Subject to~~ Upon Board approval of the preliminary funding marks and fund estimate, the~~se~~ preliminary recommendations will be released to the public in early July ~~in the Rainbow Report~~ and reported to TAC, who will hold the funding recommendations appeals process in July. Based on funding appeals, TAC will also have the opportunity to recommend additional projects to receive funding (successful appeals), using the TAC Reserve Fund.

DETERMINATION OF SAFETY IMPACT

The 2015 Call will not have any adverse safety impacts on our employees and patrons.

FINANCIAL IMPACT

The 2015 Call does not have an impact on the FY15 budget. Funding of $199.4 million for the 2015 Countywide Call for Projects will be included in FYs 2016-17, 2017-18, 2018-19, 2019-20, and 2020-21 budgets in cost centers 0441 - Subsidies to Others and 0442 - Subsidies to Others. Since this is a multi-year program, the cost center manager, Chief Planning Officer, and Executive Director of Engineering and Construction will be accountable for budgeting the costs in future years.

Consistent with the Metro Board's approval of the Short Range Transportation Plan (SRTP) in July 2014, funding for the Plan, including the Call for Projects, assumes borrowing consistent with Metro's debt policies. The funding marks here may consist of bond funds backed by Proposition C. After these bonds are issued, the debt service is assigned to the appropriate sub-fund within Proposition

C. The funding mark for Proposition C 25% funds is $89.3 million spread over five years as shown in Attachment B. In year six, assuming level debt service and a 30-year term at the SRTP-assumed interest rate of 4.5%, we find that if all of the $89.3 million is attributed to such a borrowing, the annual debt service including principal and interest will be $5.9 million of Proposition C 25% funds in FY 2021 and beyond. The funding mark for Proposition C 10% is $10.2 million also spread over five years as shown in Attachment B. In year six, using the same borrowing assumptions, the annual debt service including principal and interest will be $667,000 of Proposition C 10% in FY 2021 and beyond. The Proposition C 10% bond funding approach, if necessary, will impact future possible subsidies to Metrolink by up to $667,000 per year. These assumptions are all consistent with the SRTP.

Impact to Budget

The sources of funds for these activities are: Proposition C 10%, Proposition C 25%, Repayment of Capital Projects Loan Funds, Congestion Mitigation and Air Quality (CMAQ), and Regional Improvement Program (RIP) [State Transportation Improvement Program (State TIP)]. The Proposition C 10% and Proposition C 25% funds fund balances are exhausted and approval of this action will require debt issuance. These funds are not eligible for Metro bus and rail operating and capital expenditures. RIP funds cannot be used for transit operating expenses.

While CMAQ funds are eligible for operating purposes or transit capital, there are no additional operating expenses eligible under CMAQ funding. CMAQ funds could be used for transit capital purposes. Los Angeles County must strive to fully obligate its share of CMAQ funding by May 1st of each year, otherwise Metro risks its redirection to other California Regional Transportation Planning Agencies by Caltrans. Staff recommends the use of long-lead-time CMAQ funds as planned to ensure utilizing our federal funds.

In light of new state and federal funding programs such as the Active Transportation Program managed through the Southern California Association of Governments (SCAG) and the California Transportation Commission (CTC) and the state Cap and Trade Program, staff recommends that the Call process seek to maximize opportunities to leverage Call funding with other programs.

ALTERNATIVES CONSIDERED

The Board could adjust the preliminary fund estimate or the modal category funding marks, or defer the 2015 Call for Projects modal marks entirely. Adjusting the funding marks is not recommended because they are consistent with the adopted 2009 LRTP and subsequent Board direction. Staff understands Metrolink needs but the SRTP financial forecast adopted by the Board in March 2015 balances the needs of the Call with those of Metrolink. Deferring the 2015 Call for Projects modal marks decision also is not recommended because funds are expected to be available and some allocation process is necessary, so that Metro may fulfill its statutory transportation programming responsibilities. For example, Metro would not be positioned to submit the statutorily required 2016 Regional Transportation Improvement Program (TIP) for Los Angeles County to SCAG and the California Transportation Commission (CTC) by the required December 2015 deadline. Los Angeles County's State TIP funding priorities will be set for the six-year period ending in FY 2020-21 and the Call for Projects is our established process for that purpose.

NEXT STEPS

Upon Board approval, staff will release the preliminary funding recommendations ~~("Rainbow Report")~~ to the public. ~~The Rainbow Report~~The recommendations will be posted online on June 29th and mailed on July 6th. Applicants will be given an opportunity to appeal their project scores to TAC on July 28th and 29th where TAC will be able to make recommendations for the distribution of the TAC Reserve Fund. The Board is scheduled to formally adopt the 2015 Countywide Call for Projects at its September meeting.

ATTACHMENTS

Attachment A - 2015 Countywide Call for Projects Preliminary Modal Category Funding Marks
Attachment B - 2015 Countywide Call for Projects Preliminary Fund Estimate
Attachment C - 2015 Countywide Call for Projects Recommended Changes to Preliminary Modal Category Funding Marks

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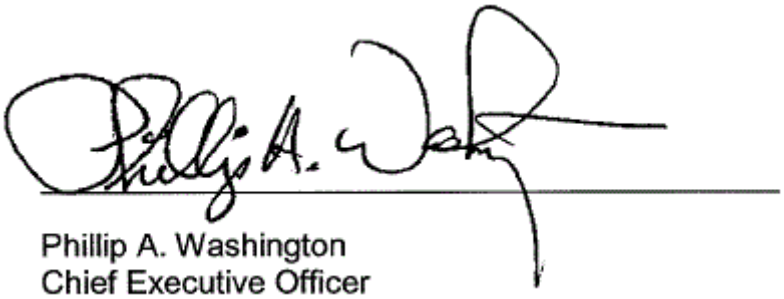


Phillip A. Washington
Chief Executive Officer

ATTACHMENT B

2015 Countywide Call for Projects
Preliminary Fund Estimate *
($ in thousands)

	Program Fiscal Years *					TOTAL
	FY16-17	**FY17-18**	**FY18-19**	**FY19-20**	**FY20-21**	
LOCAL PROPOSITION C:						
Transit-Related Streets/Highway Imprv. (Prop C 25%) (debt)	$10,300	$12,550	$16,450	$25,000	$25,000	$89,300
Commuter Rail, Park and Ride (Prop C 10%) (debt)	$2,000	$2,000	$2,000	$2,100	$2,100	$10,200
Repayment of Capital Projects Loan (LTF)	$1,000	$2,200	$3,000	$4,000	$5,000	$15,200
STATE:						
2016 State Transportation Improvement Program (State TIP) [Regional Improvement Program (RIP)]		$10,100	$15,000	$24,000	$26,000	$75,100
MAP-21 and Beyond:						
Congestion Mitigation and Air Quality Prog. (CMAQ)	$200	$4,400	$5,000			$9,600
TOTAL	**$13,500**	**$31,250**	**$41,450**	**$55,100**	**$58,100**	**$199,400**

* Individual FY total amounts are estimated and are subject to revisions without changing overall programming totals as approved.

ATTACHMENT C

2015 Countywide Call for Projects
Recommended Changes to Preliminary Modal Category Funding Marks

Modal Category	Preliminary Modal Mark	Amount Recom-mended	Difference **
Regional Surface Transportation Improvements	$37,886,000	$39,305,307	0
Goods Movement Improvements	$33,898,000	$29,684,508	0
Transit Capital	$19,940,000	$21,085,327	0
Signal Synchronization & Bus Speed Improvements	$43,868,000	$43,742,191	0
Bicycle Improvements	$29,910,000	$30,133,543	0
Pedestrian Improvements	$19,940,000	$21,622,669	0
Transportation Demand Management	$7,976,000	$7,236,328	0
Reserve *	$5,982,000	$6,590,127	0
TOTAL FUNDING MARK	**$199,400,000**	**$0**	

* Reserve reflects a reduction from 10% to 3% to allow for the 15% bicycle improvements and 10% pedestrian improvements modal marks

** Surplus funds transferred from Goods Movement Improvements, Signal Synchronization & Bus Speed Improvements, and Transportation Demand Management modes will supplement the preliminary funding marks in the Regional Surface Transportation Improvements, Transit Capital, Bicycle Improvements, and Pedestrian Improvements modes as well as the TAC Appeals Reserve

ATTACHMENT A

2015 Countywide Call for Projects
Preliminary Modal Category Funding Marks
($ in thousands)

Modal Category	Modal Mark %	Modal Mark
Regional Surface Transportation Improvements	19%	$37,886
Goods Movement Improvements	17%	$33,898
Transit Capital	10%	$19,940
Signal Synchronization & Bus Speed Improvements	22%	$43,868
Bicycle Improvements	15%	$29,910
Pedestrian Improvements	10%	$19,940
Transportation Demand Management	4%	$7,976
TAC Appeals Reserve *	3%	$5,982
TOTAL FUNDING MARK		**$199,400**

* In compliance with Board motions, TAC Appeals Reserve reflects a reduction from 10% to 3% to allow for the 15% bicycle improvements and 10% pedestrian improvements modal marks

15

2015 Call for Projects Preliminary Funding Marks and Fund Estimate

Planning and Programming Committee
June 17, 2015

Metro

Overview

- Preliminary modal funding marks and $199.4 million fund estimate
- Competitive process – cities, county and transit agencies eligible to apply
- Programs federal, state and local funds
  (FY 17 thru FY 21)
- Performance-based:
  - Regional Significance
  - First/Last Mile
  - Need/Mobility Benefit
  - Local Match
  - Cost Effectiveness
  - Sustainability

Metro

2015 Call Highlights

- 178 applications submitted for $473.3 million
- 84 recommended for funding of $199.4 million
- Complete Streets focus
- Incorporates First/Last Mile Improvements
- Supports Sustainability Policies
- Retains Board increases from recent Calls
  - Bike and Pedestrian funding

Preliminary Recommendations

Modal Category	Proposed Modal Mark	Amount Recommended for Funding	Difference
Regional Surface Transportation Improvements	$37,886,000	$39,305,307	$1,419,307
Goods Movement Improvements	$33,898,000	$29,684,508	($4,213,492)
Transit Capital	$19,940,000	$21,085,327	$1,145,327
Signal Synchronization & Bus Speed Improvements	$43,868,000	$43,742,191	($125,809)
Bicycle Improvements	$29,910,000	$30,133,543	$223,543
Pedestrian Improvements	$19,940,000	$21,622,669	$1,682,669
Transportation Demand Management	$7,976,000	$7,236,328	($739,672)
TAC Appeals Reserve	$5,982,000	$6,590,127	$608,127
TOTAL FUNDING MARK	**$199,400,000**	**$199,400,000**	**$0**

Metro

Next Steps

- Early July – Release Preliminary Recommendations
- Late July – TAC Appeals
- September – Board Approval

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

File #: 2015-0477, **File Type:** Program **Agenda Number:** 16.

PLANNING AND PROGRAMMING COMMITTEE
JUNE 17, 2015

SUBJECT: FUTURE CALL FOR PROJECTS PROCESS

ACTION: APPROVE RESTRUCTURING THE PROCESS

RECOMMENDATION

APPROVED the four recommendations detailed in Attachment A that address the following improvements to the **Call for Projects (Call) process for future Calls beyond 2015**:

A. Strengthen Subregional Partnership in Countywide Call Process;

B. Simplify and Improve the Call Process for Local Agencies;

C. Strengthen Focus on Greenhouse Gas Reductions; and

D. Maximize Funding Availability.

ISSUE

At its October 23, 2014 meeting, the Board directed staff to revise and improve future Calls and to return to the Board with an examination and recommendations on the possibility of converting the Call process into a new subregional, multi-modal subvention formula program (Motion 21, Attachment B). The motion further directed that as part of the examination and recommendations on changes to the Call process, that a survey be conducted to assess both the strengths and weaknesses of the process from cities, Council of Governments (COGs), and other stakeholders who both apply and do not apply for funding. Attachment C contains the survey results. This report recommends greater subregional involvement in the Call process to respond to the diversity of our subregions and their communities; a simplified and streamlined process for project applicants; a performance based, competitive, countywide process that meets Federal planning requirements, while aggressively working towards State greenhouse gas reduction targets; and leveraging other funding sources with the Call to the extent possible.

DISCUSSION

Background

The Call process was initiated in the early 1990s as a mechanism for programming federal funding sources created by the Intermodal Surface Transportation and Efficiency Act (ISTEA) and state sources created by the California Transportation Blueprint of 1990 which increased the state gas tax. Both state and federal programs provided a new flexibility that was not available in prior block grant programs. The Call established various program categories and appropriate fund sources were matched to those categories. The Call process instituted a countywide competitive process for local jurisdictions to compete for funding by proposing projects that respond to countywide Metro policy objectives established in our periodically updated planning documents. Agencies across the nation and around the world request copies of our application package to use as a model in developing their own competitive programming processes.

The Call is intrinsically linked to Metro's programming responsibilities. As the regional transportation planning agency for Los Angeles County, Metro has a statutory responsibility under state and federal laws for programming available local, state, and federal funding. The Call meets Metro's multi-modal programming responsibilities under State and Federal statutes, and projects approved by the Board are integrated, as appropriate into the Southern California Association of Governments' (SCAG) Regional Transportation Improvement Program (RTIP) and the California Transportation Commission's (CTC) State Transportation Improvement Program (STIP).

Policy Setting Advantages of the Call

The Call has changed significantly in its policy emphasis over the years. While in the early years of the Call, major highway projects were eligible for funding; this was discontinued as funding for specific highway projects was approved through the Long Range Transportation Plan. Over time, the Call has emphasized the development of various modal programs, including the countywide signal coordination program, the transportation demand management program, and in creating goods movement as a separate mode from the Regional Surface Transportation Improvements (RSTI) mode. Most recently, the Call has emphasized the active transportation program in response to the changing policies of the Board, SCAG, and the State and Federal Government.

For example, while bicycle and pedestrian projects were initially in one combined modal category, greater interest in these programs required separating bicycle and pedestrian projects into separate modes. Given greater project funding demands for a growing active transportation program, the Board directed that the Call increase bicycle funds by eight percent in the 2011 Call and pedestrian funding by 2.5 percent in the 2013 Call. This increase in Board support for active transportation modes has increased active transportation funding from 9.7 percent of Call funding in 1995 to 55.6 percent of Call funding in 2013. As such, the Call reflects the Board's support not only for mobility, but for projects that support the sustainability and the reduction of greenhouse gases, consistent with recent state legislation (AB 32, SB 375, and SB 743).

Call Process is a National Model

Today's Call is conducted every two years and consists of seven modes: RSTI, Goods Movement Improvements, Signal Synchronization & Bus Speed Improvements, Transportation Demand Management, Bicycle Improvements, Pedestrian Improvements and Transit Capital. The Call continues to be a competitive, countywide, needs based process based on evaluating six criteria:

regional significance and intermodal integration, first/last mile improvements, project need and benefit to the transportation system, local match, cost effectiveness, and land use and sustainability policies/principles.

Metro's Technical Advisory Committee (TAC) and Subcommittees play an instrumental role in the Call's initial application development and TAC serves as an Appeal panel making recommendations for staff's consideration in the review process. The Board established a reserve for TAC to consider funding worthy projects in addition to staff's recommendations. Recommendations on reserve projects come from TAC through the TAC Appeal process.

The 2015 Call currently underway has evolved from past Calls to underscore the Board's emphasis on complete street projects, active transportation, and first/last mile strategies. Future Calls will continue to enhance this direction and to integrate Metro's Complete Street Policy and other sustainability related plans and policies as adopted by the Board.

The Call is scrutinized for continual improvement and update through a "lessons learned" process. Upon the completion of each Call cycle, a survey is sent to the city managers, planning directors, and public works directors of each city; transit operators; TAC and its Subcommittees; and other transportation partners to look for areas of improvement in the process. This has been instrumental in improving the process, such as the introduction of on-line applications. The feedback that we have received in recent years has been very positive, with a 95 percent satisfaction rating.

An independent third-party audit of the 2013 Call process was conducted by Bazilio Cobb Associates (Certified Public Accountants) and was completed in June 2014. The report gave the Call process high marks, in particular, noting that the Call process is well organized, identifies clear goals (improve mobility, maximize person throughput, reduce vehicle miles traveled, and reduce greenhouse gas emissions), includes clear procedures, and has strong internal controls. The audit report states:

> "These policies and procedures, combined with strong internal controls, a clearly defined organizational structure and roles, and common activity tracking tools provide for the efficient and effective distribution of Call funds.
>
> As part of this audit, survey questionnaires were used to obtain feedback from grant recipients on the Call. The vast majority of grant recipients were satisfied with all aspects of the program."

Assessment of Call Process and Recommendations

The Board directed that as part of the examination and recommendations on changes to the Call process, that a survey be conducted to assess both the strengths and weaknesses of the process and that this information be considered the foundation for revising future Calls. Over 1000 surveys were sent in early November 2014 to city managers, public works directors, and city planning directors of each city and the county, as well as to transit agencies, subregional agencies/COGs, and other transportation partners. Out of the 1000 surveys distributed, only 34 responses were received.

From the few responses that were received, there was no clear recommendation to move from a countywide to a subregional Call process. Of the responses received from local jurisdictions, 12 local jurisdictions representing 55 percent of the county's population recommended keeping the current Call process, were neutral, or expressed no preference, while 13 local jurisdictions representing 11 percent of the county's population recommended a subregional Call process. Overall, 64 of 89 local jurisdictions provided no response.

While Motion 21 proposes converting the Call into a new subregional, multimodal subvention formula, federal planning regulations specifically do not allow formula subvention programs. The Federal Highway Administration previously notified Metro, in response to a similar past proposal, that a subregional subvention program is specifically prohibited by federal regulations and that "the planning process should be based on demonstrating needs and system performance, not on everyone getting a certain percentage of the funding." (see Attachment C). Staff has confirmed with FHWA that the requirements mentioned in their letter are still in force, remain unchanged in current federal planning regulations, and do not allow a subregional subvention program. This regulation applies to all Call modes. Other issues that create impediments to a subregional process include jurisdictions like the City and County of Los Angeles that would have to apply to multiple subregions for Call funding, and concerns that not all subregions have adequate staffing and expertise to execute the schedule-driven Call process in a timely and transparent manner.

While the limited survey responses did not demonstrate a significant demand for change of the overall Call process, the survey responses have led staff to recommend a significant restructuring of the countywide Call process as summarized in Attachment A. Attachment C also provides a detailed discussion of the Call assessment process and restructuring recommendations.

TAC CONSULTATION

At their June 3rd meeting, TAC met and was briefed on this future Call proposal. Considerable discussion ensued and comments by individual TAC members are summarized in Attachment D.

Much of TAC's discussion focused on Call implementation issues that would need to be addressed in parallel to any changes in the Call process adopted by the Board. The TAC adopted a motion to consider creating a sub-committee to further explore various Call technical implementation issues that will need to be addressed in a new Call process.

DETERMINATION OF SAFETY IMPACT

Modifying the future Call process will not have any adverse safety impacts on our employees and patrons.

FINANCIAL IMPACT

This action has no impact on Metro's adopted FY 2016 budget as it changes how applicants can compete in future Call processes. Funds for future Calls are included in the 2009 Long Range Transportation Plan and the 2014 Short Range Transportation Plan.

ALTERNATIVES CONSIDERED

The Board could choose to approve the recommended changes to the Call process, direct staff to develop an alternative Call process consistent with state and federal requirements, or discontinue the Call process and redirect funding to other regional priorities. The staff recommendations provide for a major restructuring of significant improvement to the Call process to respond to Motion 21 and the survey responses received by local agencies.

NEXT STEPS

Upon Board approval, staff will proceed with the development of the future Call process that reflects the recommendations outlined in the report.

ATTACHMENTS

Attachment A - Summary of Call Restructuring Recommendations
Attachment B - Motion 21
Attachment C - Assessment of Call Process
Attachment C1 - FHWA Response on Subregional Subvention
Attachment C2 - Summary of Survey Results
Attachment C3 - Survey Instrument
Attachment C4 - Compendium of Survey Responses
Attachment D - Summary of Comments from TAC Briefing - 6/3/15

Prepared by: Brad McAllester, Executive Officer (213) 922-2814
David Yale, Managing Executive Officer, (213) 922-2469

Reviewed By: Martha Welborne, Chief Planning Officer

Phillip A. Washington
Chief Executive Officer

ATTACHMENT D

Summary of Comments from TAC Briefing - June 3, 2015

- Metro staff's recommendations should be presented to COGs/Subregions prior to Metro Board action.
- Does the federal restriction to subvene funds affect all sources or just Federal funds? How much of Call money is federal?
- Allowing COGs/Subregional agencies to review and rank projects from their COG/Subregion as input into the countywide project recommendations will require local agencies to vet their projects before the COG/Subregional agency which leaves a lot of room for interpretation. It's too wide open on the criteria to be used by each COG/Subregions for ranking projects. Will there be guidelines for how COGs would do this? This will likely lengthen the Call process. The Call application process would need to begin months earlier in order to accommodate the COG/Subregional review process. It is unclear how much input the COG/Subregions will have on how a project is scored.
- Formula issue is misleading and misinterpreting motion. The COG/Subregions want an allocation, however, they would then do a competitive process to recommend funding.
- The City and County of Los Angeles are disadvantaged through a COG/Subregional approach because they are contained in multiple COG/Subregions. Each COG operates and is governed differently from one another. If projects are vetted by the COGs/Subregional agencies, each COG/Subregion will want to see the applications in a different way as each COG/Subregion does things differently.
- Some subregions or COGs may not have the resources to undergo a strenuous evaluation process.
- As seen in the Mobility Matrix process, having COG/Subregional review of projects tends to make the project ranking process more political rather than technical.
- We need to look for ways to accelerate project readiness.
- The concept of having more COG input into the Call process is the right concept. Trying to figure out the best way to implement it in the appropriate technical manner so that you can take the COG/Subregional input from 9 different Subregions and then fold it into the final call process is complex.
- Make an effort to bring smaller projects out of Federal money and into local money.
- Look for potential ways to keep in mind geographic equity, while not having a formal COG/Subregional pre-approval.
- Streamlining the application is vital.
- Look at potential for helping local jurisdictions with Caltrans approval processes, such as Metro's FTA Pass-Through Process.
- What are the impacts on Call projects if using VMT? Remove direct reference to SB 743, but address the Board's overall commitment regarding Greenhouse Gas reduction.
- Attachment A recommendations should add bullet to reaffirm TAC's role in the Call process.
- The relation between TAC and Subregions should be clear.
- Engage local jurisdictions for input when developing the new "performance measure calculator tool" for Greenhouse Gas reduction calculations.

- TAC MOTION: TAC recommended the formation of a TAC Working Group to address specific implementation issues and overall new process.

Attachment A
Summary of Call Restructuring Recommendations

Strengthen Subregional Partnership in Countywide Call Process

- Subregional input into the application development to address subregional needs at the beginning of the Call process through a new Subregional Steering Committee.
- Allow subregional agencies to review and rank projects from their subregion as input into countywide project recommendations.
- Encourage subregional agencies to coordinate inter-jurisdictional projects and to apply as lead agency for inter-jurisdictional projects on behalf of local agencies.

Simplify and Improve Call Process for Local Agencies

- Review and streamline application package to simplify and reduce preparation time
- Create on-line "performance measure calculator tool" to assist applicants in determining project performance benefits.
- Create complete street/multimodal application for projects (eliminates multiple modal application submittals)
- Allow on-line application completion and submittal of Call applications to Metro

Strengthen Focus on Greenhouse Gas Reductions

- Creation of Complete Streets/Multimodal application to encourage complete street emphasis
- Revise performance measures in accordance with SB 743 and to be state-of-the-practice for assessing vehicle miles travelled and greenhouse gas reductions.
- Incorporate Greenhouse Gas reduction calculations into new "performance measure calculator tool" for use by local agencies.
- Revisit funding marks for Call modes with particular focus on Active Transportation and sustainable programs, through the 2017 LRTP development process.

Maximize Funding Availability

- Seek to leverage Call funding with other sources, such as the State/Regional Active Transportation Programs and Cap and Trade Program.
- Seek to coordinate funding cycle with other funding cycles, in particular the Active Transportation Program.

21

REVISED

October 23, 2014

Regular Board Meeting

Motion by Directors O'Connor, Dupont-Walker, Najarian, Dubois and Bonin

Beginning with the changes in MAP 21 that converted Transportation Enhancement funding to "Transportation Alternatives" to the State oversight of Active Transportation funding we are seeing a diminished role for Metro as the sole implementing agency with multi-modal programming responsibilities in providing critical funding for local agencies for needed transportation improvements that are beyond local agencies' capabilities that help implement the LRTP.

There is a new paradigm of state and federal funding being developed; the State of California has just adopted new environmental planning law that changes the mobility focus from reducing congestion to reducing vehicle miles traveled -to bring jobs back closer to neighborhoods and/or to improve the connections between neighborhoods and the regional transit network, with a goal of reducing pollution and improving air quality.

This emerging state regulatory framework requires that L. A. county re-balance the Call-for-Projects mobility investment portfolio by embracing innovative changes that are dramatically changing the next generation's lifestyle choices into a new world connected by technology rather than a car for every driver. A world dominated more by local neighborhood and community connectivity that emphasizes the neighborhood quality of ***complete streets*** rather than by increasing the speed of auto trips across mega-regions; a world of connected villages and Smart Neighborhoods where jobs and housing are clustered, emphasizing a desire for sub-regional congestion mitigation and local quality of life while being linked through transit trips that span the region -a world that begins at home rather than "on the road".

It is becoming ever clearer that the decades old ***Call for Projects*** process has become an anachronism. Instead, an updated LRTP and new ballot measure should propose an over-arching strong subregional emphasis that provides funding for inter-jurisdictional transit and highway projects and programs that encourage and fund improved sustainability of the basic building blocks of our communities -our neighborhoods. We believe the current form of Call-for Projects needs to be changed to incorporate the concept of expanding to each subregion the successful Highway Operational Improvement Program (HOIP) created in Measure R, and use this program as a template and paradigm for converting the current Metro Call for Projects Program into a new subregional, multi-modal subvention formula program in which local agencies, rather than the monolithic Metro Board, determine sub-regional priorities for public transportation investments applying the same modal categories currently used in the Call-for-Projects process.

(Continued on next page)

(Continued from previous page)

WE THEREFORE MOVE that the Metro Board instruct the CEO and Planning staff to:

A. ~~in effect suspend~~ revise and improve future **Call for Projects** past the 2015 Call and incorporate an evaluation of this process into the LRTP-update and ballot exploration process with the stakeholding COGs and subregions; and

B. return to this Board in February, 2015 with the examination and recommendations on the possibility of converting the ***Call for Projects Process*** into a new subregional, multi-modal subvention formula program as previously described above.

BONIN AMENDMENT that the Metro Board instruct the CEO and Planning staff to, as part of the examination and recommendations on changes to the Call for Projects Process beyond 2015, solicit an assessment of both the strengths and weaknesses of the process from cities, COGs, and other stakeholders who both apply and do not apply for funding. The information solicited should be presented to the Board and incorporated as part of the foundation for revising future Calls.

###

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION
FEDERAL HIGHWAY ADMINISTRATION
METROPOLITAN OFFICE
201 N. Figueroa Street, Suite 1460
Los Angeles, California 90012
213-202-3950

April 6, 1998

IN REPLY REFER TO

HSC-CA
Document # 125

Mr. Mark Pisano, Executive Director
Southern California Association of Governments
818 W. 7th Street, 12th Floor
Los Angeles CA 90017-3435

Attention: Mr. Arnie Sherwood

Mr. Julian Burke, Interim CEO
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles CA 90012-2932

Attention: Carol Inge

Dear Mr. Pisano and Mr. Burke :

SUBJECT: SUBALLOCATION OF FEDERAL FUNDS BY LACMTA

It has come to our attention that the Los Angeles County Metropolitan Transportation Authority (LACMTA) is pursuing language in state bill AB 1759 (Runner) that would suballocate STIP Regional Choice funds on a formula basis to balance regional and subregional needs. Federal Metropolitan and Statewide planning regulations specifically prohibit distributing ISTEA funds (STP, CMAQ, Section 5307, etc) to local jurisdictions based on a formula. The planning process should be based on demonstrated needs and system performance, not on everyone getting a certain percentage of the funding.

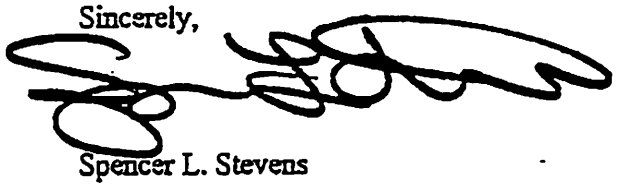
Federal Statewide and Metropolitan Planning rule specifically states:

> "Procedures or agreements that distribute suballocated Surface Transportation Program or section 9 [now called section 5307] funds to individual jurisdictions or modes within the metropolitan area by predetermined percentages or formulas are inconsistent with the legislative provisions that require MPOs in cooperation with the State and transit operators to develop a prioritized and financially constrained TIP and shall not be used unless they can be clearly shown to be based on considerations required to be addressed as part of the planning process." [23 CFR §450.324(l)]

We will be happy to assist SCAG and LACMTA in ensuring that the regional project selection criteria is consistent with all necessary rules and regulations. If you have any questions

pertaining to this or any other Federal planning regulations, please do not hesitate to contact Spencer Stevens of the LA Metropolitan Office at (213) 202-3954.

Sincerely,



Spencer L. Stevens
Transportation Planning Engineer

cc:
FHWA:
Dennis Scovill, CA Division
Bob O'Loughlin FHWA Region IX
FTA:
Erv Poka, Metro office
Bob Hom, FTA Region IX
Caltrans:
Zahi Faranesh : District 7 LA
Tremain Downey : HQ Sacramento

BILL NUMBER: AB 1759 AMENDED
BILL TEXT

AMENDED IN ASSEMBLY APRIL 27, 1998
AMENDED IN ASSEMBLY APRIL 15, 1998
AMENDED IN ASSEMBLY APRIL 13, 1998

INTRODUCED BY Assembly Member Runner

FEBRUARY 4, 1998

An act add Section 14528 to the Government Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 1759, as amended, Runner. Transportation: funding.

(1) Existing law requires regional transportation planning agencies and county transportation commissions to adopt and submit to the California Transportation Commission and the Department of Transportation, not later than March 1, 1998, and December 15 of each odd-numbered year thereafter, a 4-year regional transportation improvement program, as specified. Existing law prescribes procedures for implementing that requirement.

This bill would require that prior to the preparation and adoption of the 2000 State Transportation Improvement Program , a regional transportation planning agency or a county transportation commission in a county with over 8,000,000 persons review and revise the process, as specified, by which it allocates funds for regional improvement programs identified by the California Transportation Commission. The bill would require the Los Angeles County Metropolitan Transportation Authority by March 31, 1999, to develop an allocation process that includes the revised process and identifies a percentage of funds available for subregional transportation policy decisions for each cycle of the state transportation improvement program. The bill would require the percentage of funds identified for subregional transportation policy decisions be less than 10% and not more than 25% of the available state funds. *The bill would require the chair of the authority to appoint authority members to assist the authority's staff in developing the process.* Because the bill would thereby impose additional duties upon those entities of local government, the bill would impose a state-mandated local program.

(2) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement, including the creation of a State Mandates Claims Fund to pay the costs of mandates that do not exceed $1,000,000 statewide and other procedures for claims whose statewide costs exceed $1,000,000.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to these statutory provisions.

Vote: majority. Appropriation: no. Fiscal committee: yes. State-mandated local program: yes.

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. Section 14528 is added to the Government Code, to read:

14528. (a) For the State Transportation Improvement Program, a regional transportation planning agency or a county transportation commission in a county with over 8,000,000 persons shall review and revise the process by which it allocates the funds identified for regional improvement programs under subdivision (b) of Section 14525 of the Government Code and shall adopt changes to this process prior to the preparation and adoption of the 2000 State Transportation Improvement Program, consistent with the following principles:

(1) Ensuring a balance between regional and subregional needs.

(2) Ensuring an equitable distribution of funds among subregional areas over time.

(3) Maintaining the region's ability to fund major projects located in one or more subregional areas that significantly contribute to the region's mobility needs.

(4) Providing greater participation in funding decisions by the localities that comprise subregional areas.

(5) Balancing the need for transportation improvements in the most densely populated areas in the region with the transportation needs of more distant and geographically separated areas.

(6) Ensuring that all of the requirements for the use of state transportation improvement program regional choice funds are met.

(b) By March 31, 1999, the Los Angeles County Metropolitan Transportation Authority shall develop an allocation process that includes the revised process required in subdivision (a) and the identification of a percentage of funds available for subregional transportation policy decisions for each cycle of the state transportation improvement program. The percentage of funds identified for subregional transportation policy decisions for each cycle of the state transportation improvement program shall not be less than 10 percent nor more than 25 percent of the available state funds.

For the purposes of developing the allocation process described in this subdivision, the chair of the Los Angeles County Metropolitan Transportation Authority shall appoint three or four authority members to assist the authority's staff in developing that process.

SEC. 2. Notwithstanding Section 17610 of the Government Code, if the Commission on State Mandates determines that this act contains costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code. If the statewide cost of the claim for reimbursement does not exceed one million dollars ($1,000,000), reimbursement shall be made from the State Mandates Claims Fund.

Notwithstanding Section 17580 of the Government Code, unless otherwise specified, the provisions of this act shall become operative on the same date that the act takes effect pursuant to the California Constitution.

Attachment C2
Summary of Survey Results

Existing Call for Projects Process Strengths

- Technical Integrity and transparency of process
- Staff outreach and workshops
- Clear rules and application package

Existing Call for Projects Weaknesses

- Complex application is difficult, especially for small cities
- Time and cost of developing application
- Cities need more assistance in application's project performance calculations

Challenges in proposing inter-jurisdictional projects

- No specific barriers in Call process
- Local barrier most significant – a local agency must take on responsibility to lead, administer, and manage funding
- Time needed to reach local agreement is longer than Call allows

Projects that agencies would like to fund beyond Call eligibility

- Maintenance/state of good repair
- Local roadway improvements
- Storm water/beautification/landscaping and other local programs with funding shortages

Subregional Call Strengths

- Local control
- Knowledge of subregional and local needs/priorities
- Spreads funding among cities within subregion

Subregional Call Weaknesses

- Less money available per city
- Limited subregional staffing and expertise to manage Call
- Concern about how local politics may influence project selection

Call for Projects Preference (Countywide vs. Subregional Process)

- 1000 surveys sent and 34 responses received – evenly split between two options
- 12 local jurisdictions representing 55% of county population prefer existing countywide Call process, or no preference
- 13 local jurisdictions representing 11% of county population prefer subregional Call
- 64 local jurisdictions representing 34% of county population did not respond
- Seven of eight transportation partners prefer existing countywide Call process

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Metro

November 5, 2014

Dear Interested Parties in Los Angeles County:

The Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors (Board) adopted a motion at its October 24, 2014 meeting directing staff to "revise and improve future Call for Projects past the 2015 Call." The Board further directed staff to "solicit an assessment of both the strengths and weaknesses of the process from cities, COGs, and other stakeholders who both apply and do not apply for funding."

Attached for your use is our Call for Projects Survey. Your assistance in completing the attached survey will help to guide the future of the Call for Projects process. We anticipate that the results of this survey will be provided to the Board at its February 2015 meeting. Please note that this does not impact the 2015 Call for Projects currently underway.

We recognize that you are busy preparing applications for the 2015 Call for Projects, but we would appreciate your response to this request. Please return the completed survey by Friday, December 19th via email to lumr@metro.net or via mail to:

Metro
One Gateway Plaza
Mail Stop 99-23-25, attn: Call for Projects
Los Angeles, CA 90012-2932

Sincerely,

Martha Welborne, FAIA
Chief Planning Officer

Attachment

Distribution:
City Managers
Planning Directors
Public Works Directors
Transportation Directors
General Managers of Muni Operators
Metro's Technical Advisory Committee
Streets and Freeways Subcommittee
Bus Operations Subcommittee
Local Transit Systems Subcommittee
TDM/Sustainability Subcommittee
COG Executive Directors
Call for Projects Email Distribution List (email only)

Call for Projects Survey

The Metro Board adopted a motion at its October 24th meeting (attached) directing staff to consider whether the Call for Projects process should be revised beyond the 2015 Call process to allocate Call funds through a sub-regional process. (NOTE: This does NOT impact the 2015 Call currently underway). The Board directed that staff report in February 2015 with a recommendation on revising the future Call process. We know that you are busy preparing applications for the 2015 Call for Projects, but we would appreciate your response to this survey.

1. Does your jurisdiction or agency participate in the Call for Projects process? ☐Yes ☐No

1a. Please describe strengths (Please list in priority order with most important first):

1) _____

2) _____

3) _____

4) _____

5) _____

1b. Please describe weaknesses (Please list in priority order with most important first):

1) _____

2) _____

3) _____

4) _____

5) _____

Metro

1c. If applicable, please describe why you do not participate in the Call for Projects.

2. Are there types of projects that you would like to fund through the Call process, but are not eligible? Please provide examples:

3. Are there any barriers in the existing Call for Projects process that make it more difficult for local jurisdictions to work together to propose inter-jurisdictional projects? If so, how could the current Call process create a greater opportunity for inter-jurisdictional projects?

4. If the Call for Projects process was modified to allocate funding through sub-regional COGs/agencies as described in the attached motion, what would be the strengths and weaknesses of this process?

4a. Please describe strengths (Please list in priority order with most important first):

1) _____

2) _____

3) _____

4) _____

5) _____

4b. Please describe weaknesses (Please list in priority order with most important first).

1) _____

2) _____

3) _____

4) _____

5) _____

5. Are there any issues or considerations that you would want to see addressed if a sub-regional Call process was instituted?

_____

_____

_____

_____

_____

Metro

6. If funding was allocated to sub-regions, how would you want to see funding allocated? If allocated by formula, what formula would you recommend and why?

7. Other than a countywide or sub-regional Call process, are there other alternative Call processes that you believe should be considered?

8. On a scale of 1 – 10, how would you rate your preference for continuing with the existing countywide process beyond the 2015 Call? (Circle one)

Least favorable 1 2 3 4 5 6 7 8 9 10 Most favorable

9. On a scale of 1 – 10, how would you rate your preference for revising the Call for Projects to allocate funds through sub-regional COG processes beyond the 2015 Call? (Circle one)

Least favorable 1 2 3 4 5 6 7 8 9 10 Most favorable

10. Do you have any other comments on the Call for Projects process that you would like to have considered by the Metro Board?

_____

_____

_____

_____

_____

Thank you for your participation in our survey!

Name: (optional)_____
Title:_____
Agency:_____

Please return survey by Friday, December 19th via e-mail to Rena Lum at lumr@metro.net or mail to:

Metro
One Gateway Plaza
Mail Stop 99-23-25, attn: Call for Projects
Los Angeles, CA 90012-2952

Metro

COMPENDIUM OF SURVEY RESPONSES
DECEMBER 2014

Question 1. Does respondent participate in Call? yes (28) no (4) no response (2)

Question 1a. Strengths of Existing Call Process

- Metro staff assistance to applicants (4)
- Sub-regional/applicant workshops (3)
- Metro staff availability
- Provides funding for large projects
- Large agencies receive majority of funds, as have staff resources to prepare applications
- Distribution and award of grants based on merit, not regional distribution.
- Additional points for higher local match.
- Overall a very good program.
- Current countywide Call process is the most cost effective and justifiable means of selecting projects. Should remain as is.
- Communication and outreach
- Process highlights local needs.
- Offers forum to review projects throughout the County.
- Modal categories help ensure each mode receives consideration.
- Sectional weighting
- Application guidelines are very comprehensive
- The Call provides funding to local agencies to implement "Regionally significant" projects that exceed available local funding.
- The Call equitably distributes grant funds through the County.
- The Call funds innovative transportation programs and projects which then can be replicated throughout the County.
- The Call provides significant funding for TDM and non-motorized modes.
- The Call provides a consistent set of goals and objectives allowing Cities to develop projects which will compete well.
- The workshop at the beginning that gives us access to the Modal Leads is very helpful in understanding what types of projects might be successful.
- Availability of on-line application
- Provision of electronic communication with Metro staff to answer application questions
- Metro staff extremely responsive to questions.
- Significant amount of funding (2)
- Good to have multiple categories

- Helps fund vehicle replacement or other significant capital investments that local jurisdictions would not otherwise be able to cover.
- Variety of modes (2)
- Range of funding amounts.
- Good way to distribute funding to local projects.
- Application process is well defined and administered.
- Lot of informative communication available through workshops, brochures, website
- Fair selection process of projects.
- Tech support for online application
- Didn't understand the question of what "strength" to describe.
- Call gives chance to request funding for projects that are not eligible for other sources
- Scoring metrics focused on enhancing antiquated urban infrastructure
- Regional significance cannot be equitably evaluated among varied cities.
- Application process requires tens of thousands for each application
- Funding availability is often 4-5 years out.
- Funding opportunity for various types of projects. (2)
- Categorical separation of modal types
- Opportunity to extend the scope of improvements while utilizing limited agency funds.
- Fair and open competition.
- Submission and grading process is transparent
- Appeals process is fair.
- Metro staff does a good job at presenting the Call application and process
- Metro's outreach
- Metro's willingness to make "some" changes, especially related to the appeal process
- Funding opportunity – the ability to attract other funding sources.
- Awarded funds can be advanced easily by working with Metro staff is very helpful
- CFP is a well-established process for evaluating projects, awarding funds. It has been tweaked over time and refined to be a generally good process for the distribution of funds.
- Since it is an already established process, the Call can be used for any future funds that require a similar evaluation process. (If the State required regional allocation of funds through an evaluation process, the Call method can be used)
- The Call is usually tweaked and adjusted each year, based on feedback and comments from applicants, so it is a living process.
- Application is easily understandable
- Project categories insure that funding restrictions are adhered to
- Needs are addressed on a countywide basis
- Multijurisdictional applications are encouraged
- Project coordination on a regional basis

- Application on website – user friendly
- Availability of IT technical staff to assist
- Keeping transit agencies informed during the process
- Priorities and objective of Call are clearly stated both in the application and questions.
- The process is well defined
- The best projects get funded. There is a good effort to evaluate projects objectively vs. subjectively
- The Call provides a potential source of funding for transportation projects/programs at local levels that otherwise my not be funded through formula allocation programs.
- The Call provides funding for projects that may have regional significance but that may not reach high levels of priority for any individual or set of local agencies.
- Consideration is given to all modes of transportation
- Agencies must be able to timely spend Call funds once they are obligated and abide by terms/conditions in funding agreements.
- This competitive funding allocation process on the regional scale allows high-quality projects to get funded in it's entirely, as some of these projects would have difficulty getting funded if not through such competitive process. Take, for example, bus replacement/expansion projects. These kinds of projects are usually high-cost. However, without the option of getting funding through a regional competitive process, it would be very difficult for some transit agencies to be able to obtain the necessary funding to acquire the buses to maintain the existing service and/or to expand service.
- High priority:
    - Ratings are based on the technical merits of projects using established metrics
    - Call has evolved to award points to projects that focus on Complete Streets, First-Mile/Last Mile, Sustainability
- Medium priority:
    - Current process allows for appeals
    - Metro staff is very supportive and response to agency's questions
    - Relative consistency of when Calls are held (every 2 years) and reliability of process
- Regional Transportation Funding distribution based on project merit and scoring
- Flexibility in delivering the project as funding is programmed ahead of the project
- Metro's assistance in scope changes
- Metro's workshop and assistance in explaining the Call Process and intent.
- The Call is overall consistent with the Federal, State and regional intent of how these regional funds should be distributed
- Continuous assistance from Metro staff during the process.
- Amount of funding available

Question 1b. Weaknesses of Existing Call Process

- Metro staff inability to meet in person or at proposed project site
- Inability to provide previously successful applications to current applications
- Larger agencies with more staff are more successful and able to submit more projects, to the disadvantage of smaller jurisdictions
- Lack of geographical consideration in how funds are distributed
- Larger agencies more successful in receiving funds.
- Federal requirements are labor intensive and increase administrative costs, which discourage small cities from preparing applications.
- Requiring projects be within low income areas eliminates some potential projects (ed. note: this is not a Call requirement)
- Prior Call requirements for CCC participation was cumbersome and made some projects ineligible (ed. note: was a State requirement, now rescinded)
- Small agencies no longer have staff to prepare applications.
- Current Call does not allow multi-modal projects. Project can only be listed in one category.
- None. (3)
- Dilution of award amounts by funding all categories in each Call cycle.
- Recommend reviews by local personnel.
- Established previously studied projects are given too much weight while new project ideas that might have greater impact have trouble competing.
- Grant deadline should be moved to February instead of January due to holiday season
- Increase number of workshops
- Reduce grant match to 15 percent.
- Limited funds available for "regionally significant" projects.
- Project development costs (design, env. Review, PS&E) can be prohibitive
- Funds being awarded several years in the future is difficult for projects with immediate/short term funding needs.
- It can be a little tricky to place a project if it involves different modes.
- The application can be a bit daunting for City Staff without the help of a consultant.
- Seems like process is geared slightly toward larger agencies.
- Deadline did not provide adequate timing for cities to understand and incorporate new requirements.
- Priorities are given to less conventional and unproven improvements, particularly for bicycle projects.
- Some aspects difficult to understand for those not experienced in process
- On-line document was a little cumbersome
- Lack of funding for maintenance/3R work

- Very time consuming process, may put smaller jurisdictions with limited staff/resources at disadvantage
- Often requires significant input and data that is not always readily available for very limited funding pool.
- More funds needed than resources to support
- Not clear that funds are fairly allocated to sub-region relative to other major projects.
- Lack of communication between MTA and Caltrans
- Inability to cross different modal categories when submitting projects requiring need to submit various applications in different modes.
- Does not take into account priorities for sub-regions different from one another or Metro
- Still requires printed application to be sent. Needs to be electronically sent for future.
- Time allotted does not provide for inter-jurisdictional projects to be fully developed, as application development period is during the holidays.
- Didn't understand question of what "weaknesses" to describe.
- A few redundant and irrelevant questions for each category
- Unfair scoring based on the same measures. Gives smaller projects a higher score due to higher local match percentage, while bigger projects with greater regional impact get disqualified.
- Application, process and required documentation are costly, tedious and time consuming requiring significant research and analysis and may not be funded.
- New Call cycles have new sections/requirements added further committing local agency resources.
- PSR-PDS requirements and Caltrans concurrence for projects on/at State highways/freeways
- PSR-PDS or PSR are extremely costly and time consuming. Most agencies not willing to gamble on being awarded funding. Discourages smaller agencies and unfairly limits field to larger agencies with available resources.
- Application preparation time is too short and impossible for projects requiring a PSR
- Subjectiveness of the ranking/scoring system
- Cap/limitations on each modal category
- Lengthy application
- Funding is almost always scheduled for "out years" (four to five years out)
- "Some" cities not following Metro's rules
- Current methodology pertaining to funding equity is flawed
- Priority appears to be focused on the LA Basin – proactive vs. reactive
- Methods should be rewarded.
- Application values project readiness, but funding is typically not available for 4-5 years.

- Projects receiving funds 4-5 years out may change, and the change process for awarded funds is cumbersome and there is a high risk of losing the funds.
- The entire Call has become more and more cumbersome over the years, with new, unwieldy initiatives becoming part of the requirements.
- Tends to be a one size fits all application of the rules, which is not always helpful for those agencies that don't fit nicely into a category.
- Not being able to submit everything online.
- Having to provide printout and DVD/CDs
- Smaller agencies have limited staff resources to properly compete for funding
- Sub-region equity becomes an issue
- Sub-region priorities are not accounted for in project ranking/selection
- Funding allocations between categories may not reflect actual need
- Representation of local agencies by selection/appeals committee is limited
- Some questions are redundant. Could help to consolidate questions in part I, II, and III.
- Would be helpful to announce funding amounts in each mode so agency have an idea of chances of being funded before exerting serious amounts of effort that may not be productive.
- More good projects than funding available in most modes
- Application components somewhat tedious for routine bus capital requests – could be simplified for vehicle acquisition for ongoing transit systems.
- As with any grant program, the application process requires significant effort and resources, with uncertainty of success
- The grant program in particular cobbles together funding from multiple sources, and thus introduces uncertainty in the final sources of funding to be received , meaning the funding restrictions and requirements is unknown until after the proposal period and when funds are awarded
- Funding source uncertainty makes it difficult to plan and nominate projects that require long lead times to develop and good information to prioritize
- Some believe that the Call process is vulnerable to political interests that are motivated to spread resources among jurisdictions, rather than select projects based on merit, need, or effectiveness of investments.
- The grant funding availability is too far out – we need to have earlier grant funding availability so it doesn't prevent us from implementing the projects as soon as they are ready.
- The applications are broken into different modes, and this makes it difficult for agencies who want to propose projects with improvements that fall under multiple modes as the current Call process requires such projects to apply under multiple modes, and this leads to a burdensome application preparation process. We should be allowed to turn in one application for a multi-modal project and have such project be evaluated as one complete

project, and its' up to Metro to decide internally how much funding from the available funding sources to fund such multi-modal projects

- The performance measures are auto-oriented. Person throughput should be added as part of the measures.
- High priorities:
    - Modal categories should be revisited to account for current goals and programs related to Complete Streets
    - Fund distribution does not match change in modal options
    - Administratively burdensome and resource-intensive for Metro and agencies
    - No established formulas or methodologies for quantitative questions (b/c calculations, mode shift)
    - Too much lead time for programming of funds. Funding years should be within 2 years of award to keep all outreaching efforts valid.
    - There is an existing overlap between ATP and Bike and Pedestrian projects. If the Call does not support TEA projects anymore, then there should be a special consideration to safety factors in Bike and Pedestrian category projects.
- Medium priority:
    - Points for overmatch should not be included – this is not a merit based factor
    - Funding caps in different modes restrict higher-scale, corridor-wide congestion relief opportunities
    - Applications are lengthy; questions lead to repetitive answers
    - Does not provide adequate time with lapsing policies for larger-scaled projects
    - No open forum to discuss projects that have not been successful. This is to help project sponsors improve their projects for the next Call.
    - Would like to see Call Application/Guidelines released sooner to allow for more time to prepare applications.
- Low priority:
    - High modal lead staff turnover
    - Amount of funding allocated to RSTI category has been diminishing throughout the years. Board needs to make a decision if this is no longer a viable category for the Call and divert funds to other categories, especially to Pedestrian and Bike safety projects.
    - Applicants required to re-submit entire application(s) if Metro staff recommends alternate mode category (in a very short time frame)
- The sometimes uncertainty of the availability and amount of Call funding can inhibit local agencies' long term transportation planning.
- Certain years' Call are more competitive than others which results with inconsistent quality of funded projects region wide.
- Funding seems to be awarded to obtain equality among geographic areas, not necessarily based on the merit of the application

Question 1c. Why you do not participate in Call?

- City has participated in past with great results. City does not have a project to bring forward for upcoming Call.
- Restricted timeline for grant submittal
- Matching requirements are high
- Application is a large undertaking that staff does not have time to accomplish without consultant help. No funding is available for hiring a consultant.
- Type of eligible projects, along with weighting criteria, make it difficult for smaller cities to compete with larger cities and larger projects.
- Application process can be very formidable, with the preparation of the PSRE and the requirements association with the Complete Streets Act
- Process and staff time involved in administering federally funded projects can be overwhelming. Greater Caltrans assistance with administration process would be helpful.
- Funding not typically available for a minimum of 5 years, which makes it difficult for projects which need to be constructed in a more timely manner
- Prior years' workload did not allow time to prepare application.
- Do not often have projects that compete well.
- Level of effort to apply can be cumbersome for a project with a low chance of funding.
- Did not have time to obtain Caltrans' approval of PSR/PSRE
- Projects not big enough to justify the effort needed to go through process.
- No regionally significant projects to submit.
- Participation is based on calculation whether a project has a strong chance of being competitive.
- Smaller agencies/smaller projects are not worth the extended effort.
- City did not prioritize funds for engineering consultants to prepare applications and necessary studies.

Question 2. Types of projects you would like to fund in Call

- Green Street projects in response to federal storm sewer requirements.
- Upgrade traffic signal equipment (non-synchronizing) to comply with Federal mandates, especially adjacent to active railroads where battery backup systems are required.
- Upgrade traffic signals to provide emergency vehicle priority (EVP)
- Upgrade traffic signals to install accessible pedestrian signals (APS), countdown signals and access ramps to current ADA standards.
- No. Likes current project eligibility. (2)
- Small city arterials impacted by neighboring jurisdictions but receives small amount of gas tax and local return funds. Only 10 percent of maintenance covered and would like to have Call funds for maintenance.
- Water quality projects that mitigate pollutants from transportation infrastructure.
- Pedestrian and bicycle projects.
- Street lighting improvements
- Less stringent requirements for median landscaping/irrigation
- Streets preservation measures
- Development of First/Last Mile Plans to identify and design needed improvements.
- Small scale local street improvements. Call seems to focus on large arterial improvements.
- Concepts funding in addition to shovel ready project funding.
- Projects that not only provide access to transit centers, but also reduce VMT by encouraging pedestrian and bike travel to/from local businesses, point of interest, schools, places of work, such as upgrades to sidewalks and ADA ramps, new sidewalk construction, bike lane maintenance on locally used routes (as opposed to regional transit centers).
- Alt Fuel requirement for transit operators required conversion of Gas fleet to LPG. Without requirement, would have maintained gas fleet.
- Existing roadway improvements for major thoroughfares. Needs exist beyond local return allocations.
- 3R work and maintenance.
- Preventative maintenance of streets (resurfacing, slurry seal, reconstruction projects)
- Intersection improvements that would be beneficial, where other widening options are limited as ROW cannot be obtained.
- Transportation related utility construction/relocation
- Local projects with local benefits.
- State of good repair, local capacity enhancements to minor arterials and collectors and beautification projects smaller in scope.
- Interchange beautification projects (landscape)

- Facility or service feasibility studies
- Rail track construction for a Metrolink Station.
- Current call modal applications are sufficient
- Difficulty identifying the modal category for projects such as CAD/AVL projects.
- Maintenance training for Innovative capital projects.
- Permanent art installations tied to transit
- Sustainability enhancements, i.e. solar lighting at bus stop or solar panels on facilities – may be eligible but would not rank high.
- Feasibility/preliminary design for projects that require some type of feasibility study in order to compete for funding. For example, a transit center projects would require some type of feasibility study that assesses potential locations and come up with the preliminary design and cost estimate; this information is critical in helping the agency move forward with preparing the application for future Call to implement the design and construction portion of the project. Allowing at least the feasibility study to be funded through the Call really would make it possible for agencies with tight budget to be able to implement such projects.
- High priorities:
    - Safety, traffic calming projects
    - Advanced Planning/Pre-Development Efforts
    - Projects not along transit lines
- Medium priorities:
    - Multi-phased projects
    - Major investment Studies
    - Operation and maintenance/State of Good Repair Improvements (Resurfacing/sidewalk repair)
- Projects which are otherwise qualified for Federal and State funding such as roadway resurfacing, rehabilitation, and reconstruction work
- While not necessarily appropriate for Call, money is needed to fund the operations of deployed systems.
- Projects that improve transportation mobility but are not directly related to public transit.
- Funding for the implementation for new fixed route transit services

Question 3. Barriers for inter-jurisdictional projects

- Could be improved by information applicants of similar project concepts in each mode or neighboring jurisdictions.
- Budget cuts have impacted resources to maintain additional striping of bike lanes desired as a multi-jurisdictional project.
- Low funding limits, which impact completing larger, regional projects.
- None within LA County. Would like to see projects with adjacent counties get funded through Call.
- Multi-agency projects require upfront coordination and agreements. Call does not allow necessary coordination. Could be possible to do with time to properly develop, but coordination can be time consuming.
- Lower the matching requirement
- Stringent timeline for grant submittal, making collaboration with other agencies more difficult.
- Provide a more simplified grant application.
- No substantial barriers to intercity cooperation.
- As incentive, count staff time as "hard match" for lead agency of multi-jurisdictional application. There are substantial time commitments for lead agency to administer grant fund distribution to participating cities.
- Problem in 2005 Call on multi-jurisdictional bike project. Process required one agency to take lead in federal funding allocation process and several agreements needed to be finalized. All jurisdictions needed to complete their own public process through their City Councils. Funds were finally de-obligated. Process needs to be better defined to ensure each jurisdiction is aware of requirements prior to application submittal.
- Lack of staff to coordinate and bureaucratic hurdles. A central lead, like a COG, would help.
- Allow 3R regional projects
- None (3)
- Coordination and prioritizing and decision on who will lead, transfer of funds between agencies, and need for agreement and city approval processes.
- Application period is insufficient. Process for two agencies to go through their city bureaucracy takes more time than application period allows.
- Call is more geared for single agency applications. Unless one agency is willing to be lead and take on the work, it is difficult to get various agencies on same application.
- When inter-jurisdictional projects are identified, do not have difficulty partnering.
- Extensive and costly studies and analysis, such as PSRs
- Smaller cities don't have staff to prepare applications. Use consultants and need to pay for their time.
- Metro could add greater weight on joint applications.

- Projects awarded funds so far into the future is a barrier to timely planning and execution of a "shovel-ready" multi-jurisdictional project.
- Allow JPA's to apply directly for project funding. Allow several jurisdictions to formally select a lead agency for application and project implementation
- You already do a good job promoting the regional connectedness. Local jurisdictions are such underfunded or under staffed that they don't have capacity to work through the planning process to bring a multi-jurisdictional project forward.
- Possibly Metro could pick a couple of countywide initiatives, do some planning groundwork, and get local jurisdictions to cover on board, i.e., old signal sych. project.
- Successful inter-jurisdictional projects require strong working relationships between agencies/jurisdictions that may have competing or conflicting interests. Grant programs can be the catalyst for incentivizing agencies to work collaboratively while competing aggressively based on the merits of their projects.
- At county level, working relationships and trust do take time to foster. One strategy is to make Call as reliable as possible with defined parameters so that jurisdictions/agencies have certainty upon which to build sometimes (real or perceived) risky partnerships. Also, another change may be to remove the requirement that applicants rank their projects, thus eliminating the problem of reaching consensus on how a joint project will be ranked among each jurisdiction's individual priorities.
- The current Call funding agreement requires one lead agency for joint projects. This makes it cumbersome for the agencies involved as the lead agency will incur a lot more administrative burdens of hiving to sign sub-agreements with other agencies in the joint project and invoicing and project management tasks. Please revise this so that each agency can sign individual funding agreements (under the umbrella of the joint project) with Metro and each agency handles its own project management/invoicing directly with Metro. If awarded, each agency under the joint application gets a defined amount of funding (from the total amount requested under the joint application) and scope of work. This would make it a lot easier for agencies to want to work together on inter-jurisdictional projects and even multi-modal projects.
- Funding caps limit scopes for larger multi-jurisdictional projects
- Deadlines/funding lapse policy make it challenging to coordinate efforts with other jurisdictions.
- Difficult to collaborate with other agencies within the short duration provided to prepare applications.
- Many smaller jurisdictions are not familiar with Federal and State processing of project. Right of way issues, inter-jurisdictional maintenance responsibilities, and availability of local match funds also limit inter-jurisdictional projects.

Question 4a. Strengths of Sub-regional Call process

- Staff with specific knowledge of jurisdictions and potential projects.
- Could allow more local control of where funds are expended.
- Could fund neighborhood multimodal complete street projects.
- Equality of funding distribution which should be set by formula (square mile area, population)
- Not enough information on sub-regional process
- City's COG currently receives Measure R. Sub-regional priorities are set and funds are allocated more effectively, however Metro staff need to be a part.
- Such an organizational approach to CFP Funding (sub-regional priority setting?) would be a critical component to multi-agency projects and coordination.
- Have funds available that match needs of the sub-region
- Enable local agencies to compete fairly as competition would likely be with surrounding cities rather than a small city competing with a large city
- Would provide relatively predictable fund stream for local agencies
- Would provide access to funding for smaller agencies
- Might allow for more fund distribution to smaller agencies
- Local agencies would not have to compete with large cities/projects
- Smaller communities could focus on alternatives that work on a smaller scale. Call is more suitable for larger cities
- Projects could focus more on community needs rather than weighted criteria. Criteria do not always result in a project that meet local needs and improve multi-modal circulation and VMT reductions.
- Since priorities vary by sub-region, each sub-region would be able to set priorities according to needs of area
- Might or might not encourage cooperation between jurisdictions
- Might or might not ensure allocation of funds according to need
- Better representation and understanding of local needs.
- Ability to coordinate projects inter-jurisdictionally
- Better funding opportunities
- Competition on a local scale
- Better process for selection
- COGs would respond to local needs better
- Potentially more direct access to support for the application process
- Potentially more direct access to support for the grant administrative process
- None (2)
- Sub-regional priorities would be addressed.
- Agencies would only be competing with other agencies in that sub-region.

- Sub-region can act as lead on inter-jurisdictional projects
- Project will be scored based on impact and importance to the region
- More inter-jurisdictional projects will be proposed
- Sub-regional definitions of "regional significance could be more accurately applied
- More equitable distribution of funds.
- Sub-regions have familiarity with local regional and local jurisdiction needs and understand the local political dynamics to foster support among jurisdictions.
- Funding may be more evenly divided, allowing greater level of sub-regional improvements.
- Coordination between COGs and local agencies is simplified
- Utilize COG's bench consultants to conduct initial studies and feasibility analysis
- Encourages smaller agencies to become involved in large or broad base projects.
- COG will get the job done.
- Well-staffed, well-funded.
- More local input and oversight of projects
- Local oversight of funding
- Level playing field (smaller agencies would not compete against large agencies
- Better funding opportunities for various projects within the sub-region by mode.
- Sub-regions can determine priority of modes and projects to be funded.
- More information needed.
- Leaders in the region would be able to prioritize projects of importance for their respective jurisdictions.
- Ideally, overall distribution of funding would be more equitable by region.
- Project selection would represent sub-region's priorities
- Larger agencies would not dominate the process.
- Greater potential for sub-regional equity
- Greater participation would be encouraged
- Potential for funding to be allocated in a manner that provides for greater distribution of available funding.
- Transit planning decisions can be made at a more sub-regional level
- For some types of projects or transportation modes, sub-regional allocation may make sense based on the rationale that (1) local (sub-regional) agencies would know best what their constituents and local transportation systems need. On the other hand, projects of regional significance will be disadvantaged if funds are spread across sub-regions based on geographic equity (i.e. spreading the peanut butter)

A prime example is goods movement, in which facilities and projects may be localized but the environmental impacts and economic activities generated are regional in nature. In addition to goods movement, transit and signal prioritization projects may be other

candidates for maintaining the current regional approach due to the importance of connectivity between cities and network effects across a region. Pedestrian and bicycling (though one could argue bike networks rely on connectivity and networks) may be better candidates for devolved funding through sub-regions.

- None. We strongly oppose this approach to allocate funding through sub-regional COGs/agencies.
- More discretion to fund local agency priorities
- Less administrative and less resource-intensive
- Projects with sub-regional consensus will lend themselves to better coordinated delivery
- One lead agency could handle a broader project for several agencies which will cut down the administrative processing related to the grants
- Would help ensure that sub-regional priorities are being addressed rather than just the priorities of a single agency
- It will bring additional smaller agencies to the sub-regional table
- May result in a greater number of collaborative, multi-jurisdictional projects

Question 4b. Weaknesses of Sub-regional Call process

- Too many applicants may apply within sub-region
- Limited dollar amounts and number of projects within sub-region
- May dilute focus away from larger regionally significant projects.
- Would be tough job for Board to assess amount of funding to be allocated to each sub-region.
- Eliminating existing merit based system and switching to COG formula distribution may dilute grant award amounts if distributed to all cities.
- Not enough information on sub-regional process.
- None (4).
- Potential for unequal distribution of funds among sub-regions.
- Little to no autonomy for sub-regions to make decisions on elements such as scoring criteria used for applicants
- Fund allocations would not be aligned with Metro's regional transportation priorities.
- Projects without regionally significant mobility benefits could receive funding, preventing regionally significant projects from receiving funds.
- Small agencies may not receive sufficient funding to complete a project.
- Cities who have not adopted land sue policies to support transit or non-motorized modes would receive regional transportation funds.
- Challenges to ensure distribution of funds in a fair and equitable manner.
- Difficult in establishing new criteria by which project grants are awarded.
- Not sure that Metro's experience and expertise of funding and regional issues could be replicated on a decentralized level.
- Since transportation is a regional issue, decentralizing could lead to more fragmented system.
- If project evaluation happens locally, is it duplicative to have many different review processes. How is consistency and compliance guaranteed for outside funding sources?
- How do you guarantee that funding decisions are made fairly? Would Metro still have oversight?
- COGs may be subject to limited interests.
- Metro expertise may be diluted.
- Create another layer of oversight
- More paperwork to sub-regions, local agencies, and MTA.
- Overall pot of money in sub-region may preclude bigger projects from being funded.
- Allocation method between cities may create disagreements between cities.
- Who would determine which projects would be funded? COGs are made up of member cities. No impartial evaluators. Bias may be present.
- Sub-regional approach may divert needed funds from bigger and larger scale projects.

- One more layer of review.
- Distribution of funds might take longer.
- Allocation of funds and priority projects – who decides?
- Equity issues.
- Possible delays to funding and hence project timelines
- Possible political motivation for funding or not funding projects (rather than merit)
- Less funding for smaller sub-regions (large regions would take most of funding)
- Inconsistent rating of projects between regions (if each sub-region rated their own proposals).
- Some sub-regions may be too small to fund or fairly rate all Call modes.
- More information needed.
- Not certain that all sub-regions see the value in transit equally. Some regions would be at a disadvantage with a lack of transit support.
- There may not be transit experts in sub-regions who would be able to fairly evaluate transit projects if a sub-regional call for projects were implemented.
- There may be differing priorities which might cause the appearance of favoritism
- Some sub-regions are more influential than others which could lead to variances in allocations to the sub-regions
- Funding in a particular category may not be sufficient to fund an entire project at the regional level. Whereas at the Metro level, sufficient funds would be available for the entire project. (For example, a $3 million project applied for in a countywide $15 pot might have a better chance of being funded than in a sub-regional pot where only $3 million was available.)
- COG staffing required to administer a sub-regional process
- Project coordination among sub-regions
- Multi-jurisdictional (across COG boundaries) project submittals would be difficult to evaluate
- While COGs may have a better understanding of local transit needs, they may not understand regional transit planning and this could cause a disjointed regional transit network.
- Local political interest may distract during the development and project selection process.
- Fund apportioned to the sub-region may not match the project needs –so poor or less desirable projects may get funded by COG and leave other great projects in other areas unfunded.
- Will be more political vs. professional.
- COG evaluators may not have capability of performing adequate evaluation process.
- Lack of regional connectivity

- Regional projects may not receive the funding levels needed if the funding is allocated to sub-regions based on a population factor or formula. In the case of goods movement in particular, a sub-region that includes a port would therefore be expected to fund its port projects in addition to other modes.
- Devolving the funding allocation to sub-regions would require councils of governments – many of which are small and have limited resources – to administer a competitive process; Metro has had years of experience administering this program and has developed the resources to do so over many years.
- Devolution would remove the regionally competitive nature of the Call, which may produce suboptimal results in the set of funded projects.
- This would prevent high-quality projects from getting funded through a fair and competitive process. Some of the bigger projects will not be able to obtain enough funding if not through this Metro administered competitive process on a regional scale.
- The allocation of funding through sub-regional COGs would make the process a lot more political and cause conflicts between agencies/cities under each COG.
- This process would be detrimental to some agencies without the political and/or additional financial resources that would be required to get the full funding to implement high-quality projects.
- City is within multiple sub-regions.
- Smaller cities would get very little funding
- Sub-regional agencies' goals may not line up with Metro's policies and objectives; local projects may not integrate well with Countywide initiatives, such as Measure R
- Would add another administrative layer if applications are process through sub-regions
- Does not address allocation issues experienced recently under MAP-21
- Countywide and MPO mobility priorities may be diluted in favor of priorities with a strictly sub-regional emphasis
- Sub-regional control must result in the funding of fewer projects that demonstrate innovative new solutions of the type currently being advocated by Metro.

Question 5. Issues to be addressed if a Sub-regional Call process was instituted.

- Pre-application process to streamline review process, as applicants put a lot of effort into application development.
- More local control without Federal or State burdensome requirements.
- Allow each sub-region to determine maximum award amounts per category.
- Allow project to be funded over several years.
- No restrictions on COGs to determine award types, amounts, or duration of funding.
- Not enough information regarding sub-regional process, favor leaving process as is. Need forum to discuss proposed changes to process
- Distribute grant funds to sub-regions or local agencies per an acceptable formula without the need for a call process.
- Distribute funds equally to sub-regions
- That agencies receiving funds are implementing transportation improvement projects that support regional mobility.
- Funding for small local projects.
- Assistance for project concept funding as opposed to shovel ready projects.
- Sufficient training and workshops to ensure agencies are familiar with new process/guidelines
- Assurance that local agencies could apply for local projects, not limited to multi-jurisdictional projects.
- Concerns with fund availability being delayed, as most projects are needed immediately.
- Would Metro still provide Technical Assistance?
- Would each local sub-region be responsible for project evaluation?
- Bringing the COG to the process as a centralized clearing house
- 3R work needs additional funding for sub-regional Calls to be effective.
- Method of evaluating applications.
- Need a set of guidelines to ensure funds are distributed fairly and benefit entire sub-region as well as individual local agencies.
- A shorter and more direct application might be helpful to save staff time and other resources.
- Ability to develop criteria and guidelines by sub-regional agencies
- Ability to develop criteria and guidelines unique to the sub-region's needs.
- Would support the effort as long as every city gets their fair share.
- Possible delays to funding and hence project timelines
- Possible political motivation for funding or not funding projects (rather than merit)
- Less funding for smaller sub-regions (large regions would take most of funding)
- Inconsistent rating of projects between regions (if each sub-region rated their own proposals).

- Some sub-regions may be too small to fund or fairly rate all Call modes.
- Solid methods and formulas that guarantee fairness in terms of funding allocation and distribution. Regional equity.
- Requiring a guaranteed amount of funds be spent on transit.
- Allow sub-regions to establish project categories that will encourage agencies within the sub-region to submit projects that will further the sub-region's priorities.
- The current Call application process would need to be replicated somehow at the sub-regional level
- Selection Committee members would need to possess transit and regional transit qualifications
- Unsure if could support or recommend a sub-regional Call projects until a process is developed and fully vetted.
- Concern how money would be apportioned to COGs.
- Who would have oversight on quality of project selection?
- How would an appeals process work?
- Could COGs with excellent but unfunded projects pull money from COGs with poor project selections?
- Though we favor keeping the program at the regional (Metro) level, if the Call must move to a sub-regional model, it does not have to be an all-or-nothing proposition. We encourage you to consider allowing some modes/types of projects to be funded at the sub-regional level, <u>while retaining at Metro other regionally significant modes or types of projects/programs;</u> these regional projects rely heavily on network effects and connectivity across multiple sub-regions, and are therefore better suited for competition at the regional level.
- We oppose the institution of such sub-regional Call process for reasons stated above. If such process is to be further explored per Metro Board direction, stakeholder meetings must be held to compile and address all issues before further actions can be taken.
- This would not work for City of Los Angeles which is within multiple sub-regions, unless funds allocated directly to the City as a whole on a formula basis.
- Sub-regions should be required to comply with Metro-approved project evaluation criteria to ensure that County and MPO mobility policies are adhered to in a consistent manner across sub-regions and to ensure an equitable, transparent, and fair project evaluation process
- Fewer administrative requirements for project processing and reporting
- Sub-regions would need to build technical expertise for their sub-regional project evaluation process
- Sub-regions should be required to meet Metro-approved modal funding targets (with some flexibility provided) similar to those established in the traditional Metro Call

process for RSTI,GMI, TSSP, TDM, Bike, Pedestrian, and Transit in order to meet Countywide and MPO transportation policy goals.

- While sub-regions should be given flexibility to adopt protocols for disposition of lapsing funds, these protocols have to be consistent with a Countywide Metro-approved lapsing policy

Question 6. If sub-regional process instituted, how should funds be allocated?

- Funds allocated to sub-regions based on needs assessment.
- Based on percentage of countywide population.
- Minimum allocation should be set for smaller agencies.
- Funds should be allowed to be banked to fund larger projects.
- Lump sum amounts based upon workday/nighttime resident population (75%) and freeway congestion (25%).
- No requirement for funding mark by category.
- How the money is allocated to this sub-region.
- Funding allocated to the COG.
- Funding would not work on a population basis for small COG, but land area
- Funds should be allocated equally or per capita.
- That agencies receiving funds are implementing transportation improvement projects that support regional mobility.
- The formula should include both population and jobs for each city
- Based on population and land area formula, or land miles. Unused project funds could be reassigned as needed.
- So many different ways to allocate funds, it would be difficult to find a fair method. Could include population, income, transit dependency, access to regional services, commitment to alternative transit modes, percentage of transit dependent riders, past funding history. All factors but don't tell the whole story.
- Break into categories by project type.
- Allocate some funds to inter-jurisdictional projects.
- Let each sub-region define it funding criteria and allocation categories/percentages.
- Allocate by residential population.
- Heavily weigh traffic volumes and congestion as well as unmet potential transit ridership.
- Funding by population and attraction destination location/point of interest. If city attracts visitors nationally, this should have weight.
- Mixture of funding mechanisms, 50 percent as formulate based on population to each city. 50 percent as an open sub-regional Call process.
- 70 percent distributed by population, 30 percent distributed by merit of projects to sub-region. (or 60-40 or 80-20 depending on needs of each sub-region)
- Projects to be funded based on priority within the region, as determined by COG
- Allocate by sub-regional geographic area, or lane miles rather than population. Transportation needs are not directly proportional to population.
- Various project types, such as state of good repair, bicycle/pedestrian enhancement beautification, capacity enhancement signal coordination/upgrades, ITS/ATMS
- Encourage small and large projects

- Formula based on sale tax generation, per capita, daytime or night time population, whichever is greater, lane miles of roadway.
- Population and poverty level.
- FAP
- Formula: more information needed
    - Equitable
    - Fair
    - Legally binding
    - More funding in local return
- Difficult to imagine a formula that would take all key factors into account: population, access to transit, congestion, previous investments, regional significance, existing transit services, age of infrastructure
- Formula should be by sub-region population for non-vehicle improvements such as transit and active transportation, and by sub-region VMT (in lieu of highway mileage) for highway related improvements.
- Not ready to recommend alternative funding strategy for a sub-regional allocation process at this time. Willing to discuss if another method such as the Highway Operational Improvement Program could produce an assessment formula that could result in greater funding parity while not at the expense of the regional transit network.
- Formula may not be effective
- What if COGs did first cut of projects then have a final review and recommendation by Metro process.
- Should funding be allocated to sub-regions, it should be done with some consideration that some but not all sub-regions will have greater needs in particular modal categories such as goods movement. We strongly recommend additional outreach to local agencies by Metro before a decision is made.
- If funding was allocated to sub-regions, how would you want to see funding allocated? If allocated by formula, what formula would you recommend and why?
- Funding directly to sub-regions would not work for the City of Los Angeles. If funding were to flow directly to agencies, the following a local returns, population-based formula is recommended.
- Support a population-based formula distribution to sub-regions. Population based distribution of funds will give sub-regions an element of local control and a reasonably predictable funding stream which affords them the opportunity for longer term planning for essential sub-regional priorities

  Formula distribution will also allow sub-regions and local jurisdictions to pool resources for grant preparation, project development and delivery, and grant tracking and reporting.

Question 7. Alternative Call processes

- Funds not used by approved projects should be evenly distributed to non-successful candidates based on ranking.
- Eliminate the Call for Projects and allocate funding directly to local agencies for local mobility improvements
- Allocate a portion of the Call for maintenance of project improvements.
- Allocate portion of the Call to local agencies for implementing unfunded Federal and State mandates.
- Keep countywide call process but increase award limits by focusing on one mode per Call cycle.
- Give all Call funds to sub-region unconditionally.
- Stop diluting funding by spreading money over all Call categories.
- Go with the sub-regional process from now on, as COG process works well.
- Distribute the funds to local agencies.
- None (8)
- Recommend category for smaller projects or smaller jurisdictions.
- Streamlined process for projects of $1.5 million or less.
- Metro and Caltrans need to coordinate Calls, especially with advent of ATP cycles and with Metro's emphasis on Complete Streets.
- Instead of spending all money on smaller, short term and near sighted projects that will not solve problems in long run, a comprehensive, all inclusive and long term forward thinking commuter freight rail network system should be planned as a regional super – project to address next 50 – 100 years.
- Metro research and evaluate other "similar" agencies and provide information to "Call" participants/agencies - more information is needed.
- Perhaps a hybrid program that would provide some distribution of funds to the sub-regions for certain categories and retain the remainder for categories of a more regional nature.
- Not at this time. Believes the current Call process, while not perfect, does produce a reasonable outcome and list of regional projects. As long as Metro works to maintain a fair and transparent process and adheres to the published Call criteria. Willing to discuss if another method such as the Highway Operational Improvement Program could produce an assessment formula that could result in greater funding parity while not at the expense of the regional transit network.
- What if COGs did first cut of projects then have a final review and recommendation by Metro process.
- The State's Prop. 1B TCIF model and the USDOT TIGER Grants process should be compared before the Metro Board finalizes its decisions.
- Formula- based distribution directly to agencies.

Question 8 – Preference ranking for Countywide Call

Question 9 – Preference ranking for Sub-regional Call

Question	NR	1	2	3	4	5	6	7	8	9	10
Question 8 (Countywide Call)	5	5	3	3	1	4	0	3	2	2	6
Question 9 (Sub-regional Call)	5	5	2	2	2	4	1	3	1	3	6

- **Question 8 (Countywide Call):**
- Strongly favor (8-10): 10
- Somewhat favor (6-7): 3
- Neutral (5): 4
- Somewhat dislike (3-4): 4
- Strongly dislike (1-2): 8
- No Response: 5

Question 9 (Sub-regional Call):

Strongly favor (8-10): 10
Somewhat favor (6-7): 4
Neutral (5): 4
Somewhat dislike (3-4): 4
Strongly dislike (1-2): 7
No Response: 5

Question 10. Other comments?

- This survey and the sub-regional proposal is a great idea and shows that MTA is looking forward on how to improve funding process.
- Instead of going through the Call process, distribute funds to local agencies
- Reduce matching requirements to enable more participation and simplify grant application.
- Call has focused more on large, urban, regionally based projects. Focus should shift to individual city projects that reduce longer regional trips and VMT.
- Create hybrid of local input/local control and centralized administration and evaluation. While local communities have a better sense of what is needed, some regional oversight is necessary for efficient coordination.
- Metro calls should consider a process similar to Calrecycle; if you recently received awards the amount you are eligible to receive in the next Cal is reduced.
- If sub-regional process negatively impacts chances of getting projects then does not favor. If positively impact chances, then support.
- Sub-regional process would better service sub-regional priorities. Issues that need working out include method of evaluating and formula.
- Appreciates Metro Board exploring Call options. Current process good for large projects. Most cities don't have mega projects year after year. Sub-region role could be beneficial in distributing smaller amount of funds for smaller projects to smaller cities.
- Appreciate opportunities for additional revenue.
- Thanks for asking.
- It may be worth examining the sub-regional approach to future Call for Projects applications. However, an accepted formula for funding distribution amongst the sub-regions and a consistent methodology for rating the applications would need to be established first.
- Signed MOU's between Metro and COGs that include guarantees for an equitable funding distribution plan. Criteria for funding must consider the COG and its unique demographic, housing and transportation characteristics
- There is value in a well-established process, such as it is with the Metro Call. The process could use some additional refinement, if Metro staff were open to it.
- Submit online.
- Consider giving some priority to projects that promote zero emission, reduce GHG, innovativeness, and IT projects that enhance the customer experience.
- The current Call process has really tried to level the playing field across the county. For the most part, the best projects are funded and typically are spread throughout the county. The Regional funds should really be considered for those projects that would otherwise remain unfunded and/or have significance to sustaining the current systems in place. It should not supplant funding that otherwise would be the responsibility of the local jurisdiction.
- The Call process has been in place for many years. While it may not be perfect, the overall process has evolved and become very robust. Before Metro Board decides to overhaul the

Call or to make incremental procedural refinements, I would like to see additional outreach, workshops, case-studies be conducted. Each sub-region may have diverse views and unique circumstance on the needs of transportation programs/projects. Thus, any proposed changes to the funding distribution mechanism should be properly vetted and debated.

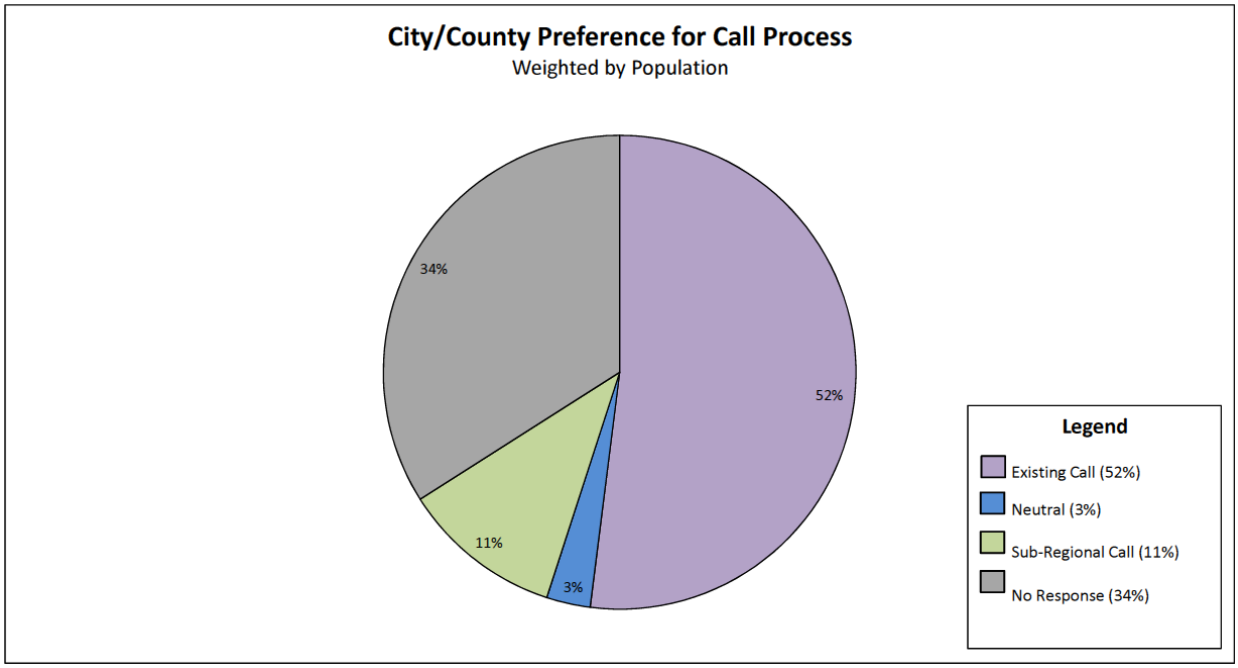
- The Call process definitely has its strengths and weaknesses
- Consideration should be given to developing a new "Complete Street" modal category for large capital roadway projects that encompasses the goals of the Complete Streets Act and addresses multi-modal solutions but does not eliminate the Bicycle or Pedestrian categories and funding associated with those modes
- Fund lapsing policies should be flexible to allow sufficient time to implement larger-scaled projects that may have environmental and ROW issues
- Sub-regional allocation of funds would pose significant challengers to large agencies that include multiple sub-regions.
- Very receptive to fund distribution directly to local agencies.
- Metro should have more control of funding streams that prevents them from requiring agencies to re-submit funding applications for projects already committed to other funding opportunities (ATP)
- Metro should consider eliminating the RSTI, Pl, TE, and Bikeway categories and create a Complete Streets or Multi-Modal transportation Category.
- Future applications should look at metrics related to VMT and GHG reductions pursuant

Attachment C
Assessment of Call Process

The Board directed that as part of the examination and recommendations on changes to the Call process, that a survey be conducted to assess both the strengths and weaknesses of the process and that this information be considered the foundation for revising future Calls. While responses were received from only a small portion of Call participants, the responses we did receive had a generally common thread that was helpful in developing and recommending substantial change for the future Call process.

Over 1000 surveys were sent out in early November 2014 to city managers, public works directors, and city planning directors of each city and the county, as well as to transit agencies, subregional agencies/Councils of Governments (COGs), and other transportation partners. Out of the 1000 surveys distributed, only 34 responses were received such that a clear indication of countywide opinion is not possible. However, the following observations can be made.

In viewing the respondent's preference for a countywide or subregional Call, there was no clear countywide recommendation to move from a countywide to a subregional Call. To summarize Call preferences received, 13 respondents supported the current countywide Call process, 14 respondents supported a subregional Call process, and seven respondents were neutral or did not provide a preference. Of the responses received from local jurisdictions, 12 local jurisdictions representing 55 percent of the county's population recommended keeping the current Call process, were neutral, or expressed no preference, while 13 local jurisdictions representing 11 percent of the county's population recommended a subregional Call process. Of the eight other transportation partners that responded, six municipal operators and one port supported the existing Call process, and one COG supported the subregional Call process.



Subregional Call Assessment

In assessing the feasibility of the subregional proposal beyond the survey results, there appear to be federal barriers to a subregional Call process. Motion 21 proposes converting the Call for Process into a new subregional, multimodal subvention formula. In 1998, AB 1759 proposed a similar concept to suballocate STIP funding to subregions in Los Angeles County. This Bill elicited a strong response to Metro from the Federal Highway Administration (FHWA), stating that federal Metropolitan and Statewide Planning regulations specifically prohibit distributing federal funds to local jurisdictions based on a formula. The letter specifically states that "the planning process should be based on demonstrating needs and system performance, not on everyone getting a certain percentage of the funding." (Attachment C1). Staff has confirmed with FHWA that the requirements mentioned in this letter are still in force, remain unchanged in current federal planning regulations, and do not allow a subregional subvention program.

In addition to the statutory subregional barriers, there are several other issues regarding the implementation of a subregional Call process. Several jurisdictions, namely, the City and County of Los Angeles, have multiple subregions within their boundaries. Los Angeles County incorporates nine subregions and the City of Los Angeles incorporates five subregions. As a result, the City and County of Los Angeles would have to submit their Call projects to multiple subregional agencies, which would impose an unwieldy Call process. Additionally, it is not clear that all subregions have the staffing and expertise to manage and administer a Call program, given the wide range in subregions which vary from a few cities to some that represent 20 to 30 cities. Adequate staffing and expertise is important to executing the Call process in a timely

and transparent manner. We note that the Call is a schedule driven process and projects must be approved in time to meet regional and state deadlines necessary to include projects in the RTIP, STIP, or Federal Transportation Improvement Program (FTIP).

Restructuring Recommendations

While the limited survey responses did not demonstrate a significant demand for change of the overall Call process, the information provided by survey respondents provided some insight into the strengths and weaknesses of the existing Call process. Their observations and suggestions together with Metro staff analysis of the Call provide an opportunity to recommend a significant revamping of the countywide Call process. (See Attachment C2 for a summary of survey results, Attachment C3 for the survey instrument, and Attachment C4 for a detailed compendium of survey responses). The discussion below identifies substantial changes recommended to the future Call processes and is summarized in Attachment A.

Strengthen Subregional Partnership. One of the key strengths of the subregional Call process identified in the survey was the importance of understanding subregional and local priorities in the review and selection of Call projects. It is recommended that the Call process can be improved through greater involvement of the subregions in the Call process, to bring their knowledge of subregional and local needs and priorities and reconciling these with Metro Board priorities into the Call's application development and project recommendation process.

Subregional Steering Committee. Staff recommends creating a Subregional Steering Committee consisting of a representative selected by each subregion to meet before the start of the Call process to discuss subregional and local project needs, priorities, and other issues which can inform the preparation of the application package. Staff also recommends that subregional agencies be part of the project review process, ranking projects within their subregion as input into the Call recommendation process.

Inter-jurisdictional Projects. The survey also asked respondents to discuss whether there were impediments in the Call process to proposing inter-jurisdictional projects. While most responses did not find an impediment in the process per-se, respondents noted that the key challenge is finding a local agency that is willing to take the time, effort, and expense to be the lead in managing and administering the project. Some respondents also mentioned that the time necessary to reach agreement and approval among agencies is longer than the Call process allows. Subregional agencies may be best positioned to assist their member agencies in the development of inter-jurisdictional projects. Staff recommends that subregional agencies work with cities in advance of the Call process to define projects and reach agreement, and that future Calls allow subregional agencies to apply and manage inter-jurisdictional projects on behalf of their member agencies provided that they demonstrate the capacity to do so.

New Project and Program Strategies. Through the survey, staff explored whether there were other projects that respondents would like to fund, but were not eligible for funding in the Call. Many respondents noted existing local programs that were in need of additional funding included, road maintenance, state of good repair, storm water, beautification, and landscaping, and new programs such as first-last mile and active transportation. Staff recommends that discussions occur with the proposed Subregional Steering Committee and with TAC and its subcommittees at the start of the Call process, to determine if there are local project needs or new innovative project strategies that should be considered through the Call process and whether eligible funding is available through Metro. Staff notes that such project recommendations would be conditioned on finding an eligible source of funding and being in concert with Metro Board directives.

Continue TAC Role. Finally, staff recommends retaining involvement of the TAC and its subcommittees to advise us on Call application technical issues as is done now at the start of the process and through the Appeals Process. As subregions already appoint representatives to the TAC, this is an important avenue for the subregions to have input on technical Call matters.

Simplify and Improve Call Process for Local Agencies. The survey responses noted various ideas for streamlining the Call application package. Various streamlining recommendations are discussed below.

Simplify Application Package. A common concern noted by survey respondents is the complexity of the Call application, especially noted as a problem for small agencies. In response, staff recommends a major rewrite of the application package with the intent to simplify it and to eliminate duplication and overlap to reduce preparation time.

Assist Jurisdictions with Performance Calculations. Respondents also noted that it can be challenging to calculate the performance benefit of projects and that they need more guidance from Metro on performance calculations. As a result, we propose to develop a "performance measure calculation tool" to assist agencies in calculating project performance benefits, including vehicle miles travelled (VMT) changes and greenhouse gas reductions.

New Complete Street/Multimodal Application. Finally, respondents noted that they must sometimes apply for various components of a local project in different Call categories. We recommend creating a complete street/multimodal category to serve as a one-stop application for multimodal projects.

Strengthen Focus on Greenhouse Gas Reductions. Staff recommends that the next Call finalize the transition started in the 2013 and 2015 Calls, to address Complete Streets, multimodal projects, and greenhouse gas reduction strategies using performance measures consistent with recent State legislation (i.e., SB 375 and SB 743).

Complete the Transition to Complete Streets and Greenhouse Gas Performance Measures. As mentioned above, staff recommends 1) a new Complete Streets/Multimodal application to encourage the integration of all appropriate modes in Call projects, 2) reviewing the Call application to transition to new performance measures based on VMT and greenhouse gas reductions, and 3) a new performance measure tool to assist agencies in calculating project benefits.

Reassess Modal Funding Marks. Finally, through the 2017 Long Range Transportation Plan process, staff recommends revisiting the Call funding marks with a particular focus on Active Transportation and Sustainable programs.

Maximize Funding Leveraging Opportunities. In light of new State and Federal funding programs such as the Active Transportation Program managed through SCAG and the CTC and the State Cap and Trade Program, staff recommends that the Call process seek to maximize opportunities to leverage Call funding with other programs. As was commented on in the survey, staff will also look for opportunities to coordinate the schedule of the Call process with other funding process to the extent possible.

16

Future Call for Projects Process

Planning and Programming Committee
June 17, 2015

Metro

Overview

- Responding to Board motion
  - Revise and improve future Call process
  - Consider subregional subvention program
  - Conduct survey assessing Call process

- Results
  - Federal regulations prohibit subregional subvention
  - Low survey response – 34 responses out of 1000
  - No consensus for change
  - Recommendations to evolve future Call process

Metro

Recommendations

- Strengthen Subregional Partnership
  - Create Subregional Steering Committee to input subregional needs into application development
  - Allow subregions to review and rank projects
  - Encourage subregions to coordinate/lead interjurisdictional projects

Metro

Recommendations

- Simplify/Improve Call for Local Agencies
  - Streamline application package
  - Create on-line performance measure calculator
  - Create complete street/multimodal application
  - On-line application and submittal

Metro

Recommendations

- Strengthen Focus on Greenhouse Gas Reduction
  - Complete Streets/Multimodal Application
  - Revise performance measures to assess greenhouse gas (GhG) reduction benefits
  - Incorporate GhG reduction calculations into performance measure calculator tool
  - Revisit Call funding marks in 2017 LRTP update

Metro

Recommendations

- Maximize Funding Availability
  - Leverage Call funding with other sources
    - State/Regional Active Transportation Program
    - State Cap and Trade Program
    - Others
  - Coordinate funding cycles with other programs

Metro

Next Steps

- Initiate Subregional Steering Committee at start of next Call cycle
- Continue TAC involvement in application development and Appeal process
- Integrate recommendations into future Call process

Metro

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
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Los Angeles, CA

File #: 2015-0476, **File Type:** Program **Agenda Number:** 17.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
JUNE 17, 2015

SUBJECT: COUNTYWIDE CALL FOR PROJECTS
ACTION: APPROVE 2015 RECERTIFICATION AND DEOBLIGATION RECOMMENDATIONS

RECOMMENDATION

APPROVED ON CONSENT CALENDAR:

A. recertifying $76.8 million in existing Fiscal Year (FY) 2015-16 commitments from previously approved **Countywide Calls for Projects** and authorize the expenditure of funds to meet these commitments as shown in Attachment A;

B. deobligating $29.1 ~~$28.8~~ million of previously approved Countywide Calls for Projects funding, as shown in Attachment B. Continue to prioritize 2015 and future deobligated dollars to fund as the first priority the three previously approved County of Los Angeles Signal Call projects: 1) San Gabriel Valley Traffic Signal Corridors Project (#F3308); 2) Gateway Cities Traffic Signal Corridors Phase VI Project (#F3309); and 3) South Bay Traffic Signal Corridors Project (#F3310) that were not near-term priorities per the 2011 Long Range Transportation Plan (LRTP) Transportation Improvement Program (TIP) Priority List, and the second priority, the City of Palmdale North County ITS - Palmdale Extension Project (#F7304);

C. authorizing:

1. The Chief Executive Officer (CEO) to: 1) Negotiate and execute all necessary agreements for approved projects; and 2) Amend the FY 2015-16 budget, as necessary, to include the 2015 Countywide Call for Projects Recertification and Extension funding in the Regional Programs' budget;

2. Staff to amend the agreements with the County of Los Angeles to add the Mobile Source Air Pollution Reduction Review Committee (MSRC) grant funds for design of previously down scoped elements for three projects: 1) South Bay Forum Traffic Signal Corridors Project (#F1311); 2) Gateway Cities Forum Traffic Signal Corridors Project Phase V (#F1321), and 3) San Gabriel Valley Forum Traffic Signal Corridors Project (#F1321);

D. approving changes to the scope of work for the City of Baldwin Park - Metrolink Parking Resource Demonstration Project (#F3712);

E. reprogramming:

1. $47.1 million of previously approved Countywide Call for Projects funding, as shown in Attachment D, for those projects that applied for, but were not awarded funds through the State Active Transportation Program (ATP) according to Metro's policy for transitioning to the State ATP;

2. Funding for the 1) City of El Monte - El Monte Clean Fuel Bus Replacement Project (#F7420) from FY 2016-17 and FY 2017-18 to FY 2015-16; 2) City of Culver City - City of Culver City Network-Wide Signal Synchronization with Video and Arterial Performance Measurement System Project (#F7303) from FY 2014-15, FY 2015-16 and FY 2016-17 to FY 2016-17; 3) City of Downey - City of Downey Woodruff Ave Fiber -Optic Traffic Signal Communication Project (#F3304) from FY 2014-15 to FY 2016-17; 4) City of Los Angeles - Stocker/MLK Crenshaw Access to Expo LRT Station from FY 2013-14 and FY 2014-15 to FY 2015-16 and FY 2016-17; 5) Los Angeles County - ExperienceLA 3.0 - Mobility in the Cloud Project (#F7703) from FY 2015-16, FY 2016-17, FY 2017-18 and FY 2018-19 to FY 2015-16; 6) City of Monrovia - Huntington Drive Phase II Project (#8211) from FY 2011-12 to FY 2016-17; and 7) City of San Dimas - City of San Dimas Intersection Improvements on Bonita Ave at Cataract Ave (#F3307) from FY 2014-15 to FY 2017-18;

F. reallocating funds originally programmed to the City of Los Angeles for: 1) Figueroa Corridor Bike Station and Cycling Enhancements (#F3510); and 2) Expo Line Bike Hubs South Los Angeles (#F5523) to Metro towards the implementation of the Countywide Bikeshare Phase 1 Pilot in Downtown Los Angeles; and

G. receiving and filing time extensions for the 112 projects shown in Attachment E.

ISSUE

Each year the Board must recertify funding for projects that were approved through prior Countywide Calls for Projects in order to release the funds to the project sponsors. The Board must also approve the deobligation of lapsing project funds after providing project sponsors with the opportunity to appeal staff's preliminary deobligation recommendations to Metro's Technical Advisory Committee (TAC). The Board must also receive and file the extensions being granted through previously delegated Board administrative authority.

DISCUSSION

The Countywide Call for Projects process implements Metro's multi-modal programming responsibilities and implements the adopted Long Range Transportation Plan (LRTP). Metro is required by federal (Title 23 U.S.C. 134 (g) & (h)) and state (P.U.C. 130303) statutes to prepare a

Transportation Improvement Program (TIP) for Los Angeles County. The TIP allocates revenues across all transportation modes based on the planning requirements of the federal Moving Ahead for Progress in the 21st Century Act (MAP-21). Metro accomplishes these mandates, in part, by programming revenues through the Countywide Call for Projects.

The 2015 Recertification and Deobligation process enforces the annual authorization and timely use of funds policies. Specifically, Board policy calls for consideration of deobligation of funding from project sponsors who have not met lapsing deadlines, have not used the entire grant amount to complete the project (project savings) or have formally notified Metro that they no longer wish to proceed with the project (cancellation).

Technical Advisory Committee (TAC) Appeals

On May 6, 2015, TAC heard sponsor appeals on the deobligation of funding from 32 projects (Attachment F). TAC concurred with City of Los Angeles' request to cancel and deobligate funding pending City Council action from the North Main Street Grade Separation Project (#F3148) due to the City's inability to identify and commit the local match funding. For the remaining 31 projects, TAC recommended one year extensions with certain reporting conditions. Staff concurs with these recommendations.

DETERMINATION OF SAFETY IMPACT

The 2015 Call for Projects Recertification and Deobligation will not have any adverse safety impacts on Metro's employees or patrons.

FINANCIAL IMPACT

Local funds (Propositions C 10% and 25% and State Repayment of Capital Project Loan Funds) for the Countywide Call for Projects are budgeted in the FY 2015-16 Subsidies to Others Budget in Cost Centers 0441 and 0442. Since these are multi-year projects, the cost center managers, Chief Planning Officer, Countywide Planning and Development, and Executive Director, Engineering and Construction will be responsible for budgeting in future years.

Impact to Budget

The sources of funds for these activities are Proposition C 10% and 25%, State Repayment of Capital Project Loan Funds, Congestion Mitigation and Air Quality (CMAQ), and Regional Surface Transportation Program (RSTP). The Proposition C 10% and 25% are not eligible for Metro bus and rail operating and capital expenditures.

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

RSTP funds in this action could be used for Metro's transit capital needs. Also, while these funds cannot be used directly for Metro's bus or rail operating needs, these funds could free-up other such eligible funds by exchanging the funds used for Metro's paratransit provider, Access Services Incorporated. Since these RSTP funds originate in the Highway portion (Title 23) of MAP-21, they are among the most flexible funds available to Metro and are very useful in meeting Call projects' requirements.

ALTERNATIVES CONSIDERED

The Board could cancel all or some of the FY 2015-16 funding commitments rather than authorize their expenditures. This would disregard previous Board approved Countywide Calls for Projects programming commitments and would disrupt on-going projects that received multi-year funding.

With respect to deobligations, the Board could choose to deobligate funds from one or more sponsors whose projects are beyond the lapse dates and are not moving forward consistent with the adopted Lapsing Policy. A much stricter interpretation of the Lapsing Policy might encourage project sponsors to focus scarce labor and other resources on projects in order to deliver them in a more timely fashion. However, this would be disruptive to the process of delivering the specific projects. On balance, the appeals process between the project sponsors and the TAC is a significant reminder that these funded projects should not be further delayed. In addition, many of the specific projects involved are now very close to being delivered.

NEXT STEPS

With Board approval of the 2015 Countywide Call for Projects Recertification, Deobligation and Extension process, project sponsors will be notified and Funding Agreements (FAs) and Letter of Agreements (LOAs) will be executed with those who have received their first year of funding through the Recertification process. Amendments to existing FAs and LOAs will be completed for those sponsors receiving time extensions. Project sponsors whose funds are being deobligated will be formally notified of the Board action as well as those receiving date certain time extension deadlines for executing their agreements.

ATTACHMENTS

Attachment A - FY 2015-16 Countywide Call for Projects Recertification
Attachment B - 2015 Countywide Call for Projects Deobligation Recommendations
Attachment C - Background/Discussion of Each Recommendation
Attachment D - Reprogramming of Not Awarded ATP
Attachment E - Projects Requiring Extensions as of June 30, 2015
Attachment F - Results of TAC Appeals Process

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Metro

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2015-16 CALL FOR PROJECTS RECERTIFICATION LIST
($000)

PROJ	AGENCY	PROJECT TITLE	TOTAL
8002	ACE	ALAMEDA CORRIDOR EAST - PHASE I (PLUS ADVANCE FOR PHASE II)	$ 1,550
F3607	ARCADIA	GOLD LINE FIRST LAST MILE ACCESS IMPROVEMENTS	1,546
F7406	AVALON	AVALON CLEAN FUEL FLEET REPLACEMENT PROJECT	318
F5309	AZUSA	CITY OF AZUSA TRAFFIC MANAGEMENT SYSTEM	3,508
F7414	BALDWIN PARK	CLEAN FUEL BUSES FOR THE BALDWIN PARK TRANSIT SERVICE	424
F5508	BURBANK	LOS ANGELES RIVER BRIDGE	76
F5701	BURBANK	BURBANK TRAVELER INFORMATION AND WAYFINDING SYSTEM	58
F7408	BURBANK	BURBANK TRANSIT VEHICLE REPLACEMENT	542
F7516	CALABASAS	MULHOLLAND HIGHWAY GAP CLOSURE	64
F7322	CARSON	BROADWAY INTERSECTION IMPROVEMENTS - TRAFFIC SIGNAL MODIFICATIONS	257
F5108	COMMERCE	GARFIELD AVENUE/WASHINGTON BOULEVARD MULTIMODAL INTERSECTION	239
F7201	COMMERCE	COMMERCE GOODS MOVEMENT ATLANTIC BLVD: WASHINGTON TO COMO	69
F5501	COVINA	COVINA BICYCLE NETWORK - PHASE TWO	827
F5302	CULVER CITY	CULVER CITY ADAPTIVE TRAFFIC CONTROL SYSTEM (ATCS) PROJECT	1,180
F7401	CULVER CITY	CULVERT CITYBUS CLEAN FUEL BUS REPLACEMENT	4,208
F7507	CULVER CITY	BALLONA CREEK BIKE PATH CONNECTIVITY PROJECT AT HIGUERA BRIDGE	231
F7300	DIAMOND BAR	DIAMOND BAR ADAPTIVE TRAFFIC CONTROL SYSTEM PROJECT	454
F5114	DOWNEY	TELEGRAPH ROAD TRAFFIC THROUGHPUT AND SAFETY ENHANCEMENT	2,134
F7118	DOWNEY	FLORENCE AVE. BRIDGE OVER SAN GABRIEL RIVER	944
F5627	DUARTE	DUARTE GOLD LINE STATION PEDESTRIAN IMPROVEMENTS	94
F5125	EL MONTE	RAMONA BOULEVARD &VALLEY BOULEVARD INTERSECTION IMPROVEMENT	1,333
F5705	EL MONTE	SHARED PARKING PROGRAM/SMART PARKING DETECTION SYSTEM	17
F7420	EL MONTE	EL MONTE CLEAN FUEL BUS REPLACEMENT	1,451
F7405	GARDENA	PURCHASE OF ALTERNATIVE FUEL REPLACEMENT BUSES	743
F7321	GLENDALE	REGIONAL ARTERIAL TRAFFIC PERFORMANCE MEASUREMENT SYSTEM (MR310.32)	410
F7430	GLENDALE	PURCHASE OF ALTERNATIVE FUEL BUSES FOR GLENDALE BEELINE	424
F5101	HAWTHORNE	EL SEGUNDO BOULEVARD IMPROVEMENT PROJECT	203
F5100	INDUSTRY	SR57/60 CONFLUENCE, GRAND AVENUE AT GOLDEN SPRINGS DRIVE	1,254
F5300	INGLEWOOD	CITY OF INGLEWOOD ITS - PHASE IV IMPROVEMENT PROJECT	507
F5522	LA CANADA FLINTRIDGE	FOOTHILL BLVD. LINK BIKEWAY & PEDESTRIAN GREENBELT PROJECT	1,366
F3409	LA CITY	STOCKER/MLK CRENSHAW ACCESS TO EXPO LRT STATION	195
F3650	LA CITY	WESTERN AVE EXPO LINE STATE LINKAGE PROJECT (SOUTH)	70
F5121	LA CITY	BALBOA BOULEVARD WIDENING AT DEVONSHIRE STREET	419
F5427	LA CITY	DASH CLEAN FUEL - FIVE (5) HIGHER CAPACITY VEHICLES	1,826
F5518	LA CITY	L.A. RIVER BIKE PATH - HEADWATERS SECTION	2,815
F5519	LA CITY	BICYCLE FRIENDLY STREETS (BFS)	199
F5525	LA CITY	BICYCLE CORRAL PROGRAM LAUNCH (PLUS F5709 TDM)	247
F5620	LA CITY	EXPO LINE - TRANSIT/PEDESTRIAN LINKAGES - WEST	200
F5624	LA CITY	WASHINGTON BOULEVARD PEDESTRIAN/TRANSIT ACCESS	178
F5629	LA CITY	ORANGE LINE EXTENSION SHERMAN WAY STATION PEDESTRIAN LINKS	450
F5707	LA CITY	ANGELS WALK CENTRAL AVENUE	320
F5710	LA CITY	EXPERIENCE LA HISTORIC CULTURAL NEIGHBORHOOD CONNECTIONS	553
F7109	LA CITY	SOTO STREET WIDENING FROM MULTNOMAH ST TO MISSION RD	4,963
F7123	LA CITY	MAGNOLIA BL WIDENING (NORTH SIDE) -CAHUENGA BL TO VINELAND	414
F7131	LA CITY	CENTURY BOULEVARD EXTENSION BETWEEN GRAPE STREET AND ALAMEDA	1,740
F7205	LA CITY	ALAMEDA ST. WIDENING FROM ANAHEIM ST. TO 300 FT SOUTH OF PCH	862
F7628	LA CITY	WATTS STREETSCAPE IMPROVEMENTS PHASE 2	98
F7707	LA CITY	LAST MILE FOLDING BIKE INCENTIVE PROGRAM	170
F7817	LA CITY	VERMONT AVE STORMWATER CAPTURE & GREENSTREET TRANSIT PROJECT	1,145
F1312	LA COUNTY	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS, PHASE V	2,500
F1321	LA COUNTY	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	3,000
F5110	LA COUNTY	FULLERTON ROAD AT PATHFINDER ROAD, ET AL.	459
F5310	LA COUNTY	RAMONA BOULEVARD/BADILLO STREET/COVINA BOULEVARD TSSP/BSP	2,758
F5314	LA COUNTY	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	91
F5315	LA COUNTY	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	88
F5316	LA COUNTY	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	56
F5412	LA COUNTY	ARROW HIGHWAY BUS STOP IMPROVEMENT PLAN	56
F5413	LA COUNTY	EL SOL SHUTTLE VEHICLES	1,274
F5704	LA COUNTY	METRO GREEN LINE VERMONT STATION WAYFINDING SIGNAGE	77
F7412	LA COUNTY	LOS ANGELES COUNTY/USC MEDICAL CENTER TRANSIT VEHICLE	282
F7703	LA COUNTY	EXPERIENCELA 3.0--MOBILITY IN THE CLOUD	779
F5304	LANCASTER	TRAFFIC SIGNAL SYSTEM MODERNIZATION	676
F5803	LANCASTER	AVENUE I CORRIDOR IMPROVEMENTS, 20TH ST W TO 10TH ST W	227
F7500	LAWNDALE	HAWTHORNE BOULEVARD CLASS II BICYCLE LANES	16
F5808	LONG BEACH	ATLANTIC AVENUE STREETSCAPE IMPROVEMENT	322

Metro

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2015-16 CALL FOR PROJECTS RECERTIFICATION LIST
($000)

PROJ	AGENCY	PROJECT TITLE	TOTAL
F7313	LONG BEACH	LONG BEACH'S METRO BLUE LINE SIGNAL PRIORITIZATION	700
F7314	LONG BEACH	SANTA FE AVENUE SYNCHRONIZATION ENHANCEMENT PROJECT	212
F7316	LONG BEACH	ARTESIA CORRIDOR ATCS ENHANCEMENT PROJECT	196
F5402	LONG BEACH TRANSIT	LBT FLEET DIVERSIFICATION AND CNG BUS ACQUISITION PROJECT	1,417
F7400	MONTEREY PARK	CLEAN FUEL BUS REPLACEMENTS	424
F3849	NORWALK	PIONEER ARTERIAL TRANSPORTATION IMPROVEMENTS	1,209
F1300	PALMDALE	NORTH COUNTY TRAFFIC FORUM ITS EXPANSION	2,438
F7121	PALMDALE	RANCHO VISTA BLVD WIDENING	334
F3522	PASADENA	CORDOVA STREET ROAD DIET	2,881
F7422	PASADENA	PASADENA REPLACEMENT AND ADDED CAPACITY OF CLEAN FUEL BUSES	743
F1506	RANCHO PALOS VERDES	PALOS VERDES DR SO. BIKE COMPATIBLE ROADWAY SAFETY & LINKAGE	574
F3502	REDONDO BEACH	REDONDO BEACH BICYCLE TRANSPORTATION PLAN IMPLEMENTATION	1,559
F5129	ROSEMEAD	VALLEY BOULEVARD CAPACITY ENHANCEMENT PROJECT	508
F7119	SAN MARINO	HUNTINGTON DRIVE MULTIMODAL CAPACITY ENHANCEMENTS	105
F5303	SANTA CLARITA	INTELLIGENT TRANSPORTATION SYSTEM (ITS) PHASE V	1,637
F7404	SANTA CLARITA	VISTA CANYON REGIONAL TRANSIT CENTER	2,232
F5812	SANTA MONICA	EXPO LRT COLORADO AVENUE TRANSIT VILLAGE ENHANCEMENTS	225
F7704	SANTA MONICA	MULTI-MODAL WAYFINDING: CONGESTION REDUCTION/STATION ACCESS	364
F5404	SIGNAL HILL	CITY-WIDE BUS SHELTER UPGRADES W/ELECTRONIC KIOSKS	128
F5516	SOUTH EL MONTE	CIVIC CENTER AND INTERJURISDICTIONAL BICYCLE LANES	485
F7519	WHITTIER	WHITTIER GREENWAY TRAIL EXTENSION	2,458
		TOTAL	**$ 76,785**

Metro

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
FY 2014-15 CALL FOR PROJECTS DEOBLIGATION RECOMMENDATIONS
($000)

	PROJ. ID #	AGENCY	PROJECT TITLE	MODE	DOLLARS PROGRAMMED AND FISCAL YEAR				$ EXPD	TOTAL DEOB	REASON
					Prior	FY 15	FY 16	FY 17			
1	F3132	ACTA	SR-47 EXPRESSWAY: REPLACE HEIM BRIDGE & NEW ELEVATED EXPRESSWAY	RSTI		$ 9,184			$ -	$ 9,184	PROJECT CANCELLED
2	7058	AGOURA HILLS	CITY OF AGOURA HILLS SIGNAL SYNC PROJECT	SS	$ 724				$ 703	$ 21	AUDIT SAVINGS
3	F3114	DOWNEY	LAKEWOOD BOULEVARD PHASE 3 IMPROVEMENTS	RSTI	$ 3,943				$ 316	$ 1,600	PROJECT DOWNSCOPED
4	4377	GLENDALE	AVTF REGIONWIDE INCIDENT MANAGEMENT STRATEGIES	SS	577				382	195	AUDIT SAVINGS
5	8135	INGLEWOOD	INGLEWOOD ITS DEPLOYMENT AND INTEGRATION PROJECT	SS	1,156				984	172	AUDIT SAVINGS
6	F3148	LA CITY	NORTH MAIN STREET GRADE SEPARATION	RSTI	2,230	8,897			-	11,127	PROJECT CANCELLED PENDING CITY COUNCIL APPROVAL
7	F3419	LA CITY	SUNSET JUNCTION PHASE II	TC		3,786			-	3,786	PROJECT CANCELLED
8	2318	LA COUNTY	WEST SAN GABRIEL VALLEY SIGNAL SOM & BUS SPEED IMPROVEMENTS	SS	13,322				13,196	126	AUDIT SAVINGS
9	7050	LA COUNTY	GATEWAY CITIES FORUM - CARSON ST SIGNAL SYNCHRONIZATION	SS	1,427				1,034	393	AUDIT SAVINGS
10	F3403	PALMDALE	PALMDALE TRANSPORTATION CENTER - PLATFORM EXTENSION	TC		432			-	432	PROJECT CANCELLED
11	F7422	PASADENA	PASADENA REPLACEMENT AND ADDED CAPACITY OF CLEAN FUEL BUSES	TC		741	743	628	-	1,056	PROJECT DOWNSCOPED
12	F5502	SANTA CLARITA	TOURNEY ROAD BIKE LANE AND ORCHARD VILLAGE ROAD BIKE ROUTE	BIC		133			-	133	PROJECT CANCELLED

Metro

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
FY 2014-15 CALL FOR PROJECTS DEOBLIGATION RECOMMENDATIONS
($000)

	PROJ. ID #	AGENCY	PROJECT TITLE	MODE	DOLLARS PROGRAMMED AND FISCAL YEAR				$ EXPD	TOTAL DEOB	REASON
					Prior	FY 15	FY 16	FY 17			
13	F3510 F5523	LA CITY	FIGUEROA CORRIDOR BIKE STATION AND CYCLING ENHANCEMENT & EXPO LINE BIKE HUBS IN SOUTH LOS ANGELES	BIC	1,105		1,801		-	~~534~~ 893	PROJECT CANCELLED
			TOTAL		**$ 24,484**	**$ 23,173**	**$ 2,544**	**$ 628**	**$ 16,615**	**~~$28,759~~ $29,118**	
14	F3510	LA CITY	FIGUEROA CORRIDOR BIKE STATION AND CYCLING ENHANCEMENTS*	BIC	1,105				-	1,105	PROJECT CANCELLED AND FUNDS REALLOCATED
15	F5523	LA CITY	EXPO LINE BIKE HUBS IN SOUTH LOS ANGELES*	BIC			1,801		-	1,801	PROJECT CANCELLED AND FUNDS REALLOCATED

*$2,013,141 ~~$2,371,557~~ will be reallocated to Metro to fund the capital component of the Countywide Bikeshare Phase 1 Pilot in Downtown Los Angeles.
Remaining $892,985 ~~$534,569~~ will be deobligated. Please see line 13 above.

TOTAL DEOBLIGATION RECOMMENDATION BY MODE	
REGIONAL SURFACE TRANSPORTATION IMPROVEMENTS (RSTI)	$ 21,911
SIGNAL SYNCHRONIZATION & BUS SPEED IMPROVEMENTS (SS)	907
BICYCLE IMPROVEMENTS (BIC)	~~667~~ 1,026
TRANSIT CAPITAL (TC)	5,274
TOTAL	**~~$28,759~~ $29,118**

ATTACHMENT C

Background/Discussion of Each Recommendation

A. Recertify

The $76.8 million in existing FY 2015-16 Board approved commitments and programmed through previous Countywide Calls for Projects processes are shown in Attachment A. The current action is required to insure that funding continues in FY 2015-16 for those on-going projects for which Metro previously committed funding.

B. Deobligate

Attachment B shows the $29.1 ~~28.8~~ million of previously approved Countywide Calls for Projects funding that is being recommended for deobligation. This includes approximately $2.66 ~~$1.06~~ million in project downscopes, $25.56 ~~$26.8~~ million in cancelled projects, and $0.91 million in project savings. This does not include the $2.01 ~~$2.37~~ million for the two City of Los Angeles bike improvements projects whose funds are being recommended for reallocation to Metro for the Countywide Bikeshare Phase 1 Pilot.

Per the 2011 LRTP TIP Priority List, several projects were not near-term priorities. They are: 1) County of Los Angeles San Gabriel Valley Traffic Signal Corridors Project (#F3308); 2) County of Los Angeles Gateway Cities Traffic Signal Corridors Phase VI Project (#F3309); and 3) County of Los Angeles South Bay Traffic Signal Corridors Project (#F3310). Through the 2013 Deobligation process, the Board approved prioritizing the 2013 and future deobligations to restore the full grant dollars previously awarded to these projects before reprogramming the deobligated dollars to future Calls for Projects to fund new projects. Staff will prioritize 2015 deobligated dollars and complete funding for these three projects.

In September 2013, the Board approved awarding $3 million to the City of Palmdale – North County ITS Palmdale Extension Project (#F7304) using the Calls for Projects deobligated funds as a second priority after restoring funding to the three County of Los Angeles Signal Forum projects identified above. With the current year deobligation recommendation, staff will be able to program the funds to the City of Palmdale project.

C. Authorize

1. Projects receiving their first year of funding are required to execute FAs or LOAs with Metro. This recommendation will authorize the CEO or his designee to negotiate and execute any agreements with Project Sponsors;

2. MSRC Grant Funds

On July 18, 2007, the Board approved three County of Los Angeles projects in the 2007 Countywide Call for Projects in the Signal Synchronization and Bus Speed Improvement Mode: 1) South Bay Forum Traffic Signal Corridors Project (#F1311), 2) Gateway Cities Forum Traffic Signal Corridors Project Phase V (#F1312), and 3) San Gabriel Valley Forum Traffic Signal Corridors Project (#F1321). Due to the limited funding available, these projects were down scoped by $1.920 million, $5.094 million,

and $4.0129 million, respectively. Furthermore, at the November 2007 meeting, the Board directed to fully fund these projects upon funding availability. On April 4, 2014, Metro received a grant in the amount of $1.250 million to fund the design of the down scoped elements of these three projects.

D. Project Scope Change

The City of Baldwin Park Metrolink Parking Resource Demonstration Project (#F3712) was programmed through the 2009 Call for Projects. As approved, the project will utilize cellular telephone devices to inform commuters of parking space availability through the following channels: automobile voice calls and text messages as well as digital displays at parking facilities. The project also includes the installation of parking sensor devices and transmitters at each of the parking lot locations near the Baldwin Park Metrolink Station. The City is requesting to change the project scope to eliminate the voicemails and text message communication component as technology has evolved. The City is now proposing installing wayfinding signage to direct motorists to the parking structures due to recent studies which have shown that the vacancy rates for the parking structures are higher than what was assumed in the application. As a result, there is no need to provide diversion information to motorists. Staff has evaluated the proposed change in scope and found that they are consistent with the intent of the original scope of work, are within the same project boundaries, and will result in the same or enhanced project benefits. The City will maintain its local match commitment of $79,590 (30%).

E. Reprogram

Not Awarded Active Transportation Program (ATP) Projects

In February 2014, the Metro Board adopted the Policy for transitioning to the State ATP. The Policy addressed the $90 million shortfall created in the Call for Projects funding plan after State statute changed federal Transportation Enhancement/ Transportation Alternatives funding to a component of the State ATP. Metro's ATP Policy specifically requires that all sponsors of eligible projects from 2013 and prior Calls for Projects that have unallocated or unobligated balances in the Bicycle, Pedestrian, and Transportation Enhancements Activities modes apply for ATP funds before being considered for Call for Projects funds. An exemption was allowed for projects with a documented request to forego the ATP application in order to avoid project delivery delay. There is a total of 29 Calls for Projects, totaling $47.1 million that applied for ATP Cycle 1 funding, but were not awarded funding. Metro Call for Projects funding is now needed for these projects. Metro staff has contacted each of the respective project sponsors to coordinate the years in which funding is needed. The Board is being asked to reprogram the funding for these 29 projects as shown in Attachment D.

City of El Monte Clean Fuel Bus Replacement Project (#F7420)

The City of El Monte Clean Fuel Bus Replacement Project (F7420) was originally programmed in FY 2016-17 and FY 2017-18 for $1,451,178. The City's existing vehicles have passed their useful life and are in need of replacement earlier than anticipated. As a result, the City is requesting that their funds be reprogrammed to FY

2015-16 so that they can initiate the procurement process for the new buses. The City will maintain its local match commitment of $816,288 (36%).

City of Culver City Network-Wide Signal Synchronization with Video and Arterial Performance Measurement System Project (#F7303)
The City of Culver City Network-Wide Signal Synchronization with Video and Arterial Performance Measurement System Project (#F7303) awarded through the 2013 Call for Projects, was originally programmed in FY 2014-15 through FY 2016-17 for $989,517. This project builds upon the completion of the 2011 Call for Projects grant scheduled for FY 2015-16. The City is requesting that their funds be reprogrammed to FY 2016-17. The City will maintain its local match commitment of $247,379 (20%).

City of Downey Woodruff Ave Fiber-Optic Traffic Signal Communication (#F3304)
The City of Downey Woodruff Ave Fiber-Optic Traffic Signal Communication (#F3304) was originally programmed in FY 2014-15 for $738,164. The City is requesting that their funds be reprogrammed to FY 2016-17 so it can meet the Federal Transportation Improvement Program (FTIP) Transportation Control Measure requirements. The City will maintain its local match commitment of $184,541 (20%).

City of Los Angeles Stocker/MLK Crenshaw Access to Expo LRT Station (#F3409)
The City of Los Angeles Stocker/MLK Crenshaw Access to Expo LRT Station Project (#F3409) was originally programmed in FY 2013-14 and FY 2014-15 for $1,390,203. The project was one of many Calls for Projects that were awarded to the former Community Redevelopment Agencies/Los Angeles (CRA/LA). The project has been reassigned to City of Los Angeles Department of Transportation and the City is ready to proceed. The City is requesting that their funds be reprogrammed to FY 2015-16 and FY 2016-17. The City will maintain its local match commitment of $781,989 (36%).

County of Los Angeles ExperienceLA 3.0 – Mobility in the Cloud (#F7703)
The County of Los Angeles ExperienceLA 3.0 – Mobility in the Cloud Project (#F7703) was originally programmed in FY 2015-16 through FY 2018-19 for $779,004. The County was granted a Letter of No Prejudice in FY 2014-15 to start the design work and has informed Metro that the project will be completed within one year (FY 2015-16). The County is requesting that their funds be reprogrammed to FY 2015-16. The County will maintain its local match commitment of $194,752 (20%).

City of Monrovia Huntington Drive Phase II Project (#8211)
The City of Monrovia Huntington Drive Phase II Project (#8211) was originally programmed in FY 2011-12 for $1,800,000. Project design was delayed. The City is requesting that their funds be reprogrammed to FY 2016-17 to initiate and deliver the project. The City will maintain its local match commitment of $808,696.

City of San Dimas Intersection Improvements on Bonita Ave. At Cataract Ave. (#F3307)
The City of San Dimas Intersection Improvements on Bonita Avenue at Cataract Avenue Project (#F3307) was originally programmed in FY 2014-15 for $1,338,568. The original schedule coincided with the Gold Line Phase 2B from Azusa to Montclair

which was subsequently put on hold due to limited funding availability. In October 2014, the Gold Line Authority began discussions to reactivate the design and plans for the intersection improvements. The City is requesting that their funds be reprogrammed to FY 2017-18 to more closely align with the implementation of the Gold Line Phase 2B project. The City will maintain its local match commitment of $334,642 (20%).

F. Countywide Bikeshare Phase 1 Pilot

The City of Los Angeles has requested to cancel the Call for Projects grants originally programmed to #F3510 – Figueroa Corridor Bike Station and Cycling Enhancements and #F5523 – Expo Line Bike Hubs South Los Angeles, and to reallocate the funds to Metro towards the implementation of the Countywide Bikeshare Phase 1 Pilot in Downtown Los Angeles (the "Pilot"). The reallocation of funds to the Pilot is consistent with the original intent of the Call for Projects grants. Therefore, #F3510 and #F5523 totaling $2,906,126 will be cancelled and $2,013,141 ~~$2,371,557~~ will be reallocated to Metro to fund the capital component of the Pilot. The remaining balance of $892,985 ~~$534,569~~, the difference of the grant amount of $2,906,126 and $2,013,141 ~~$2,371,557~~ will be deobligated. The City's local match of $919,539 ($368,213 for the Figueroa Corridor Bike Station and $551,326 for the Expo Line Bike Hubs South Los Angeles) will fund the Operations and Maintenance of the Pilot. The City of Los Angeles concurs with the recommendations.

G. Receive and File Time Extensions

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

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

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

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

Based on the above criteria, extensions for the 112 projects shown in Attachment E are being granted.

Metro

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2015-16 CALL FOR PROJECTS REPROGRAMMING LIST - NOT AWARDED ATP
($000)

CFP ID	Agency	Project Title	Total Amount	Total by Fiscal Year			
				FY 16	FY 17	FY 18	FY 19
F3607	ARCADIA	GOLD LINE FIRST LAST MILE ACCESS IMPROVEMENTS	$ 1,546	1,546			
F1502	BURBANK	SAN FERNANDO BIKEWAY	5,834				5,834
F5508	BURBANK	LOS ANGELES RIVER BRIDGE	680	76	604		
F5522	LA CANADA FLINTRIDGE	FOOTHILL BLVD LINK BIKEWAY AND PED GREENBELT	1,366	1,366			
F1520	LA CITY	IMPERIAL HWY BIKE LANE & MEDIAN MODIFICATION	1,506				1,506
F3516	LA CITY	LA RIVER BLKE PATH, PH 4, RIVERSIDE-FOREST LAWN	1,827				1,827
F3630	LA CITY	MAIN ST PED ENHANCE, 2ND-4TH ST	827		827		
F3643	LA CITY	BOYLE HEIGHTS - CHAVEZ AVE PED IMPROVEMENTS	2,788		2,788		
F3647	LA CITY	MLK/BILL ROBERTSON LANE LINKAGES	1,687		1,687		
F3650	LA CITY	WESTERN AVE EXPO LINE STATE LINKAGE PROJECT (SOUTH)	686	70		616	
F3656	LA CITY	CENTRAL AV HISTORIC CORRIDOR STREETSCAPE	1,697		1,697		
F5624	LA CITY	WASHINGTON BOULEVARD PEDESTRIAN/TRANSIT ACCESS	1,492	178		1,314	
F5821	LA CITY	VALENCIA TRIANGLE LANDSCAPE BEAUTIFICATION PLAZA	553		553		
F7817	LA CITY	VERMONT AVE STORMWATER CAPTURE & GREENSTREET TRANSIT PROJECT	1,145	1,145			
F3519	LA COUNTY	NORTH COUNTY BIKEWAYS	820				820
F3521	LA COUNTY	WILLOWBROOK AREA BIKEWAY IMPROVEMENTS	457				457
F5808	LONG BEACH	ATLANTIC AVENUE STREETSCAPE IMPROVEMENT	322	322			
F7615	LONG BEACH	MARKET STREET PED ENHANCEMENTS	3,234			834	2,400
F3849	NORWALK	PIONEER ARTERIAL TRANSPORTATION IMPROVEMENTS	1,209	1,209			
F3522	PASADENA	CORDOVA STREET ROAD DIET	2,881	2,881			
F1506	RANCHO PALOS VERDES	PALOS VERDES DR SO. BIKE COMPATIBLE ROADWAY SAFETY & LINKAGE	574	574			
F3502	REDONDO BEACH	REDONDO BEACH BICYCLE TRANSPORTATION PLAN IMPLEMENTATION	1,559	1,559			
F1804	SAN GABRIEL	LAS TUNAS DRIVE ACTIVE TRANSPORTATION CORRIDOR IMPROVEMENTS	641				641
F7514	SANTA MONICA	EXPO BICYCLE PATH EXTENSION	1,927				1,927
F5516	SOUTH EL MONTE	CIVIC CENTER AND INTERJURISDICTIONAL BICYCLE LANES	485	485			
F7526	TEMPLE CITY	LAS TUNAS DRIVE BICYCLE IMPROVEMENTS	2,722		2,722		
F7618	TEMPLE CITY	LAS TUNAS DR IMPROVEMENTS AND SAFETY ENHANCEMENT PROJECT-PED	2,910		2,910		
F7812	TEMPLE CITY	LAS TUNAS DRIVE COMPLETE STREETS IMPROVEMENT PROJECT	1,277		1,277		
F7519	WHITTIER	WHITTIER GREENWAY TRAIL EXTENSION	2,458	2,458			
		TOTAL	**$ 47,110**				

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

Metro

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
FY 2014-15 CALL FOR PROJECTS EXTENSION LIST
AS OF JUNE 30, 2015
($000)

PROJ ID#	AGENCY	PROJECT TITLE	LAPSING FUNDS	LAPSING PROG YR(S)	TOTAL PROG $ TO BE LAPSED	TOTAL FIS/OBLIG/ALLOC $	AMOUNT SUBJECT TO LAPSE	REC'D EXT YR(S)	REASON FOR EXT #1, 2 OR 3	NEW REVISED LAPSE DATE
F1159	ACE	NOGALES STREET (LA SUBDIVISION) GRADE SEPARATION PROJECT	PC25	2013	$ 12,248	$ 9,497	$ 2,751	1	3	6/30/2016
F1332	ARCADIA	ARCADIA ARTERIAL ITS DEVELOPMENT	PC25	2012	$ 950	$ 409	$ 541	1	3	6/30/2016
F3110	ARCADIA	INTERSECTION OF BALDWIN AVENUE & DUARTE ROAD	PC25	2012 2013	$ 668	$ -	$ 668	1	3	6/30/2016
F1607	ARTESIA	SOUTH STREET PEDESTRIAN, BIKEWAY AND TRANSIT IMPROVEMENT	CMAQ	2013	$ 971	$ -	$ 971	1	3	6/30/2016
F3712	BALDWIN PARK	METROLINK PARKING RESOURCE MANAGEMENT DEMONSTRATION PROJECT	LTF	2012 2013	$ 186	$ -	$ 186	1	2	6/30/2016
2196	CALTRANS	HOV LANE 405 FROM RTE 105 TO 90	PC25	2007	$ 9,700	$ -	$ 9,700	1	3	6/30/2016
F1103	CARSON	WILMINGTON AVENUE INTERCHANGE MODIFICATION AT I-405	PC 25	2011 2012	$ 7,646	$ 652	$ 6,994	1	3	6/30/2016
F1107/ MR306.23	COMMERCE	WASHINGTON BLVD. WIDENING AND RECONSTRUCTION	PC25	2008 2010 2011 2012	$ 13,362	$ 76	$ 13,286	1	3	6/30/2016
8223	COMPTON	COMPTON MLK TRANSIT CTR EXPANSION MULTI-MODAL TRANS BLD.	PC10	2006	$ 3,299	$ 2,635	$ 664	1	3	6/30/2016
F1166	CULVER CITY	SEPULVEDA BOULEVARD WIDENING	PC25	2011	$ 1,621	$ 1,506	$ 115	1	3	6/30/2016
F1717	CULVER CITY	REAL-TIME MOTORIST PARKING INFORMATION SYSTEM DEMONSTRATION	CMAQ	2010	$ 725	$ 125	$ 600	1	2	6/30/2016
F3317	CULVER CITY	BUS SIGNAL PRIORITY IN CULVER CITY	PC25	2013	$ 974	$ 41	$ 933	1	2	6/30/2016
F3729	CULVER CITY	REAL-TIME BUS ARRIVAL INFORMATION SYSTEM	LTF	2013	$ 921	$ 17	$ 904	1	1	6/30/2016
F1121	DIAMOND BAR	STATE RTE-60/LEMON AV PART. INTERCHANGE (ON-&OFF-RAMPS)	PC25	2009 2010	$ 2,294	$ 103	$ 2,191	1	1	6/30/2016
8111B	FOOTHILL TRANSIT	EXPANSION OF COUNTYWIDE BSP	PC 25	2007	$ 1,600	$ 924	$ 676	1	1	6/30/2016
7193	GATEWAY CITIES COG	GOODS MOVEMENT NHS ACCESS DESIGN & IMPLEMENTATION - PHASE II	PC25	2005 2006 2007	$ 5,116	$ 1,797	$ 3,319	1	3	6/30/2016
8221	GLENDALE	COMPRESSED NATURAL GAS FUELING AND MAINTENANCE FACILITY	CMAQ	2008	$ 2,150	$ -	$ 2,150	1	1	6/30/2016
F3432	GLENDALE	BEELINE CNG FUELING AND MAINTENANCE FACILITY	CMAQ	2012	$ 1,500	$ -	$ 1,500	1	1	6/30/2016
F3714	GLENDALE	ARROYO VERDUGO COMMUTE MANAGER SYSTEM	LTF	2012 2013	$ 418	$ 47	$ 371	1	2	6/30/2016
F3715	GLENDALE	ADVANCED WAYFINDING AND GUIDANCE SYSTEM	LTF	2013	$ 486	$ 2	$ 484	1	2	6/30/2016
F3137	INDUSTRY	SR-57/SR-60 CONFLUENCE PROJECT: WESTBOUND SLIP ON-RAMP	PC25	2012 2013	$ 4,297	$ 624	$ 3,673	1	1	6/30/2016
F1106	INGLEWOOD	LA BREA AV INTERSECTION REALIGNMENT	PC25	2009	$ 1,067	$ 962	$ 105	1	3	6/30/2016
F3128	INGLEWOOD	CENTURY BOULEVARD MOBILITY IMPROVEMENT PROJECT	PC25	2012 2013	$ 1,685	$ -	$ 1,685	1	1	6/30/2016
F3130	INGLEWOOD	FLORENCE AVENUE REGIONAL TRANSPORTATION CORRIDOR IMPROVEMENT	PC25	2013	$ 515	$ 3	$ 512	1	2	6/30/2016

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Metro

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AS OF JUNE 30, 2015
($000)

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8036	LA CITY	HYPERION AVE. UNDER WAVERLY DRIVE BRIDGE REPLACEMENT	PC25	2006 2007	$ 3,770	$ 987	$ 2,783	1	1	6/30/2016
8046	LA CITY	BURBANK BLVD. WIDENING - LANKERSHIM BLVD. TO CLEON AVENUE	PC25/ RSTP	2007	$ 9,521	$ 310	$ 9,211	1	3	6/30/2016
8055	LA CITY	MOORPARK AVENUE WIDENING - WOODMAN AVE. TO MURIETTA AVE	PC25	2008	$ 3,737	$ 526	$ 3,211	1	3	6/30/2016
8063	LA CITY	RIVERSIDE DRIVE VIADUCT WIDENING AND REPLACEMENT	PC 25	2008	$ 5,062	$ 3,111	$ 1,951	1	3	6/30/2016
8086	LA CITY	NORTH SPRING STREET BRIDGE WIDENING AND REHABILITATION	RSTP	2008	$ 6,236	$ 383	$ 5,853	1	3	6/30/2016
8087	LA CITY	MAGNOLIA BLVD. WIDENING - CAHUENGA BLVD. TO VINELAND AVE.	PC25	2006	$ 2,620	$ 1,734	$ 886	1	3	6/30/2016
8042/F1174	LA CITY	VANOWEN STREET BRIDGE WIDENING AND REHABILITATION	PC25	2006 2009	$ 2,167	$ 398	$ 1,769	1	3	6/30/2016
8075/F1209	LA CITY	CESAR CHAVEZ AVE./LORENA ST/INDIANA ST INTERSECTION IMPROVEMENTS	PC25	2007 2008 2009 2010 2011	$ 6,607	$ 383	$ 6,224	1	1	6/30/2016
8084/F1115	LA CITY	WINNETKA AVENUE BRIDGE OVER LOS ANGELES RIVER & BIKEWAY	PC25	2008	$ 1,471	$ 1,112	$ 359	1	3	6/30/2016
F1141	LA CITY	VICTORY BL WIDENING FROM TOPANGA CYN BL TO DE SOTO AV	PC25	2011 2012 2013	$ 7,576	$ 985	$ 6,591	1	3	6/30/2016
F1205	LA CITY	OLYMPIC BL AND MATEO STREET GOODS MOVEMENT IMP-PHASE II	PC25	2010 2011 2012	$ 2,702	$ 712	$ 1,990	1	1	6/30/2016
F1305	LA CITY	ATCS - CENTRAL CITY EAST	PC25	2011	$ 3,908	$ -	$ 3,908	1	1	6/30/2016
F1307	LA CITY	ATCS - CENTRAL BUSINESS DISTRICT	PC25	2011	$ 6,774	$ -	$ 6,774	1	1	6/30/2016
F1338	LA CITY	HIGHWAY-RAIL GRADE CROSSING IMPROVEMENT SYSTEM	PC25	2009 2010 2011	$ 6,338	$ 1,960	$ 4,378	1	3	6/30/2016
F1345	LA CITY	ATCS - LOS ANGELES	PC25	2009	$ 3,053	$ 184	$ 2,869	1	1	6/30/2016
F1609	LA CITY	MAIN STREET BUS STOP AND PEDESTRIAN IMPROVEMENTS	CMAQ	2013	$ 548	$ 20	$ 528	1	1	6/30/2016
F1611	LA CITY	CESAR CHAVEZ TRANSIT CORRIDOR (110 FWY TO ALAMEDA)	RSTP	2013	$ 1,409	$ -	$ 1,409	1	1	6/30/2016
F1615	LA CITY	EASTSIDE LIGHT RAIL PEDESTRIAN LINKAGE	CMAQ	2009 2010	$ 2,392	$ 320	$ 2,072	1	1	6/30/2016
F1617	LA CITY	HOLLYWOOD PEDESTRIAN/TRANSIT CROSSROADS PHASE II	RSTP	2010 2012	$ 619	$ -	$ 619	1	2	6/30/2016
F1630	LA CITY	WASHINGTON BLVD TRANSIT ENHANCEMENTS	RSTP	2011	$ 1,385	$ -	$ 1,385	1	2	6/30/2016
F1639	LA CITY	FASHION DISTRICT STREETSCAPE PHASE II	CMAQ	2010 2013	$ 1,568	$ 130	$ 1,438	1	1	6/30/2016
F1708	LA CITY	HOLLYWOOD INTEGRATED MODAL INFORMATION SYSTEM	CMAQ	2009 2010 2011	$ 1,682	$ 274	$ 1,408	1	1	6/30/2016
F1844	LA CITY	ANGELS WALK CRENSHAW	CMAQ	2011	$ 447	$ 141	$ 306	1	3	6/30/2016
F1845	LA CITY	ANGELS WALK HIGHLAND PARK	CMAQ	2011	$ 458	$ 137	$ 321	1	3	6/30/2016

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F3142	LA CITY	EXPOSITION PARK TRAFFIC CIRCULATION IMPROVEMENTS	CMAQ	2013	$ 630	$ 156	$ 474	1	1	6/30/2016
F3168	LA CITY	BURBANK BLVD. WIDENING AT HAYVENHURST AVE.	PC25	2012 2013	$ 464	$ -	$ 464	1	3	6/30/2016
F3169	LA CITY	BURBANK BLVD & WOODLEY AVE INTERSECTION IMPROVEMENTS	PC25	2012 2013	$ 227	$ -	$ 227	1	3	6/30/2016
F3171	LA CITY	DE SOTO AVE WIDENING: RONALD REAGAN FWY TO DEVONSHIRE ST.	RSTP	2012 2013	$ 2,161	$ -	$ 2,161	1	1	6/30/2016
F3314	LA CITY	INTELLIGENT TRANSPORTATION SYSTEM (ITS) COMMUNICATION SYSTEM	CMAQ	2013	$ 2,597	$ -	$ 2,597	1	3	6/30/2016
F3514	LA CITY	EXPOSITION-WEST BIKEWAY-NORTHVALE PROJECT (LRTP PROGRAM)	CMAQ	2013	$ 1,000	$ -	$ 1,000	1	1	6/30/2016
F3631	LA CITY	WESTLAKE MACARTHUR PARK PEDESTRIAN IMPROVEMENT PROJECT	CMAQ	2013	$ 223	$ -	$ 223	1	1	6/30/2016
F3632	LA CITY	WESTERN AV BUS STOP & PEDESTRIAN IMPROVEMENT PROJECT	CMAQ	2013	$ 485	$ 43	$ 442	1	1	6/30/2016
F3640	LA CITY	LANI - EVERGREEN PARK STREET ENHANCEMENT PROJECT	CMAQ	2013	$ 103	$ -	$ 103	1	1	6/30/2016
F3721	LA CITY	ANGELS WALK SILVERLAKE	LTF	2013	$ 154	$ -	$ 154	1	1	6/30/2016
F3722	LA CITY	ANGELS WALK BOYLE HEIGHTS	LTF	2012 2013	$ 303	$ -	$ 303	1	1	6/30/2016
F3726	LA CITY	FIRST AND LAST MILE TRANSIT CONNECTIVITY OPTIONS	CMAQ	2013	$ 628	$ -	$ 628	1	1	6/30/2016
F3731	LA CITY	DOWNTOWN LA INTER-MODAL TRANSIT INFORMATION AND WAYFINDING	LTF	2012, 2013	$ 807	$ -	$ 807	1	2	6/30/2016
F1126	LA CITY (PORT OF LA)	I-110 FREEWAY/C STREET INTERCHANGE IMPROVEMENT	PC25	2013	$ 3,322	$ 928	$ 2,394	2	3	6/30/2017
4221	LA COUNTY	GATEWAY CITIES TRAFFIC SIGNAL CORRIDORS PHASE II	PC25	2000 2001 2005	$ 513	$ -	$ 513	1	3	6/30/2016
6281	LA COUNTY	NORTH COUNTY/ANTELOPE VALLEY TRAFFIC IMPROVEMENT	PC25	2002	$ 1,928	$ 1,226	$ 702	1	1	6/30/2016
6292	LA COUNTY	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS	PC25	2004	$ 2,563	$ 833	$ 1,730	1	3	6/30/2016
6294	LA COUNTY	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS	PC25	2004	$ 2,910	$ 2,839	$ 71	1	3	6/30/2016
6295	LA COUNTY	GATEWAY CITIES TRAFFIC SIGNAL CORRIDORS PHASE III	PC25	2007 2008	$ 4,191	$ 594	$ 3,597	1	3	6/30/2016
8120	LA COUNTY	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS	PC25	2008	$ 5,224	$ 2,142	$ 3,082	1	3	6/30/2016
8121	LA COUNTY	SAN GABRIEL VALLEY TRAFFIC SIGNAL CORRIDORS	PC25	2008	$ 8,402	$ 7,872	$ 530	1	3	6/30/2016
8127	LA COUNTY	GTWY CITIES FORUM TRAFFIC SIGNAL CORRIDORS - PHASE IV	PC25	2008	$ 7,150	$ 4,339	$ 2,811	1	3	6/30/2016
F1310	LA COUNTY	INFORMATION EXCHANGE NETWORK PHASE II	PC25	2010	$ 710	$ 593	$ 117	1	1	6/30/2016
F1311	LA COUNTY	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	PC25	2010 2011	$ 4,989	$ 576	$ 4,413	1	3	6/30/2016
F1344	LA COUNTY	SLAUSON AVE CORRIDOR IMPROVEMENTS-SIGNALS	PC 25	2011	$ 2,099	$ 427	$ 1,672	1	3	6/30/2016

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F1414	LA COUNTY	THIRD STREET & LA VERNE AVENUE PARKING STRUCTURE	CMAQ	2013	$ 814	$ -	$ 814	1	3	6/30/2016
F3311	LA COUNTY	INFORMATION EXCHANGE NETWORK PHASE III	CMAQ	2013	$ 1,429	$ -	$ 1,429	1	1	6/30/2016
F3174	LANCASTER	10TH STREET WEST CAPACITY IMPROVEMENTS	PC25	2012 2013	$ 1,596	$ -	$ 1,596	1	1	6/30/2016
F1198	LAWNDALE	INGLEWOOD AVE CORRIDOR WIDENING	PC25	2009	$ 1,019	$ 69	$ 950	1	1	6/30/2016
6322	LONG BEACH	DOWNTOWN SHORELINE DR. TRAFFIC MANAGEMENT SYSTEM	PC25	2005	$ 1,093	$ 1,090	$ 3	1	3	6/30/2016
F1334	LONG BEACH	ATLANTIC AVE SIGNAL SYNC & ENHACMEENT PROJ	PC25	2009	$ 2,706	$ 1,872	$ 834	1	3	6/30/2016
F1528	LONG BEACH	SAN GABRIEL RIVER BIKE PATH GAP CLOSURE AT WILLOW STREET	CMAQ	2010 2012	$ 783	$ -	$ 783	1	1	6/30/2016
F1530	LONG BEACH	BICYCLE SYSTEM GAP CLOSURES & IMPROVED LA RIVER BIKE PATH	CMAQ	2011 2012	$ 759	$ -	$ 759	1	1	6/30/2016
F1649	LONG BEACH	WILLOW STREET PEDESTRIAN IMPROVEMENT	CMAQ	2012	$ 1,806	$ -	$ 1,806	1	1	6/30/2016
F3518	LONG BEACH	DAISY CORRIDOR AND 6TH STREET BIKE BOULEVARD	CMAQ	2013	$ 108	$ -	$ 108	1	3	6/30/2016
F3711	LONG BEACH	PARKING GUIDANCE & WAYFINDING SYSTEMS (PGS)	LTF	2012 2013	$ 864	$ -	$ 864	1	1	6/30/2016
F1165	LONG BEACH PORT	I-710/GERALD DESMOND BRIDGE GATEWAY (DESMOND REPLACEMENT)	PC25	2012 2013	$ 17,306	$ 113	$ 17,193	2	3	6/30/2017
F3503	LONG BEACH PORT	LONG BEACH SOUTH WATERFRONT BIKE PATH GAP CLOSURE	CMAQ	2013	$ 39	$ -	$ 39	1	3	6/30/2016
8056	MANHATTAN BEACH	NASH/DOUGLAS & ROSECRANS AVE INTERSECTION IMPROVEMENTS	PC25	2007	$ 600	$ 250	$ 350	1	1	6/30/2016
F3139	MANHATTAN BEACH	SEPULVEDA BOULEVARD BRIDGE WIDENING PROJECT	RSTP	2012 2013	$ 3,184	$ -	$ 3,184	1	1	6/30/2016
F1300	PALMDALE	NORTH COUNTY TRAFFIC FORUM ITS EXPANSION	PC25	2012 2013	$ 2,337	$ 1,166	$ 1,171	1	3	6/30/2016
F3107	PALMDALE	AVENUE S WIDENING PHASE II	PC25	2013	$ 1,082	$ 409	$ 673	1	1	6/30/2016
6324	PASADENA	ITS IMPROVEMENTS LAKE AVE & DEL MAR BLVD	PC25	2006	$ 770	$ 597	$ 173	1	3	6/30/2016
F1320	PASADENA	PASADENA ITS MASTER PLAN IMPLEMENTATION - PHASE II	PC25	2010	$ 2,304	$ 597	$ 1,707	1	3	6/30/2016
F3501	PASADENA	DETECTION OF BICYCLES AT SIGNAL CONTROLLED INTERSECTIONS	CMAQ	2013	$ 53	$ -	$ 53	1	3	6/30/2016
F3603	PASADENA	EAST COLORADO BOULEVARD PEDESTRIAN IMPROVEMENTS PHASE 2)	RSTP	2013	$ 519	$ -	$ 519	1	1	6/30/2016
F3701	PASADENA	PASADENA ARTS ENHANCED PASSENGER INFORMATION	LTF	2012	$ 683	$ 322	$ 361	1	1	6/30/2016
F3827	PICO RIVERA	PEDESTRIAN BRIDGE ALONG ROSEMEAD BOULEVARD	LTF	2012 2013	$ 292	$ 21	$ 271	1	1	6/30/2016
F1199	PORT OF LA	SOUTH WILMINGTON GRADE SEPARATION	PC 25	2011	$ 8,492	$ 5,454	$ 3,038	1	3	6/30/2016
F3806	REDONDO BEACH	RIVIERA VILLAGE ENHANCEMENT PROJECT	LTF	2013	$ 216	$ -	$ 216	1	1	6/30/2016

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F1601	SAN GABRIEL	SAN GABRIEL CITY-WIDE BUS SHELTER INSTALLATION	CMAQ	2013	$ 458	$ -	$ 458	1	3	6/30/2016
6363	SANTA CLARITA	I-5/MAGIC MT. PKWY (SR-126) INTERCHANGE RECONSTRUCT.	PC25	2007	$ 5,000	$ 4,351	$ 649	1	3	6/30/2016
F3401	SANTA CLARITA	CITY OF SANTA CLARITA TRANSIT BUS REPLACEMENT WITH CNG	CMAQ	2013	$ 1,538	$ -	$ 1,538	1	1	6/30/2016
F3535	SANTA CLARITA	CITYWIDE WAYFINDING PROGRAM FOR PEDESTRIANS AND BICYCLISTS	CMAQ	2013	$ 217	$ -	$ 217	1	1	6/30/2016
F5104	SANTA CLARITA	GOLDEN VALLEY ROAD WIDENING/GAP CLOSURE OVER STATE ROUTE 14	PC25	2013	$ 4,264	$ -	$ 4,264	2	3	6/30/2017
F1534	SANTA MONICA	BIKE TECHNOLOGY DEMONSTRATION	CMAQ	2010 2011	$ 227	$ 59	$ 168	1	3	6/30/2016
F3505	SANTA MONICA	BIKE NETWORK LINKAGES TO EXPOSITION LIGHT RAIL	CMAQ	2013	$ 45	$ -	$ 45	1	3	6/30/2016
F3703	SANTA MONICA	A 'NO NET NEW TRIPS' RIDESHARE TOOLKIT	LTF	2012 2013	$ 544	$ -	$ 544	1	1	6/30/2016
F3704	SANTA MONICA	SANTA MONICA MULTI-MODAL TRAVEL & PARKING SYSTEM	LTF	2012 2013	$ 107	$ -	$ 107	1	1	6/30/2016
8095	SIGNAL HILL	CHERRY AVENUE WIDENING	PC25	2006	$ 2,720	$ -	$ 2,720	1	3	6/30/2016
6347	SOUTH GATE	I-710/FIRESTONE BLVD. INTERCHANGE RECONSTRUCTION	PC25	2006	$ 1,783	$ 106	$ 1,677	1	1	6/30/2016
F3124	SOUTH GATE	FIRESTONE BOULEVARD CAPACITY IMPROVEMENTS	PC25	2012 2013	$ 969	$ 25	$ 944	1	1	6/30/2016
8018	SOUTH PASADENA	SOUTH PASASENA FAIR OAKS CORRIDOR IMPROVEMENTS	PC25	2002	$ 1,300	$ 628	$ 672	1	1	6/30/2016
F3624	TORRANCE	DOWNTOWN TORRANCE PEDESTRIAN IMPROVEMENT PROJECT	RSTP	2013	$ 793	$ -	$ 793	1	1	6/30/2016
				TOTAL	**$ 282,322**	**$ 73,108**	**$ 209,214**			

Metro

RESULTS OF MAY 2015 TECHNICAL ADVISORY COMMITTEE (TAC) APPEALS PROCESS

Sorted by Agency and Number of Years Extended

	PROJ ID#	AGENCY	PROJECT TITLE	PROG YR(S)	TOTAL METRO PROG $ (000')	METRO AMOUNT SUBJECT TO LAPSE (000')	EXT YRS	EXT#	REASON FOR APPEAL	TAC Recommendation	Metro Response
1	F1166	Culver City	SEPULVEDA BOULEVARD WIDENING	2010 2011	$ 3,982	$ 115	2	2	Did not meet Lapsing Policy	One-year extension to June 30, 2016 to complete construction.	Concur with the TAC recommendation.
2	F1717	Culver City	REAL-TIME MOTORIST PARKING INFORMATION SYSTEM DEMONSTRATION	2009 2010	$ 725	$ 600	4	4	Did not meet Lapsing Policy	One-year extension to June 30, 2016 to complete construction.	Concur with the TAC recommendation.
3	F1121	Diamond Bar	STATE RTE-60/LEMON AV PART. INTERCHANGE (ON-&OFF-RAMPS)	2009 2010	$ 2,294	$ 2,279	4	3	Did not meet Lapsing Policy	One-year extension to June 30, 2016 to be under construction and report to TAC at the May 4, 2016 TAC Appeal.	Concur with the TAC recommendation.
4	8111B	Foothill Transit	EXPANSION OF COUNTYWIDE BSP	2007	$ 1,600	$ 676	6	3	Did not meet Lapsing Policy	One-year extension to June 30, 2016 to complete street equipment installation, award CAD/AVL equipment vendor contract, and report to TAC at the May 4, 2016 TAC Appeal.	Concur with the TAC recommendation.
5	F5519	LA City	BICYCLE FRIENDLY STREETS	2015 2016	$ 586	$ 586	0	0	Need to execute Letter of Agreement	Allow City until June 30, 2015 to execute Letter of Agreement.	Concur with the TAC recommendation.
6	F3148	LA City	NORTH MAIN STREET GRADE SEPARATION	2014 2015	$ 11,127	$ 11,127	1	1	Need to Execute Letter of Agreement	Deobligate funds pending City Council approval.	Concur with the TAC recommendation.
7	F1617	LA City	HOLLYWOOD PEDESTRIAN/TRANSIT CROSSROADS PHASE II	2010 2012	$ 619	$ 619	2	2	Did not meet Lapsing Policy	One-year extension to June 30, 2016 to be under construction and report to TAC at the May 4, 2016 TAC Appeal.	Concur with the TAC recommendation.
8	F1639	LA City	FASHION DISTRICT STREETSCAPE PHASE II	2010 2013	$ 1,568	$ 1,438	2	2	Did not meet Lapsing Policy	One-year extension to June 30, 2016 to be under construction and report to TAC at the May 4, 2016 TAC Appeal.	Concur with the TAC recommendation.
9	F1845	LA City	ANGELS WALK HIGHLAND PARK	2010 2011	$ 626	$ 321	2	2	Did not meet Lapsing Policy	One-year extension to June 30, 2016 to complete construction.	Concur with the TAC recommendation.
10	F1305	LA City	ATCS - CENTRAL CITY EAST	2011	$ 3,908	$ 3,908	2	2	Did not meet Lapsing Policy	One-year extension to June 30, 2016 to complete design and report to TAC at the May 4, 2016 TAC Appeal.	Concur with the TAC recommendation.
11	F1307	LA City	ATCS - CENTRAL BUSINESS DISTRICT	2011	$ 6,774	$ 6,774	2	2	Did not meet Lapsing Policy	One-year extension to June 30, 2016 to complete design and report to TAC at the May 4, 2016 TAC Appeal.	Concur with the TAC recommendation.
12	F1630	LA City	WASHINGTON BLVD. TRANSIT EXPERIENCE	2009 2011	$ 1,671	$ 1,099	3	2	Did not meet Lapsing Policy	One-year extension to June 30, 2016 to be under construction and report to TAC at the May 4, 2016 TAC Appeal.	Concur with the TAC recommendation.
13	F1615	LA City	EASTSIDE LIGHT RAIL PEDESTRIAN LINKAGE	2009 2010	$ 2,392	$ 2,072	4	3	Did not meet Lapsing Policy	One-year extension to June 30, 2016 to complete NEPA clearance and report to TAC at the May 4, 2016 TAC Appeal.	Concur with the TAC recommendation.
14	F1345	LA City	ATCS - LOS ANGELES	2009	$ 3,053	$ 2,869	4	4	Did not meet Lapsing Policy	One-year extension to June 30, 2016 to complete design and report to TAC at the May 4, 2016 TAC Appeal.	One-year extension to June 30, 2016 to complete 80% design and report to TAC at the May 4, 2016 TAC Appeal.

Metro

RESULTS OF MAY 2015 TECHNICAL ADVISORY COMMITTEE (TAC) APPEALS PROCESS

Sorted by Agency and Number of Years Extended

	PROJ ID#	AGENCY	PROJECT TITLE	PROG YR(S)	TOTAL METRO PROG $ (000')	METRO AMOUNT SUBJECT TO LAPSE (000')	EXT YRS	EXT#	REASON FOR APPEAL	TAC Recommendation	Metro Response
15	F1141	LA City	VICTORY BL WIDENING FROM TOPANGA CYN BL TO DE SOTO AV	2010 2011 2012 2013	$ 7,576	$ 6,591	4	3	Did not meet Lapsing Policy	One-year extension to June 30, 2016 to start Phase 1 construction, begin Phase 2 right-of-way acquisition and report to TAC at the May 4, 2016 TAC Appeal.	Concur with the TAC recommendation.
16	F1205	LA City	OLYMPIC BL AND MATEO STREET GOODS MOVEMENT IMP-PHASE II	2009 2010 2011 2012	$ 2,874	$ 1,990	4	3	Did not meet Lapsing Policy	One-year extension to June 30, 2016 to complete construction.	Concur with the TAC recommendation.
17	8075/ F1209	LA City	CESAR CHAVEZ AVE./LORENA ST/INDIANA ST INTERSECTION IMPROVEMENTS(INCLUDING F1209)	2006 2007 2008 2009 2010 2011	$ 7,107	$ 6,224	6	5	Did not meet Lapsing Policy	One-year extension to June 30, 2016 to show significant progress on right-of-way acquisition and report to TAC at the May 4, 2016 TAC Appeal.	Concur with the TAC recommendation.
18	8036	LA City	HYPERION AVE. UNDER WAVERLY DRIVE BRIDGE REPLACEMENT	2006 2007	$ 3,770	$ 2,783	7	5	Did not meet Lapsing Policy	One-year extension to June 30, 2016 to show significant progress on design and right-of-way acquisition, and demonstrate that the project is financially feasible at the May 4, 2016 TAC Appeal.	Concur with the TAC recommendation.
19	8046	LA City	BURBANK BLVD. WIDENING - LANKERSHIM BLVD. TO CLEON AVE.	2005 2006 2007	$ 10,021	$ 9,211	8	6	Did not meet Lapsing Policy	One-year extension to June 30, 2016 to show significant progress on right-of-way acquisition and report to TAC at the May 4, 2016 TAC Appeal.	Concur with the TAC recommendation.
20	F1344	LA County	SLAUSON AVE. CORRIDOR IMPROVEMENTS-SIGNALS	2009 2010 2011	$ 2,406	$ 1,820	3	2	Did not meet Lapsing Policy	One-year extension to June 30, 2016 to be under construction and report to TAC at the May 4, 2016 TAC Appeal.	Concur with the TAC recommendation.
21	8120	LA County	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	2006 2007 2008	$ 6,588	$ 3,082	7	5	Did not meet Lapsing Policy	One-year extension to June 30, 2016 to complete construction.	Concur with the TAC recommendation.
22	8127	LA County	GTWY CITIES FORUM TRAFFIC SIGNAL CORRIDORS PROJECT - PHASE IV	2006 2007 2008	$ 8,187	$ 2,811	7	5	Did not meet Lapsing Policy	One-year extension to June 30, 2016 to complete 75% design and to develop a funding plan for construction to be presented at the May 4, 2016 TAC Appeals.	Concur with the TAC recommendation.
23	6295	LA County	GATEWAY CITIES TRAFFIC SIGNAL CORRIDORS PHASE IIII	2002 2003 2004 2007 2008	$ 13,723	$ 3,597	9.5	7	Did not meet Lapsing Policy	One-year extension to June 30, 2016 to complete construction.	Concur with the TAC recommendation.

Metro

RESULTS OF MAY 2015 TECHNICAL ADVISORY COMMITTEE (TAC) APPEALS PROCESS

Sorted by Agency and Number of Years Extended

	PROJ ID#	AGENCY	PROJECT TITLE	PROG YR(S)	TOTAL METRO PROG $ (000')	METRO AMOUNT SUBJECT TO LAPSE (000')	EXT YRS	EXT#	REASON FOR APPEAL	TAC Recommendation	Metro Response
24	6292	LA County	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS	2002 2003 2004	$ 6,627	$ 1,730	10.5	7	Did not meet Lapsing Policy	One-year extension to June 30, 2016 to complete construction.	Concur with the TAC recommendation.
25	6281	LA County	NORTH COUNTY/ANTELOPE VALLEY TRAFFIC IMPROVEMENT	2002	$ 1,928	$ 702	11.5	7	Did not meet Lapsing Policy	One-year extension to June 30, 2016 to be under construction and report to TAC at the May 4, 2016 TAC Appeal.	Concur with the TAC recommendation.
26	F1198	Lawndale	INGLEWOOD AVE CORRIDOR WIDENING	2009	$ 1,019	$ 959	4	3	Did not meet Lapsing Policy	One-year extension to June 30, 2016 to be under construction and report to TAC at the May 4, 2016 TAC Appeal.	Concur with the TAC recommendation.
27	F1649	Long Beach	WILLOW STREET PEDESTRIAN IMPROVEMENT	2010 2012	$ 2,180	$ 1,806	1	1	Did not meet Lapsing Policy	One-year extension to June 30, 2016 to award construction contract and report to TAC at the May 4, 2016 TAC Appeal.	Concur with the TAC recommendation.
28	F1528	Long Beach	SAN GABRIEL RIVER BIKE PATH GAP CLOSURE AT WILLOW STREET	2010 2012	$ 783	$ 783	3	3	Did not meet Lapsing Policy	One-year extension to June 30, 2016 to complete construction.	Concur with the TAC recommendation.
29	8056	Manhattan Beach	NASH/DOUGLAS & ROSECRANS AVE. INTERSECTION IMPROVEMENTS	2006 2007	$ 1,745	$ 351	6	5	Did not meet Lapsing Policy	One-year extension to June 30, 2016 to complete construction.	Concur with the TAC recommendation.
30	F3307	San Dimas	INTERSECTION IMPROVEMENTS ON BONITA AVE. AT CATARACT AVE.	2015	$ 1,339	$ 1,339	0	0	Need to execute Funding Agreement	Allow the Project Sponsor until May 13, 2015 to either request reprogramming of funds to a future year or obtain City Council approval to execute the Funding Agreement (FA). If the Sponsor chooses to proceed with the FA, it must be executed by June 30, 2015.	Concur with the TAC recommendation.
31	6347	South Gate	I-710/FIRESTONE BLVD. INTERCHANGE RECONSTRUCTION	2006	$ 1,783	$ 1,677	13	6	Did not meet Lapsing Policy and need to execute Amendment	One-year extension to June 30, 2016 to initiate Phase I: Bridge construction and to have Metro reprogram Call funds for Phase II: On-Ramp to correspond with the I-710 Corridor Project environmental clearance schedule.	One-year extension on all remaining funds to June 30, 2016.

Metro

RESULTS OF MAY 2015 TECHNICAL ADVISORY COMMITTEE (TAC) APPEALS PROCESS

Sorted by Agency and Number of Years Extended

	PROJ ID#	AGENCY	PROJECT TITLE	PROG YR(S)	TOTAL METRO PROG $ (000')	METRO AMOUNT SUBJECT TO LAPSE (000')	EXT YRS	EXT#	REASON FOR APPEAL	TAC Recommendation	Metro Response
32	8018	South Pasadena	SOUTH PASASENA FAIR OAKS CORRIDOR IMPROVEMENTS	2002	$ 1,300	$ 673	11	6	Did not meet Lapsing Policy	One-year extension to June 30, 2016 with the condition that the Project Sponsor must submit a written report to Metro by December 2015 demonstrating their good faith effort to secure design and construction funding. As part of the written report, the Project Sponsor must acknowledge the requirement per Amendment #4 dated January 31, 2013, to return the design funds to Metro if the project is not constructed. The Project Sponsor will present the report to TAC at the January 6, 2016 meeting.	Concur with the TAC recommendation.

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

File #: 2015-0365, **File Type:** Program **Agenda Number:** 18.

PLANNING AND PROGRAMMING COMMITTEE
JUNE 17, 2015

SUBJECT: WAYFINDING SIGNAGE GRANT PILOT PROGRAM

ACTION: APPROVE PROGRAM GUIDELINES

RECOMMENDATION

APPROVED ON CONSENT CALENDAR the **Wayfinding Signage Grant Pilot Program Guidelines** as outlined in Attachment A.

ISSUE

At the November 2014 meeting, the Board directed the Chief Executive Officer (CEO) to create a two -year pilot Wayfinding Signage Grant Program to implement components of Metro's First/Last Mile Strategic Plan (Attachment B). The Board must adopt the grant program guidelines to ensure consistency in the program's implementation and administration.

DISCUSSION

The Grant Program provides $500,000 over two years, beginning in Fiscal Year (FY) 2015-16, to assist agencies in designing and implementing Wayfinding Signage systems that guide people to and from transit stations on non-Metro properties. Both years funding will be awarded during FY 2015-16. Wayfinding signage projects can effectively guide and direct the public to and from Metro stations and will improve the usability of the transportation system throughout Los Angeles County. This program provides grant funds to cities, County of Los Angeles, Ports of Los Angeles and Long Beach, municipal and local transit operators, and Caltrans, to improve wayfinding signage within one-mile of existing Metro stations and stations that will be opened by the end of FY 2016-17. Additionally, Metro has developed Station Wayfinding Signage Guidelines (Attachment C) to assist agencies who wish to develop signage and wayfinding improvements around Metro station areas. These guidelines were previously transmitted to agencies in December 2014 and posted on <http://www.metro.net/projects/call_projects> under the Guidelines and Manuals section. Since the Wayfinding Signage Grant Program is a two-year pilot program, an evaluation will be conducted at the end of the demonstration period to assess its needs and benefits. A comprehensive update on the First /Last Mile Strategic Plan implementation activities is being reported separately.

Eligible Applicants

Eligible applicants are agencies that provide way finding signage to and from Metro stations. These

include: cities, County of Los Angeles, Ports of Los Angeles and Long Beach, municipal and local transit operators, and Caltrans.

Eligible Activities

To be eligible for funds, the project must improve or implement wayfinding signage, including updates and/or replacements of signage within one-mile of the Metro fixed-guideway station. The project must follow Metro's Station Wayfinding Signage Guidelines and be consistent with applicable local, state, federal laws, guidelines and/or standards, as well as wind load considerations. Funding is eligible for design, fabrication, and installation of static wayfinding signs within one-mile of existing Metro stations and stations that will be opened by the end of FY 2016-17.

Evaluation Criteria

To be recommended for funding, projects must provide a direct benefit to addressing the challenge of getting transit users to and from the Metro stations within the often complex urban environment. Projects will be evaluated based on the following criteria and associated scores:

a) Demonstration of Need (maximum 30 points)

b) Integration with other First/Last Mile Strategies (maximum 30 points)

c) Project Readiness and Cost Effectiveness (maximum 35 points)

d) Local Match (maximum 5 points)

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

There is no impact to the FY 2014-15 budget. Grants are anticipated to be awarded in the later part of FY 2015-16. $150,000 is budgeted in the FY 2015-16 Subsidies to Others Budget in Cost Center 0441. Since this is a multi-year program, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

The project will be funded using Proposition C Discretionary 40% which is eligible for bus and rail operating and capital expenditures.

ALTERNATIVES CONSIDERED

The Board may choose not to approve or defer approval of the Wayfinding Signage Grant Pilot Program Guidelines as recommended. Staff does not recommend these alternatives as the program

was directed by the Board and furthers Metro's objectives with regard to First/Last Mile Implementation Plan strategies.

NEXT STEPS

With Board approval of the guidelines, staff will develop the grant application package, solicit and evaluate applications. Staff will bring its recommendations for grant award to the Board in Winter 2015.

ATTACHMENTS

Attachment A - Wayfinding Signage Grant Pilot Program Guidelines
Attachment B - November 2014 Board Motion
Attachment C - Station Wayfinding Signage Guidelines

Prepared by: Fulgene Asuncion, Transportation Planning Manager, (213) 922-3025
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Reviewed By: Martha Welborne, Chief Planning Officer, (213) 922-7267

Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

Los Angeles County Metropolitan Transportation Authority

Wayfinding Signage Grant Pilot Program Guidelines

05/20/2015

I. INTRODUCTION AND PURPOSE

At the November 2014 meeting, the Board directed the Chief Executive Officer (CEO) to create a two-year pilot Wayfinding Signage Grant Program to implement components of Metro's First/Last Mile Strategic Plan. The Pilot Program provides $500,000 over a two year period, beginning in Fiscal Year (FY) 2015-16 to assist agencies in designing and implementing of Wayfinding signage systems that guide people to and from transit stations on non-Metro properties.

Wayfinding signage projects should have a meaningful impact on improving the usability of the transportation system throughout Los Angeles County. This program will provide grant funds to cities, County of Los Angeles, Ports of Los Angeles and Long Beach, municipal and local transit operators, and Caltrans (agencies) to improve wayfinding signage within one-mile of existing Metro stations and stations that will be opened by the end of FY 2016-17. Additionally Metro developed and previously transmitted the Station Wayfinding Signage Guidelines to agencies in December 2014. They are available for viewing at http://www.metro.net/projects/call_projects under the Guidelines and Manuals section, to assist agencies who wish to develop signage and wayfinding improvements. These guidelines are a first step in providing a system of uniform, consistent station wayfinding signs throughout Los Angeles County that will serve as the basis for signage funded through this program.

This pilot program is for eligible agencies wishing to install wayfinding signage to and from Metro fixed guideway stations. Signage on Metro property and within the stations themselves is not eligible.

Since the Wayfinding Signage Grant Program is a two-year pilot program, an evaluation will be conducted at the end of the demonstration period to assess its needs and benefits.

II. PROGRAM GOALS

The primary goals of the pilot program are to:

- Provide guidance for designing and implementing wayfinding signage and uniform, consistent messaging to and from Metro fixed guideway stations
- Improve the usability of the Metro system throughout Los Angeles County by increasing visibility and awareness of transit stations
- Provide helpful navigation and paths of travel to and from Metro fixed guideway stations
- Increase ridership and improve the visibility of the transit system

III. ELIGIBLE APPLICANTS

Cities, County of Los Angeles, Ports of Los Angeles and Long Beach, municipal and local transit operators, and Caltrans.

IV. ELIGIBLE ACTIVITIES

To be eligible for funds, the project must improve and implement wayfinding signage, including updates and/or replacements of signage within one-mile of a Metro fixed guideway station. The project must follow Metro's Station Wayfinding Signage Guidelines and be consistent with applicable local, state, federal laws, guidelines and/or standards, as well as wind load considerations. Funding is eligible for design, fabrication, and installation of static wayfinding signs to and from existing Metro fixed guideway stations and stations that will be opened by the end of FY 2016-17.

V. AVAILABLE FUNDING

$250,000 each in FY 2015-16 and FY 2016-17. All funds will be awarded in FY 2015-16.

VI. ELIGIBLE COSTS

a. Applicants will develop and submit a budget as part of the application. Funds awarded will not exceed the budget submitted and may be less if the key objectives can be achieved at lower costs. Any cost overruns shall be the responsibility of the Grantee.

b. Both third party consulting costs and internal staff costs for staff directly providing services with respect to the project will be eligible for funding. Such eligible costs shall not include overtime costs.

c. Administrative costs (e.g., overhead and project management) are limited to a maximum of ten percent (10%) of the total project budget.

d. Wayfinding signage that is part of a larger project will require grantee to fund a proportionate share of the project cost. Metro will be responsible for funding up to fifty percent (50%) of the wayfinding signage consisting of directional signage to and from Metro fixed guideway stations. Metro reserves the right to downscope or partially fund a project grant request as long as the project remains feasible.

VII. NON-ELIGIBLE COSTS

a. Costs such as equipment, furniture, vehicles, office leases or space cost allocations, food or similar costs.

b. Staff overtime costs, mileage reimbursements, and use of pool cars.

c. On-going maintenance and replacement costs of signage.

d. Signage solely for Americans with Disabilities Act (ADA) compliance is ineligible as a stand-alone project.

e. Signage to or from Metro Parking Facilities.

VIII. EVALUATION CRITERIA

To be recommended for funding, projects must provide a direct benefit to addressing the challenge of getting transit users to and from the Metro stations within the often complex urban environment. Projects will be evaluated based on the following criteria and associated scores:

a. Demonstration of Need (maximum 30 points)
   - The need and purpose of the project in terms of significance to the local community and larger region including importance for the transit network and ridership;
   - Detailed description of why the project is needed and what improvements based on the First/Last Mile Strategic Plan guidelines will be made to help guide people to and from Metro fixed guideway stations

b. Integration with other First/Last Mile Strategies (maximum 30 points)
   - Extent the project promotes increased visibility, awareness, and ease of access to and from transit stations
   - Promotes use of transit
   - Provides helpful navigation to potential and existing Metro riders

c. Project Readiness and Cost Effectiveness (maximum 35 points)
   - Extent the agency has existing implementation plans for wayfinding signage that are compliant with local, state, federal laws, guidelines and/or standards, as well as wind load considerations
   - Extent the project has identified signage location(s) or consolidation of new/existing signs
   - Extent the project will use existing posts/poles for installing sign(s)
   - Extent the project has garnered input from local communities on wayfinding signage implementation

d. Local Match (maximum 5 points)
   - A minimum five percent (5%) Local Match is required and the match may be monetary/hard or in-kind materials or services directly required for completing the project.
   - Hard Local Match (5 points)
   - In-Kind Match (0 points)

IX. GENERAL AND ADMINSTRATIVE CONDITIONS

a. **Grant Agreement.** Each awarded grantee must execute a Grant Agreement with Metro. The Agreement will include the statement of work, including planning objectives to be achieved, the financial plan reflecting grant amount and any local match, if applicable, as well as a schedule and deliverables. The schedule must demonstrate that the project will be completed within 36 months from the date of the full Grant Agreement execution (both parties). Before and after photographic documentation will be required.

b. **Duration of Grant Projects.** Schedule must demonstrate that the project can be completed, including related actions by the governing body (if any), within 36 months from the date of the full Grant Agreement execution.

c. **Funding Disbursements.** Funding will be disbursed on a quarterly basis subject to satisfactory compliance to schedule as demonstrated in a quarterly progress/expense report supported by a detailed invoice demonstrating the staff and hours charged to the project, any consultant hours, signage materials, etc. Local match must be spent in direct proportion to the grant. An amount equal to five percent (5%) of each invoice will be retained until final completion of the project and audit. In addition, final retention payment will be withheld until the project is complete and approved by Metro and all audit requirements including before and after photographs have been satisfied. All quarterly progress/expense reports will be due on the last day of the months of November, February, May and August.

d. **Audits.** All grant program funding is subject to Metro audit. The findings of the audit are final.

X. GRANT AGREEMENT LAPSING POLICY

Grantee must demonstrate timely use of Funds by:

a. Executing a Grant Agreement within sixty (60) days of receiving formal transmittal of the boilerplate;

b. Meeting the Project milestones due dates as stated in the Scope of Work;

c. Submitting the Quarterly Progress/Expenditure Reports within 60 days after the close of each quarter on the last day of the months November, February, May and August; and,

d. Expending the Funds granted within 36 months from the date of the full Grant Agreement execution.

If the Grantee fails to meet any of the above conditions, the Project shall be considered lapsed and will be submitted to the Board for deobligation. Expenses that are not invoiced within 60 days after the lapsing date are not eligible for reimbursement.

In the event that the timely use of the Funds is not demonstrated, the Project will be reevaluated as part of its annual Wayfinding Signage Grant Program Deobligation process and the Funds may be deobligated by the Metro Board.

Administrative extensions may be granted under the following conditions:

1. Project delay due to an unforeseen and extraordinary circumstance beyond the control of grantee (legal challenge, act of god, etc.). Inadequate staffing shall not be considered as a basis for administrative extensions;

2. Project delay due to action that results in a change in project scope, or schedule that is mutually agreed upon by Metro and the grantee prior to the extension request; and

3. Project is contractually obligated, however, a time extension is needed to complete construction that is already underway.

Metro will extend the project only once, for a period of up to 20 months.

Appeals to any recommended deobligation will be heard by Metro's Technical Advisory Committee (TAC).

If Grantee does not complete an element of the Project, as described in the Scope of Work, due to all or a portion of the Funds lapsing, the remaining project funds may be subject to deobligation at Metro's sole discretion.

MOTION BY:

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

Planning & Programming Committee Meeting

November 5, 2014

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

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

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

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

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

CONTINUED

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

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

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

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

###

Station Wayfinding Signage Guidelines

ATTACHMENT C

TABLE OF CONTENTS

Metro is providing Station Wayfinding Guidelines for use by local jurisdictions, municipal and local transit operators, Caltrans and the Ports. The guidelines provide a system of uniform, consistent messaging in keeping with Metro's family of wayfinding signage. These basic guidelines are being provided to jurisdictions who are implementing station area signage and wayfinding systems to Metro stations.

The sign drawings and specifications provide basic station wayfinding signage guidelines.

The Implementation and ongoing maintenance of these signs will be the responsibility of the local jurisdiction. Metro is not responsible for producing or providing station wayfinding shop drawings, attachment design/engineering, sign installation or maintenance.

Any text and symbol lock-ups that deviate from these examples should be submitted to Metro for guidance.

Kim Bueno
Production Manager
Environmental Graphic Design

Metro
One Gateway Plaza
Mail Stop 99-19-1
Los Angeles CA 90012-2952

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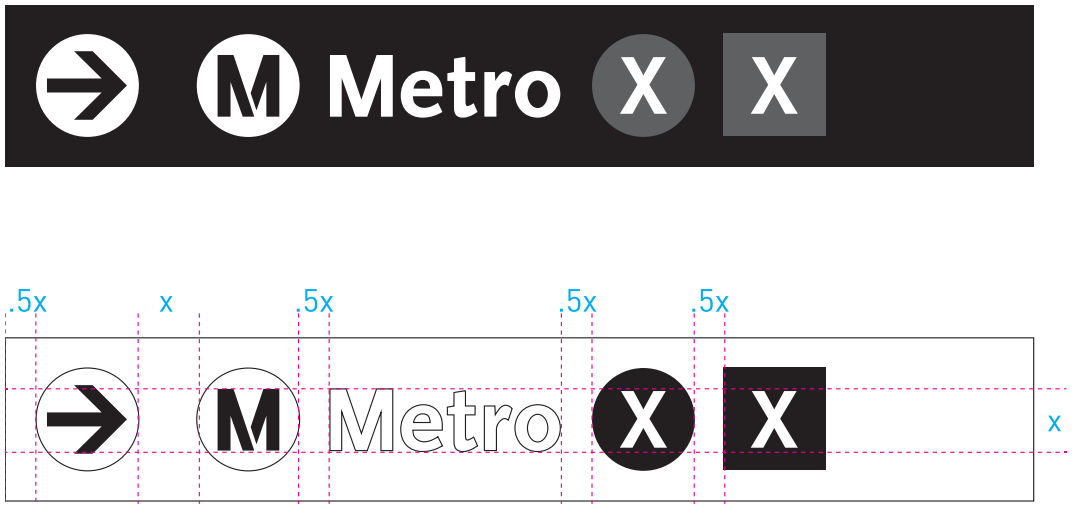
213.922.2719 (fax)
buenok@metro.net

METRO LOGO AND METRO LINES

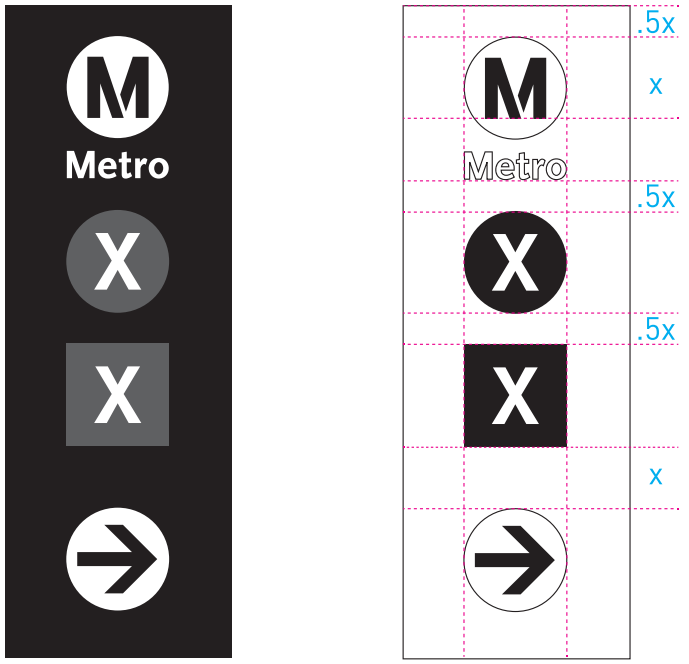
A full cap height must be used for spacing between the arrow and the Metro logo. Spacing between the Metro Circle M, logotype Metro, and service symbols is ½ X, X is based on the height of the upper case letter “x”.

Please note the Metro logo is a unique design and cannot be accurately reproduced with any existing typeface. It may not be hand drawn, scanned or modified in any way. It is important that the symbols are consistent in size and shape throughout the customer environments.

Horizontal Sample



Vertical Sample



METRO LOGO, METRO LINES AND STATION NAME

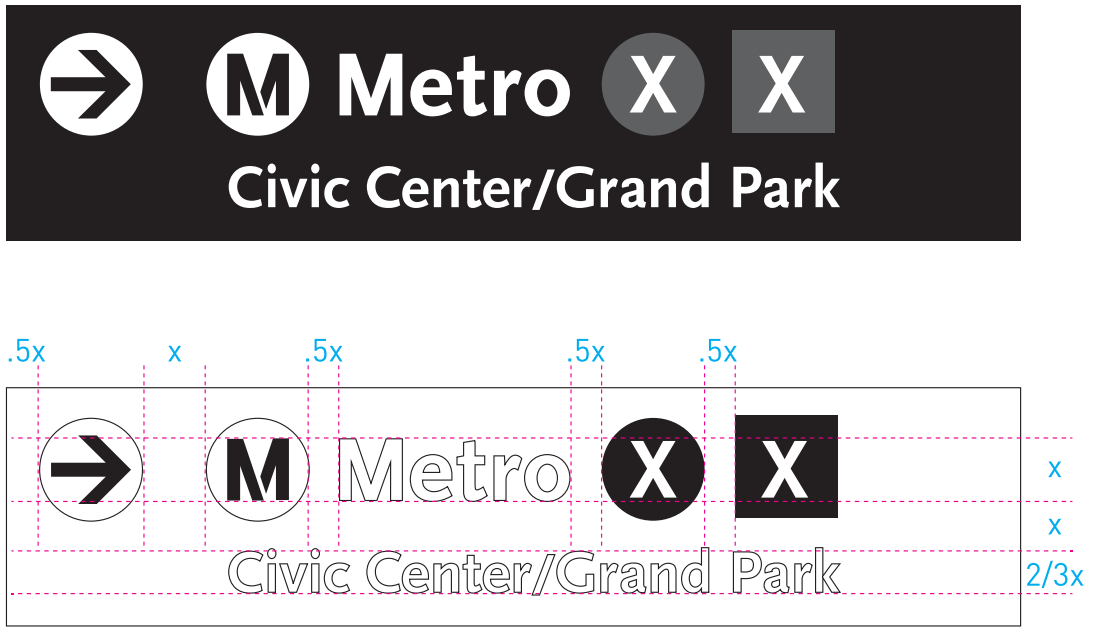
A full cap height must be used for spacing between the arrow and the Metro logo. Spacing between the Metro Circle M, logotype Metro, and service symbols is ½ X, X is based on the height of the upper case letter “x”.

For station names on horizontal sign, a full cap height must be used to separate lines from the Metro logo and service lines. Station names must be left aligned to the letter M of the Circle M and its cap height must be 2/3 X. On vertical sign, it is advised that type size for station names is 3/4 X, but size will vary depending on station names. ***

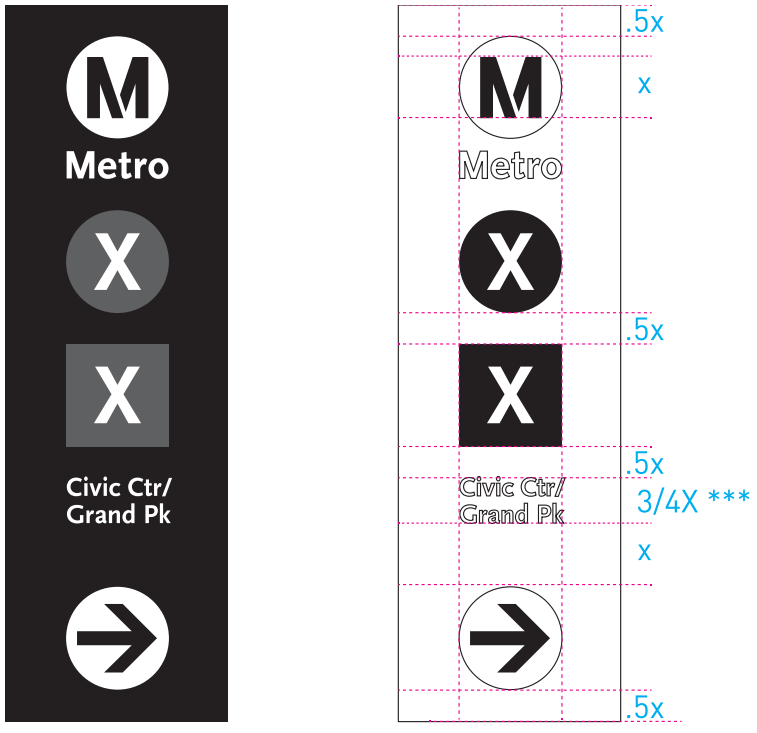
Please note the Metro logo is a unique design and cannot be accurately reproduced with any existing typeface. It may not be hand drawn, scanned or modified in any way. It is important that the symbols are consistent in size and shape throughout all customer environments.

Note: “Metro” is the proper term to be used when referring to our agency.

Horizontal Sample



Vertical Sample

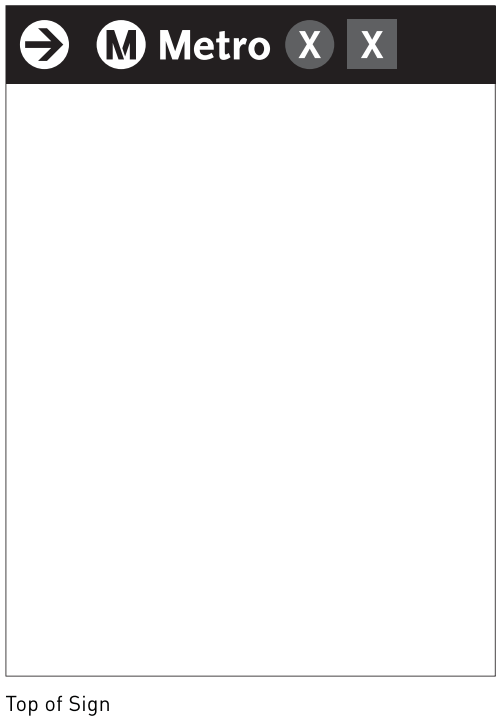


***
Type size for station names will vary

POSITIONING ON SIGN

The Metro logo and name shall be placed either on top or bottom of the sign as shown here.

Position Sample



Top of Sign

Bottom of Sign

SAMPLE SIGN-HORIZONTAL

Digital files of approved versions of the Metro logo, BRT/Rail color lines specifications, other pictograms and station names logotypes may be obtained by contacting our Metro Environmental Graphic Design Production Manager:

Kim Bueno
Production Manager
Environmental Graphic Design

Metro
One Gateway Plaza
Mail Stop 99-19-1
Los Angeles CA 90012-2952

213.922.7695 (phone)
213.922.2719 (fax)
buenok@metro.net

Sample_Horizontal Sign

SAMPLE SIGN-VERTICAL

Digital files of approved versions of the Metro logo, BRT/Rail color lines specifications, other pictograms and station names logotypes may be obtained by contacting our Metro Environmental Graphic Design Production Manager:

Kim Bueno
Production Manager
Environmental Graphic Design

Metro
One Gateway Plaza
Mail Stop 99-19-1
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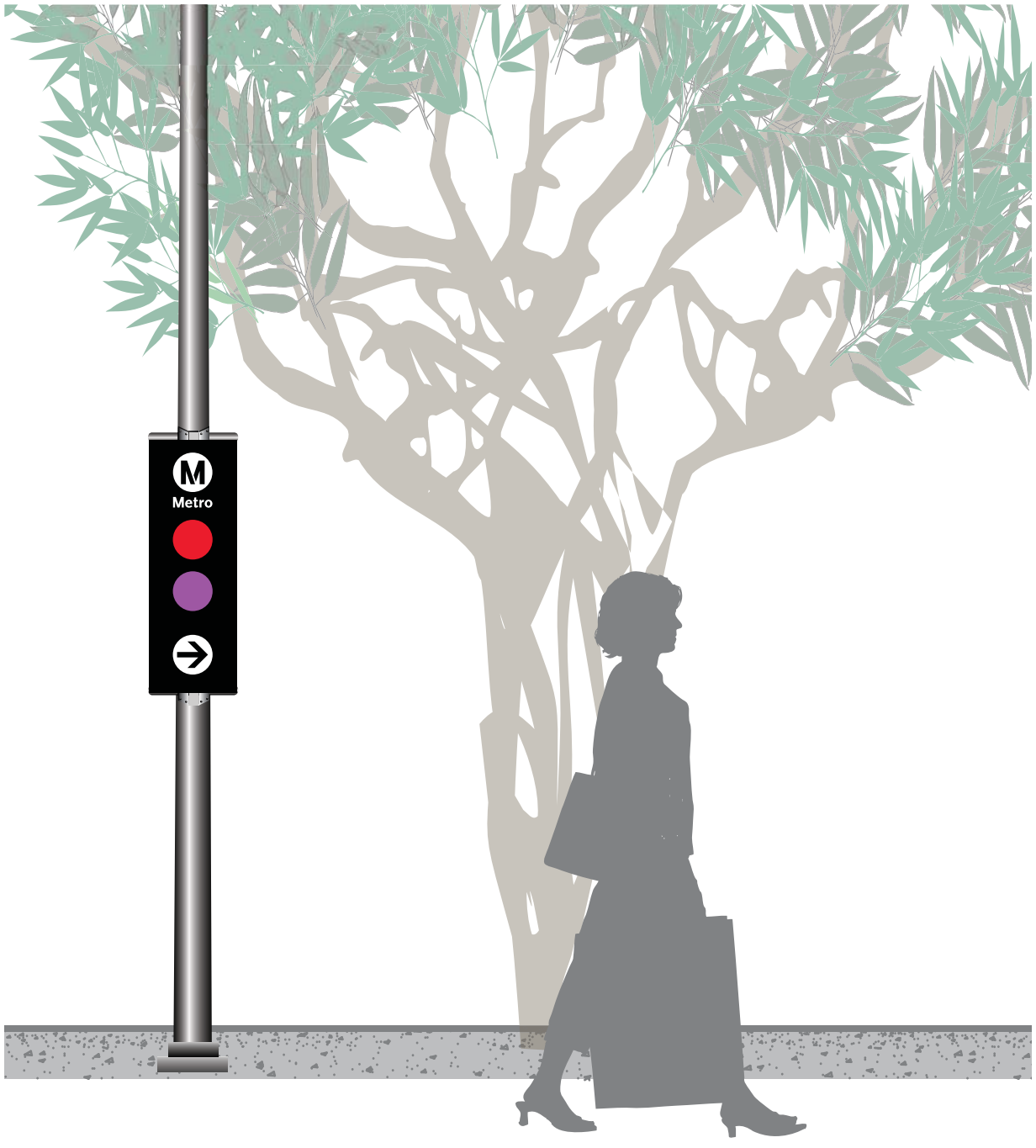

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

Metro

Board Report

File #: 2015-0450, **File Type:** Motion / Motion Response **Agenda Number:** 5/19.

REVISED
FINANCE, BUDGET AND AUDIT COMMITTEE
PLANNING AND PROGRAMMING COMMITTEE
JUNE 17, 2015

SUBJECT: FISCAL STABILITY OVERVIEW AND FUNDING COMMITMENTS INVENTORY (2014 SHORT RANGE TRANSPORTATION PLAN FINANCIAL UPDATE)

ACTION: APPROVE THE SUMMARY OF DELEGATED CHIEF EXECUTIVE OFFICER FUND TYPE ASSIGNMENTS

RECOMMENDATION

APPROVED:

A. the summary of delegated Chief Executive Officer fund type assignments; and

B. receiving and filing this information as a **response to Motion 5.1 which directed staff to undertake a Fiscal Stability Overview and Funding Commitments Inventory**, subject to further review and validation.

ISSUE

In March 2015, the Board of Directors approved motion 5.1, directing staff to undertake a Fiscal Stability Overview and Funding Commitments Inventory (Attachment A, hereafter “the Motion”). In response to that Motion staff is providing all of the attached information, including the SRTP Financial Forecast Update. The SRTP is a ten-year action plan identifying project priorities, schedules and a financial forecast of costs and available resources for the FY2015-2024 time frame.

DISCUSSION

Strategic Financial Planning and Programming (formerly “Capital Planning”) is responsible for recommending the programming of countywide transportation funds to the Metro Board of Directors, including securing them in a strategic manner that enables the Metro Board to accomplish the Long Range Transportation Plan (LRTP). As part of that responsibility, it provides financial forecasts for the use of these funds, such as the SRTP, which categorizes and prioritizes near-term projects identified in the Board-adopted LRTP. These documents drive the statutorily required Transportation Improvement Program for Los Angeles County.

Fiscal Stability and Funding Commitments Inventory in SRTP

The Motion requests a consolidated budgetary statement on all Metro Transit Projects, as well as other comprehensive financial information. That information is provided in detail, in the SRTP, a summary of which is included in the March 31, 2015 Countywide Financial Forecasting Model (hereinafter "the SRTP Model"). The SRTP Model is the only financial modeling comprehensive enough to create the Fiscal Stability Overview and Funding Commitment Inventory requested in the Motion. The Motion specifically requests a consolidated budgetary statement on "all Metro Transit Projects." That list, which is included in Attachment B, is based on "all transportation projects," not just "transit." The distinction is important to provide a complete view, as the table is constrained to available funding and represents a reliable record of the Board's entire multi-modal commitment, as opposed to a subset of those commitments. Attachment B includes funding only controlled by Metro, unlike the SRTP which contains Countywide funds.

The information requested in 1.a. of the Motion for Life-of-Project (LOP) budgets can be found in the SRTP Model (per Attachment C) which has been provided to each Board Office under separate cover. LOP budgets are approved by the Board usually at the time of construction or bid award. Therefore, projects in the financial forecast that are not yet under construction do not have current/approved LOP budgets. However, all major transit and highway projects in the SRTP do have estimated total project costs. Additional project and program estimated shortfall information requested as part of 1.b. is located in the SRTP Model and attached here in Attachment D. On lines 59 (D-1 Operations) and 170 (D-2, Capital and Rehabilitations), one can see the estimated shortfalls. It is noted here that putting the shortfall on these pages of the SRTP model is arbitrary. As we show in Attachment K, the placement has yet to be determined by the Metro Board of Directors.

The Motion (item 1.c) requests a list of estimated costs for approved or pending "betterments" for capital projects funded with Propositions A, Proposition C and Measure R since the 2009 LRTP. A list of all additions is included in the list of betterments in Attachment E. No distinction is made in the attachment between a "betterment" approved by the Metro Board and a "cost increase" approved by the Metro Board.

Existing and Planned Debt Remains within Policy Constraints

The information requested in item 2 regarding an inventory of debt has been identified by Treasury and can be found in Attachment F. The debt inventory and capacity is managed by Treasury, recorded, and well managed for all bond issuances. The programmed debt service commitments pertaining to Proposition A, Proposition C, and Measure R can be found in the SRTP Model (shown in Attachment G). This includes detail from Proposition A, Proposition C and Measure R along with Transportation Infrastructure Finance and Innovation Act (TIFIA) loan proceeds for each eligible project and Capital Grant Receipt Revenue Bonds. The programmed debt strategy was developed in response to Metro Board of Directors directions and based on a planned debt strategy that allows projects to be efficiently developed and constructed.

The Debt Policy Maximums (Attachment H) are specified in the Metro Debt Policy; but it is important to distinguish this from funding availability because the need for operating and other funds exceed the debt limits as a constraint. The operating constraint is important to the FTA in evaluating our

ability to operate what is built relative to the context of all of our financial commitments. This distinction is important because it demonstrates our comprehensive understanding of the commitments Metro makes to FTA to assure them that we can maintain and operate the system they are helping to fund and that we can do it at a very high level of competence. To demonstrate this commitment to fiscal responsibility, the Metro Board of Directors implemented a distinct Measure R bond interest policy, the adherence to which is identified in Attachment H-2, page 1, Total column, line 35.

Planning for Policy Objectives and Other Financial Needs

The Call for Projects is a long standing effort by the Board to facilitate policy setting by motivation instead of penalty. It has been extremely successful, as specifically noted in an independent third-party audit of the 2013 Call process, completed in June 2014. This audit report gave the Call process high marks, in particular, noting that the Call process is well organized, identifies clear goals (improve mobility, maximize person throughput, reduce vehicle miles traveled, and reduce greenhouse gas emissions), includes clear procedures, and has strong internal controls. Agencies across the nation and around the world request copies of our application package to use as a model in developing their own competitive programming processes. Each year in June, staff presents a comprehensive list for recertification and/or deobligation of Call for Projects awards, which includes June 2015. Additionally, Attachment I provides the listing of the Call for Projects in the SRTP Model.

The Motion requests the needs of Bus and Rail Operations and the State of Good Repair (Attachment J). As a result of comprehensive state-of-the art planning, almost all future needs were captured. Some unplanned needs have recently emerged and are addressed in the SRTP update. Metro is well positioned to meet existing and future needs, provided that the organization remains within certain financial constraints.

The Motion requests a specific 3-column table included as Attachment K. One of the requested components is the shortfall by the project line item. There is no way to identify where a shortfall should be located in the SRTP without very specific priorities adopted by the Metro Board of Directors. It is important to note that any existing shortfall is not a result of the projects and costs approved in the 2014 SRTP, but instead are a result of some unanticipated expenses approved by the Metro Board of Directors, as shown in Attachment E. As a result of these actions, there is currently a forecasted backlog of funding commitments which will need to be resolved in a fiscally responsible manner going forward.

Specific responses to each of the elements of the Motion as provided by Strategic Financial Planning and Programming and referenced above are indexed in the following table:

Fiscal Stability Overview and Funding Commitments Inventory

Action Element	Data Request	Data Source	Attachment
5.1	Metro Approved Board Motion	Motion language attached for reference	A
1.	Consolidated budgetary statement on all Metro Transportation Projects and Programs	March 31, 2015 Countywide Financial Forecasting Model, "Uses Overview" (Page 5) included as Attachment B	B
a.	Life of Project Budgets	March 31, 2015 Countywide Financial Forecasting Model (Pages 224 to 444)	C
b.	Estimated Projected Capital, Operations, and Rehabilitation Shortfall for Each Project		D-1 D-2
c.	Estimated Costs for Approved and Pending "Betterments" for Projects Approved Since 2009 LRTP	See Board Action Column in Attachment E	E
2.	Inventory of Debt and Debt Service Commitments Pertaining to Proposition A and C and Measure R	Compiled by Metro Treasury Department	F
	• Programmed debt issuance for existing projects and programs	March 31, 2015 Countywide Financial Forecasting Model, "Summary of New Debt Financing" (Page 75) and "Summary of New Debt Financing-Innovative Financing" (Page 78)	G
	• Debt Policy Maximum in Each Sales Tax Measure Debt Issuance Category	March 31, 2015 Countywide Financial Forecasting Model, "Debt Policy Conformance" (Page 83)	H
	• Fiscal Responsibility Policy for Measure R Capital Project Contingency Funds	Measure R Debt Service Cap Analysis	H-2
3.	Grant Agreements and Future Plans for Funding the Call for Projects Program	March 31, 2015 Countywide Financial Forecasting Model, Call for Projects list (Pages 445 to 455).	I
4.	Bus and Rail Operations, State of Good Repair	March 31, 2015 Countywide Financial Forecasting Model, Bus Operations section (Pages 224 to 239) and "Transit Corridor Operations Summary" (Page 265)	J
N/A	Each Project and Program Funded through the Three Existing Sales Tax Measures (3-column chart)		K
April 2011	Metro Amended Board Item	Item 11, Minutes of Metro Board Meeting	L
April 2011	Fiscal Stability Overview and Funding Commitments Inventory Presentation	LRTP Financial Update	M

Prior Board Policy Actions Requiring this Follow-Up

In April 2011 the Board authorized the Chief Executive Officer to negotiate and execute funding contracts or agreements as needed with Los Angeles County jurisdictions, agencies or other entities to provide funds programmed as authorized, consistent with the priorities of the LRTP and this report. This authorization allows Metro to strategically assign federal, state and local funds to maximize the use of all available dollars. The ability to act quickly on these issues enables Metro and its staff to take advantage of new funding opportunities, revenue increases, and cost savings on existing programs. Any delay to ready-to-go projects could expose Metro and project sponsors throughout Los Angeles County to construction cost increases that would further reduce our capital programming capacity. The Board directed staff to periodically report back when moving funding to support Board approved projects and programs (Attachment L).

In December 2014, as part of a Board Report on the FY 2016 Budget Development process, the Board received a Financial Forecast Overview of the SRTP. That overview indicated that key improvements that are under construction are forecasted to cost $14 billion, and since its adoption the Board has received more than $1.4 billion in additions and updates to the Plan, not previously included. Increases to the SRTP have continued since that December 2014 report, and are currently calculated at more than $1.8 billion. An updated presentation is included as Attachment M. The current fund programming strategy for largest Metro projects by dollar value, including both approved and proposed fund adjustments, can be found in the Appendix B to Attachment M. Any other project detail is available upon request. Staff is using the same process as past reporting to update programming and to continue to be consistent with the LRTP.

Attachment M provides the Board with a detailed financial context for the potential impact of a funding shortfall, as well as identifying the cash flow needs to meet existing SRTP priorities. As indicated, there has been a cumulative effect of various program and project increases. Specifically, a $900 million shortfall is currently identified, about 1.6% of the total Metro controlled program of over $54 billion through FY 2024.

NEXT STEPS

Given the extensive nature of the information provided, as well as the need for components from other departmental areas, Finance and Treasury staff will require additional time to analyze and validate this report. Strategic Financial Planning and Programming staff will continue to update the Metro Board of Directors with any information needed to further supplement or clarify the overview or inventories provided.

In September 2015 Metro will apply for $1.187 billion grant from the Federal New Starts program and a loan for $307 million from the Federal Transportation Infrastructure and Finance Innovation Act (TIFIA) for the Westside Purple Line Extension Section 2 project. A requirement for these applications is a comprehensive review and evaluation of Metro’s agency-wide financial plan by the Federal Transit Administration (FTA) and the Federal TIFIA Office. To secure a New Starts rating of medium or better, Metro must submit a balanced financial plan to FTA and TIFIA, requiring that we develop a credible strategy for closing the funding gaps identified in this report.

ATTACHMENTS

Attachment A - Motion 5.1
Attachment B - Consolidated Budgetary Statement for all Metro Transportation Projects and Programs
Attachment C - Life of Projects Budgets
Attachment D - Estimated Projected Capital, Operations, and Rehabilitation Shortfall for Each Project
Attachment E - Estimated Costs for Approved and Pending "Betterments"
~~Attachment F - Inventory of Debt and Debt Service Commitments Pertaining to Proposition A and C and Measure R~~
Attachment F - Inventory of Debt and Debt Service Commitments Pertaining to Proposition A and C and Measure R
Attachment G - Summary of New Debt Financing
Attachment H - Debt Policy Maximum (Conformance)
Attachment H-2. Measure R Bond Interest Policy
Attachment I - Call for Projects List
Attachment J - Bus and Rail Operations, State of Good Repair
Attachment K - Sales Tax Measures Project and Program Funding (A, C & R)
Attachment L - Motion Amending Board Item 11 in April 2011
Attachment M - Presentation on Fiscal Stability Overview and Funding Commitments Inventory

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Chief Executive Officer

ATTACHMENT A 5.1

Finance and Budget Committee

Motion by Directors Butts, Knabe, Dubois and Antonovich to

Amend Item No. 5

A Fiscal Stability Overview and Funding Commitments Inventory

Metro currently finds itself at an interesting crossroads; in so far as this Board has three new members, a pending new CEO and is currently in the process of updating the 2009 Long Range Transportation Plan (LRTP) while concurrently developing information that could lead to a new sales tax ballot measure as early as November, 2016.

Before us this month is the timely issue of Debt Management and Debt Service policy. A primary goal of such policy is to monitor and manage Metro debt commitments so as to avoid over leveraging longer-term future revenues in order to finance present and near future programs and projects. We believe that everyone would agree that we should be consciously aware of how much future debt we have already committed in order that we may seek to strike a responsible balance between paying for the costs of on-going Operations and Maintenance and the State of Good Repair needs with real-time revenues prior to embarking on a shared ambition to continue to expand the transit network. We are concerned that we may be over-mortgaging future sales tax revenues to grow beyond our means to sustain the operations and maintenance of Metro's growing infrastructure.

We also feel it might be helpful for us all if the Board were to step back and undertake a ***Fiscal Stability Overview and Funding Commitments Inventory*** to be submitted by Capital Planning, Operations and Construction staff to the Chief Financial Officer and Treasurer that examines the following areas:

1. A consolidated budgetary statement on all Metro Transit Projects and Programs currently funded through Propositions A and C and Measure R, including
    a. Life of Project Budgets;
    b. Estimated projected capital, operations, and rehabilitation shortfall for each project; and
    c. A list of estimated costs for approved and pending "betterments" for each of those projects that have been approved by the Metro Board since the LRTP was adopted in 2009.
2. An Inventory of Debt and Debt Service commitments pertaining to each Proposition A, C and Measure R, and programmed debt issuance for existing projects and programs, and the remaining residual ***Debt Policy Maximum*** in each sales tax measure debt issuance category;
3. A list of Grant Agreements and future plans for funding the *Call for Projects* program;
4. This inventory should also include the funding needs of Bus and Rail Operations and the State of Good Repa***ir***

Specifically, such an inventory should list each project and program funded through the three existing sales tax measures *(A, C, and R) in a* 3-column chart that lists

a) Current funding
b) Amount needed to complete the Project; and
c) Shortfall amount (projected to be included in a new ballot measure, re-programming of current commitments, or issuance of new debt)

Finance and Budget Committee March 18, 2015

Motion by Directors Butts, Knabe, Dubois and Antonovich to

Amend Item No. 5

We, Therefore, Move that this Board:

A. Approve the staff Recommendation as contained in Item number Five; and

B. Instruct the Capital Planning, Construction and Operations staff with the validation of data by the Chief Financial Officer and Treasurer to report back in June, 2015 to the Finance, Budget and Planning Committees with the information described above in order to provide this Board, the new CEO and the subregion stakeholder partners a **financial baseline** from which to develop a framework for the updated LRTP, sales tax measure and other pertinent strategic financial decisions for the future of transportation development.

Consolidated Budgetary Statement for all Metro Transportation Projects and Programs (Summary)

ATTACHMENT B-1

Metro-Controlled Sources and Uses (not including local return)

	FY 15-24	FY 25-40	Total
Local Revenues	33,851.7	85,682.8	119,534.5
State Revenues	3,459.4	3,721.1	7,180.5
Federal Revenues	8,912.7	12,218.7	21,131.4
Subtotal Before Bonds	46,223.8	101,622.6	147,846.4
New Bonds	7,867.6	7,790.5	15,658.1
Total Sources	**54,091.4**	**109,413.1**	**163,504.5**
Existing Debt Service	3,615.0	3,192.8	6,807.8
Operations and other cash uses	25,309.9	61,739.5	87,049.4
Subtotal Uses Not Bond Eligible	28,924.9	64,932.3	93,857.2
Bond Eligible Capital	22,739.3	34,064.9	56,804.2
New Debt Service	2,867.4	10,889.9	13,757.3
Total Uses	**54,531.6**	**109,887.1**	**164,418.7**
Sources Over/(Under) Uses	**(440.2)**	**(474.0)**	**(914.2)**

Consolidated Budgetary Statement for all Metro Transportation Projects and Programs (Detail)

ATTACHMENT B-2

Metro-Controlled Sources and Uses (not including local return)

		FY 15-24	FY 25-40	Total
1	Sales Tax Revenues (A, C, R, TDA)	27,874.8	70,008.0	97,882.8
2	Fares	4,394.8	13,468.3	17,863.1
3	Other Local	1,582.1	2,206.5	3,788.6
4				
5	State Revenues			
6	STA	1,071.4	1,758.7	2,830.1
7	Other State	2,388.0	1,962.4	4,350.4
8				
9	Federal Revenues			
10	New Starts	2,695.1	2,660.0	5,355.1
11	Other Fed	6,217.6	9,558.7	15,776.3
12	**Subtotal Before Bonds**	**46,223.8**	**101,622.6**	**147,846.4**
13				
14	Bond Proceeds Prop A 35 Rail	933.7	4,310.3	5,244.0
15	Bond Proceeds Prop C 40	117.0	335.0	452.0
16	Bond Proceeds Prop C 25 Highway	1,802.1	2,324.9	4,127.0
17	Bond Proceeds Prop C 10 Commuter Rail	138.2	79.2	217.4
18	Bond Proceeds Measure R 35% Transit Projects	878.1	661.7	1,539.8
19	Bond Proceeds Measure R 35% Transit TIFIA	1,868.9	-	1,868.9
20	Bond Proceeds Measure R 20% Highway	971.5	79.4	1,050.9
21	Bond Proceeds Measure R 2% Rail Capital	118.5	-	118.5
22	Bond Proceeds New Starts CGRRRB (for Westside Purple Line Section 1)	1,039.6	-	1,039.6
23	**Subtotal New Bonds (category summary on next page)**	**7,867.6**	**7,790.5**	**15,658.1**
24	**Total Sources including Bonds**	**54,091.4**	**109,413.1**	**163,504.5**
25	**Uses**			
26	Existing Debt Service	3,615.0	3,192.8	6,807.8
27	Transit Operations (Metro, Munis, Access Services, Metrolink)	22,981.0	57,189.2	80,170.2
28	Other Metro Highway Operations	869.8	1,643.7	2,513.5
29	Admin	1,116.1	2,469.5	3,585.6
30	Metro Agencywide Capital	343.0	437.1	780.1
31	**Subtotal Not Bonded**	**28,924.9**	**64,932.3**	**93,857.2**

Prepared by Strategic Financial Planning and Programming

Consolidated Budgetary Statement for all Metro Transportation Projects and Programs (Detail)

ATTACHMENT B-2

Metro-Controlled Sources and Uses (not including local return)

		FY 15-24	FY 25-40	Total
32	Measure R Transit Capital Projects (Measure R 2%, 3%, 35%)	4,952.9	5,112.9	10,065.8
33	Metro Bus and Rail State of Good Repair	2,468.3	9,391.1	11,859.4
34	Other Transit Capital	8,341.5	10,885.7	19,227.2
35	Measure R Highway Capital Projects (Measure R 20%)	2,770.8	2,199.2	4,970.0
36	Other Metro Highway Capital	4,205.8	6,476.0	10,681.8
37	**Subtotal Bond Eligible**	**22,739.3**	**34,064.9**	**56,804.2**
38				
39	**Subtotal**	**51,664.2**	**98,997.2**	**150,661.4**
40	New Debt Service	2,867.4	10,889.9	13,757.3
41	**TOTAL**	**54,531.6**	**109,887.1**	**164,418.7**
42				
43	**Uses Bonded by Category**			-
44	Measure R Transit Capital Projects	4,838.8	4,972.0	9,810.8
45	Measure R Highway Capital Projects	971.5	79.4	1,050.9
46	Non-Measure R Bus Transit Capital	117.0	182.0	299.0
47	Non-Measure R Rail Transit Capital	138.2	232.2	370.4
48	Non-Measure R Highway Capital	1,802.1	2,324.9	4,127.0
49	Subtotal	7,867.6	7,790.5	15,658.1

ATTACHMENT B-3

Consolidated Budgetary Statement for all Metro Transportation Projects and Programs (Costs)

	LRTP Update 3/31/15 ($ in millions)	Total '15-'40	% of Total	Years '15-'24	Years '15-'19	Years '20-'29	Years '30-'40	2014 2015	2015 2016	2016 2017	2017	2018 2019
1	Metro Bus Operations	40,125.3	24.4%	11,816.4	5,434.7	13,960.2	20,730.4	1,019.5	1,050.0	1,083.8	1,119.7	1,161.6
2	Access Services Operations	4,600.1	2.8%	1,450.2	678.2	1,643.0	2,278.9	128.8	132.0	135.4	139.1	142.9
3	Other ADA Service	1,703.0	1.0%	463.2	207.5	564.5	931.0	37.7	39.5	41.5	43.5	45.4
4	Muni and Non-Metro Bus Operations	10,794.3	6.6%	3,197.4	1,468.1	3,742.1	5,584.1	271.6	284.1	293.6	304.1	314.6
5	**Subtotal Bus Operations**	**57,222.7**	34.8%	**16,927.2**	**7,788.4**	**19,909.8**	**29,524.5**	**1,457.6**	**1,505.6**	**1,554.3**	**1,606.4**	**1,664.5**
6	Metro Rail Operations	20,647.6	12.6%	5,384.4	2,332.1	6,935.9	11,379.7	370.2	448.5	486.8	504.2	522.4
7	Metrolink Rail Operations	2,300.0	1.4%	669.4	305.8	793.1	1,201.1	59.8	59.7	59.7	62.1	64.6
8	**Subtotal Rail Operations**	**22,947.6**	14.0%	**6,053.8**	**2,637.8**	**7,729.0**	**12,580.8**	**430.0**	**508.2**	**546.5**	**566.3**	**587.0**
9	Metro Bus Acquisition	4,370.8	2.7%	1,232.3	578.2	1,528.9	2,263.7	156.4	137.1	84.4	50.3	150.0
10	Metro Other Bus Capital	3,880.0	2.4%	1,278.7	635.9	1,366.0	1,878.1	162.1	124.5	113.3	116.4	119.5
11	Muni and non-Metro Bus Capital	3,001.7	1.8%	1,024.0	494.7	1,102.7	1,404.3	103.4	97.5	96.4	99.2	98.2
12	**Subtotal Bus Capital**	**11,252.5**	6.8%	**3,535.0**	**1,708.7**	**3,997.6**	**5,546.1**	**421.9**	**359.1**	**294.2**	**265.8**	**367.7**
13	Major Rail Projects	17,311.8	10.5%	9,032.3	6,555.1	4,043.2	6,713.5	982.3	1,809.1	1,322.5	1,428.3	1,012.8
14	Metro Rail State of Good Repair	8,091.1	4.9%	1,279.8	381.1	1,990.9	5,719.1	31.6	39.3	96.5	98.9	114.9
15	Metro Rail Vehicles	1,668.5	1.0%	864.0	599.5	600.3	468.8	162.4	109.8	123.2	87.8	116.3
16	Metro Red/Purple Line System Improvements	849.3	0.5%	251.1	54.9	620.8	173.6	-	22.3	20.8	11.9	-
17	Other Metro Rail Capital	405.5	0.2%	375.1	316.6	88.9	-	69.4	130.0	45.4	43.2	28.7
18	Metrolink Rail Capital	1,573.5	1.0%	425.4	176.0	548.9	848.6	33.9	31.5	31.0	35.7	44.0
19	**Subtotal Rail Capital**	**29,899.9**	18.2%	**12,227.7**	**8,083.3**	**7,892.8**	**13,923.7**	**1,279.6**	**2,141.9**	**1,639.3**	**1,705.8**	**1,316.7**
20	Call for Projects	3,415.1	2.1%	1,710.1	699.2	2,260.8	455.0	86.3	241.2	155.9	123.8	92.1
21	Freeway Projects	9,000.0	5.5%	4,369.7	2,707.7	3,674.9	2,617.4	544.2	859.5	584.7	375.6	343.7
22	Measure R Contingency Balance	938.6	0.6%	0.0	0.0	4.8	933.8	253.8	(244.4)	(9.3)	(0.0)	(0.0)
23	Alameda Corridor East	420.2	0.3%	420.2	259.9	160.3	-	53.7	72.2	55.0	45.0	34.0
24	Retrofit Soundwalls	1,085.5	0.7%	264.0	133.3	130.7	821.5	7.0	19.5	32.9	38.5	35.4
25	Other Highway/Multimodal Projects	792.3	0.5%	212.6	127.4	158.0	506.8	43.4	29.9	36.6	8.5	8.9
26	Freeway Service Patrol	803.6	0.5%	259.5	122.5	289.3	391.8	23.4	23.9	24.5	25.0	25.6
27	Rideshare/Vanpools	488.6	0.3%	147.8	65.7	180.1	242.8	11.0	12.4	13.0	15.1	14.2
28	Regional Administration and Other	1,221.2	0.7%	462.5	241.9	440.1	539.3	53.7	52.2	45.4	45.1	45.6
29	**Subtotal Highway**	**18,165.0**	11.0%	**7,846.4**	**4,357.7**	**7,299.0**	**6,508.3**	**1,076.6**	**1,066.4**	**938.6**	**676.6**	**599.6**
30	Rail Capital Debt Service Prop A 35%	4,713.4	2.9%	1,480.4	773.9	1,448.3	2,491.2	150.7	147.6	149.6	157.6	168.4
31	Rail Capital Debt Service Prop C 40%	815.9	0.5%	645.6	358.0	382.9	75.0	73.0	71.7	71.4	71.1	70.8
32	Bus Capital Debt Service Prop A 40%	43.4	0.0%	21.9	11.7	20.0	11.7	2.3	2.3	2.3	2.3	2.3
33	Bus Capital Debt Service Prop C 40%	411.3	0.3%	36.4	-	125.1	286.1	-	-	-	-	-
34	Highway Debt Service Prop C 25%	5,131.9	3.1%	1,119.0	400.9	1,654.8	3,076.2	55.4	59.4	80.6	88.2	117.3
35	Commuter Rail Debt Service Prop C 10%	355.6	0.2%	146.3	67.9	140.0	147.8	12.7	12.1	13.7	14.4	15.0
36	Measure R 2% Debt Service	367.9	0.2%	123.1	45.0	155.9	166.9	5.5	5.5	11.2	11.4	11.4
37	Measure R 35% Debt Service	5,797.5	3.5%	1,591.2	531.8	2,243.0	3,022.7	48.9	52.9	135.7	196.0	98.3
38	Measure R 20% Debt Service	1,735.1	1.1%	309.9	36.9	742.3	956.0	-	-	-	15.7	21.2
39	Capital Grant Bond Debt Service	1,184.6	0.7%	1,000.0	500.0	684.6	-	100.0	100.0	100.0	100.0	100.0
40	Regional Improvement Program Debt Service	8.6	0.0%	8.6	8.6	-	-	8.6	-	-	-	-
41	**Subtotal Debt Service**	**20,565.3**	12.5%	**6,482.4**	**2,734.7**	**7,596.9**	**10,233.7**	**457.2**	**451.6**	**564.5**	**656.6**	**604.8**
42	Agencywide Capital	673.3	0.4%	304.1	211.4	196.0	266.0	19.0	134.9	23.2	16.9	17.3
43	Administrative Overhead	3,317.6	2.0%	1,036.9	488.3	1,172.8	1,656.6	100.1	92.8	95.6	98.4	101.3
44	Immediate Needs and General Relief Token	374.8	0.2%	118.2	55.3	133.9	185.7	10.5	10.8	11.0	11.3	11.7
45	**Subtotal Other**	**4,365.8**	2.7%	**1,459.2**	**755.0**	**1,502.7**	**2,108.2**	**129.7**	**238.5**	**129.8**	**126.6**	**130.3**
46	**GRAND TOTAL**	**164,418.7**	**100.0%**	**54,531.6**	**28,065.7**	**55,927.7**	**80,425.3**	**5,252.6**	**6,271.3**	**5,667.0**	**5,604.2**	**5,270.6**

LACMTA Financial Forecasting Model

Consolidated Budgetary Statement for all Metro Transportation Projects and Programs (Costs)

ATTACHMENT B-3

	LRTP Update 3/31/15 ($ in millions)	Total '15-'40	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	2024 2025	2025 2026	2026 2027	2027 2028
1	Metro Bus Operations	40,125.3	1,198.7	1,236.6	1,275.8	1,315.0	1,355.5	1,439.0	1,493.0	1,504.3	1,548.6
2	Access Services Operations	4,600.1	146.7	150.5	154.4	158.2	162.1	166.1	170.1	174.2	178.2
3	Other ADA Service	1,703.0	47.3	49.2	51.1	53.0	55.2	57.0	59.1	61.7	64.2
4	Muni and Non-Metro Bus Operations	10,794.3	324.9	335.2	345.7	355.9	367.4	378.1	389.2	402.3	415.2
5	**Subtotal Bus Operations**	**57,222.7**	**1,717.7**	**1,771.6**	**1,827.1**	**1,882.1**	**1,940.2**	**2,040.3**	**2,111.4**	**2,142.5**	**2,206.3**
6	Metro Rail Operations	20,647.6	555.1	591.3	614.1	633.8	658.1	700.0	751.4	773.4	811.3
7	Metrolink Rail Operations	2,300.0	67.1	69.8	72.6	75.5	78.5	80.9	83.3	85.8	88.4
8	**Subtotal Rail Operations**	**22,947.6**	**622.2**	**661.1**	**686.7**	**709.3**	**736.7**	**780.9**	**834.7**	**859.2**	**899.7**
9	Metro Bus Acquisition	4,370.8	125.0	125.0	125.0	125.0	154.1	191.6	124.4	195.3	199.9
10	Metro Other Bus Capital	3,880.0	122.6	125.3	128.5	131.6	134.8	138.1	141.3	144.6	148.0
11	Muni and non-Metro Bus Capital	3,001.7	102.5	104.1	105.8	107.6	109.3	111.1	112.8	114.6	116.5
12	**Subtotal Bus Capital**	**11,252.5**	**350.1**	**354.4**	**359.3**	**364.2**	**398.2**	**440.7**	**378.5**	**454.6**	**464.3**
13	Major Rail Projects	17,311.8	700.4	626.4	431.2	444.2	274.8	191.2	218.1	274.2	353.0
14	Metro Rail State of Good Repair	8,091.1	220.1	153.2	127.6	157.5	240.3	187.8	247.0	216.5	217.0
15	Metro Rail Vehicles	1,668.5	94.2	40.3	34.1	34.6	61.3	64.3	50.4	46.8	109.4
16	Metro Red/Purple Line System Improvements	849.3	-	-	-	83.9	112.2	107.9	172.1	107.9	36.8
17	Other Metro Rail Capital	405.5	15.0	10.0	2.9	2.8	27.8	27.7	2.6	-	-
18	Metrolink Rail Capital	1,573.5	47.6	47.6	49.5	51.3	53.4	55.3	57.4	59.8	62.2
19	**Subtotal Rail Capital**	**29,899.9**	**1,077.4**	**877.6**	**645.2**	**774.3**	**769.8**	**634.2**	**747.7**	**705.3**	**778.4**
20	Call for Projects	3,415.1	91.8	163.0	256.2	250.0	250.0	250.0	250.0	250.0	250.0
21	Freeway Projects	9,000.0	430.0	281.1	239.2	342.2	369.4	419.6	376.8	398.8	401.9
22	Measure R Contingency Balance	938.6	0.0	(0.0)	(0.0)	0.0	(0.0)	0.0	2.2	2.2	2.2
23	Alameda Corridor East	420.2	34.0	34.0	34.0	34.0	24.3	-	-	-	-
24	Retrofit Soundwalls	1,085.5	44.2	58.0	28.5	-	-	-	-	-	-
25	Other Highway/Multimodal Projects	792.3	9.3	29.7	11.8	10.4	24.0	23.4	11.6	12.1	12.6
26	Freeway Service Patrol	803.6	26.2	26.8	27.4	28.0	28.6	29.2	29.8	30.5	31.1
27	Rideshare/Vanpools	488.6	14.8	15.4	16.0	18.5	17.4	18.1	18.8	19.6	20.3
28	Regional Administration and Other	1,221.2	46.8	43.7	48.5	40.3	41.2	42.1	43.0	43.9	44.8
29	**Subtotal Highway**	**18,165.0**	**697.1**	**651.7**	**661.6**	**723.5**	**754.9**	**782.4**	**732.1**	**757.1**	**762.9**
30	Rail Capital Debt Service Prop A 35%	4,713.4	171.3	168.7	130.4	138.1	98.0	118.0	143.5	160.2	159.5
31	Rail Capital Debt Service Prop C 40%	815.9	67.3	63.6	63.6	64.0	29.1	27.6	16.7	19.4	19.4
32	Bus Capital Debt Service Prop A 40%	43.4	2.3	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
33	Bus Capital Debt Service Prop C 40%	411.3	3.4	5.1	6.1	7.1	14.6	14.6	15.9	15.9	21.1
34	Highway Debt Service Prop C 25%	5,131.9	131.1	143.0	147.7	149.4	146.9	157.5	166.6	184.9	204.1
35	Commuter Rail Debt Service Prop C 10%	355.6	15.6	15.9	17.0	18.2	11.7	11.7	12.5	11.4	12.4
36	Measure R 2% Debt Service	367.9	12.4	15.4	16.8	16.8	16.8	16.8	16.8	16.7	16.7
37	Measure R 35% Debt Service	5,797.5	223.8	183.8	200.7	251.1	199.9	233.7	218.3	230.3	242.8
38	Measure R 20% Debt Service	1,735.1	30.4	42.5	54.6	68.6	76.9	86.9	95.6	95.6	95.6
39	Capital Grant Bond Debt Service	1,184.6	100.0	100.0	100.0	100.0	100.0	100.0	84.6	-	-
40	Regional Improvement Program Debt Service	8.6	-	-	-	-	-	-	-	-	-
41	**Subtotal Debt Service**	**20,565.3**	**757.6**	**740.0**	**738.9**	**815.4**	**695.9**	**768.7**	**772.5**	**736.4**	**773.7**
42	Agencywide Capital	673.3	17.7	18.1	18.5	18.9	19.4	19.8	20.2	20.6	21.1
43	Administrative Overhead	3,317.6	104.1	107.0	109.9	112.8	114.8	117.8	120.8	125.3	128.5
44	Immediate Needs and General Relief Token	374.8	12.0	12.3	12.6	12.9	13.2	13.5	13.9	14.2	14.5
45	**Subtotal Other**	**4,365.8**	**133.8**	**137.3**	**141.0**	**144.6**	**147.4**	**151.1**	**154.9**	**160.1**	**164.2**
46	**GRAND TOTAL**	**164,418.7**	**5,355.9**	**5,193.7**	**5,059.8**	**5,413.5**	**5,443.1**	**5,598.2**	**5,731.9**	**5,815.1**	**6,049.4**

LACMTA Financial Forecasting Model

Consolidated Budgetary Statement for all Metro Transportation Projects and Programs (Costs)

ATTACHMENT B-3

	($ in millions)	Total '15-'40	2028 2029	2029 2030	2030 2031	2031 2032	2032 2033	2033 2034	2034 2035	2035 2036	2036 2037
1	Metro Bus Operations	40,125.3	1,593.5	1,634.3	1,675.8	1,723.5	1,772.5	1,822.4	1,873.7	1,926.5	1,981.0
2	Access Services Operations	4,600.1	182.3	185.9	189.5	193.8	198.0	202.4	206.8	211.3	216.0
3	Other ADA Service	1,703.0	66.7	69.1	72.6	76.3	79.1	81.9	84.6	87.6	90.5
4	Muni and Non-Metro Bus Operations	10,794.3	428.1	440.3	456.3	473.8	487.8	502.0	516.5	531.4	546.6
5	**Subtotal Bus Operations**	**57,222.7**	**2,270.6**	**2,329.6**	**2,394.2**	**2,467.4**	**2,537.4**	**2,608.6**	**2,681.6**	**2,756.8**	**2,834.1**
6	Metro Rail Operations	20,647.6	847.5	867.9	888.8	897.7	937.3	962.3	988.0	1,097.2	1,145.8
7	Metrolink Rail Operations	2,300.0	91.0	93.8	96.6	99.5	102.5	105.5	108.7	112.0	115.3
8	**Subtotal Rail Operations**	**22,947.6**	**938.6**	**961.7**	**985.4**	**997.2**	**1,039.7**	**1,067.8**	**1,096.7**	**1,209.1**	**1,261.1**
9	Metro Bus Acquisition	4,370.8	163.6	325.5	158.1	147.7	111.0	181.6	218.0	307.2	138.5
10	Metro Other Bus Capital	3,880.0	151.3	154.2	157.1	160.6	164.1	167.7	171.3	173.1	176.9
11	Muni and non-Metro Bus Capital	3,001.7	118.3	120.1	120.8	121.2	123.2	125.1	127.1	129.2	131.3
12	**Subtotal Bus Capital**	**11,252.5**	**433.2**	**599.8**	**436.0**	**429.5**	**398.3**	**474.4**	**516.5**	**609.5**	**446.7**
13	Major Rail Projects	17,311.8	529.5	623.3	667.1	853.0	873.9	906.9	745.6	528.0	418.5
14	Metro Rail State of Good Repair	8,091.1	224.0	249.3	311.9	316.8	549.2	466.6	849.4	557.2	449.5
15	Metro Rail Vehicles	1,668.5	64.8	64.7	87.5	70.1	15.9	42.3	42.5	29.5	44.5
16	Metro Red/Purple Line System Improvements	849.3	-	-	7.1	46.5	92.2	27.8	-	-	-
17	Other Metro Rail Capital	405.5	-	-	-	-	-	-	-	-	-
18	Metrolink Rail Capital	1,573.5	64.7	69.9	70.2	73.5	76.2	79.1	81.9	84.9	88.0
19	**Subtotal Rail Capital**	**29,899.9**	**883.0**	**1,007.1**	**1,143.8**	**1,359.8**	**1,607.5**	**1,522.6**	**1,719.5**	**1,199.6**	**1,000.5**
20	Call for Projects	3,415.1	250.0	250.0	205.0	-	-	-	-	-	-
21	Freeway Projects	9,000.0	415.9	403.5	293.9	289.1	292.4	310.5	369.9	209.0	229.4
22	Measure R Contingency Balance	938.6	(1.8)	1.2	1.2	1.2	1.3	1.3	3.4	174.2	175.0
23	Alameda Corridor East	420.2	-	-	-	-	-	-	-	-	-
24	Retrofit Soundwalls	1,085.5	-	-	57.0	91.5	123.2	85.1	106.4	77.9	33.9
25	Other Highway/Multimodal Projects	792.3	13.1	13.6	18.6	18.9	20.6	22.2	23.7	25.3	31.0
26	Freeway Service Patrol	803.6	31.7	32.3	32.9	33.5	34.2	34.9	35.6	36.3	37.0
27	Rideshare/Vanpools	488.6	21.2	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1
28	Regional Administration and Other	1,221.2	45.7	46.5	45.1	46.0	46.9	47.8	48.8	49.7	50.7
29	**Subtotal Highway**	**18,165.0**	**775.8**	**769.2**	**675.7**	**502.3**	**540.6**	**523.8**	**609.7**	**594.5**	**579.0**
30	Rail Capital Debt Service Prop A 35%	4,713.4	160.5	163.3	166.6	169.1	174.1	198.0	220.1	250.3	271.9
31	Rail Capital Debt Service Prop C 40%	815.9	12.2	10.0	2.3	3.2	4.5	5.8	5.7	7.0	7.6
32	Bus Capital Debt Service Prop A 40%	43.4	2.0	2.0	2.0	2.0	2.0	2.0	2.0	-	-
33	Bus Capital Debt Service Prop C 40%	411.3	21.1	21.8	36.8	33.5	31.7	30.7	29.7	22.2	22.2
34	Highway Debt Service Prop C 25%	5,131.9	223.6	243.7	261.7	274.8	281.8	292.0	288.3	294.0	296.1
35	Commuter Rail Debt Service Prop C 10%	355.6	13.6	13.0	13.4	13.4	13.4	13.4	13.4	13.4	13.4
36	Measure R 2% Debt Service	367.9	10.9	16.7	16.7	16.7	16.7	16.7	16.7	16.7	16.7
37	Measure R 35% Debt Service	5,797.5	258.6	232.1	245.7	280.5	343.2	366.0	349.7	357.8	347.5
38	Measure R 20% Debt Service	1,735.1	95.6	95.6	95.6	95.6	95.6	95.6	95.6	95.6	95.6
39	Capital Grant Bond Debt Service	1,184.6	-	-	-	-	-	-	-	-	-
40	Regional Improvement Program Debt Service	8.6	-	-	-	-	-	-	-	-	-
41	**Subtotal Debt Service**	**20,565.3**	**797.9**	**798.2**	**840.8**	**888.6**	**962.8**	**1,020.1**	**1,021.0**	**1,056.9**	**1,071.0**
42	Agencywide Capital	673.3	21.5	21.9	22.3	22.7	23.2	23.7	24.1	24.6	25.1
43	Administrative Overhead	3,317.6	131.8	134.7	137.9	141.6	145.1	148.6	152.1	155.8	160.2
44	Immediate Needs and General Relief Token	374.8	14.9	15.1	15.4	15.8	16.1	16.5	16.8	17.2	17.6
45	**Subtotal Other**	**4,365.8**	**168.2**	**171.7**	**175.6**	**180.1**	**184.4**	**188.7**	**193.1**	**197.6**	**203.0**
46	**GRAND TOTAL**	**164,418.7**	**6,267.2**	**6,637.4**	**6,651.5**	**6,825.0**	**7,270.8**	**7,406.0**	**7,838.1**	**7,624.0**	**7,395.3**

LACMTA Financial Forecasting Model

Consolidated Budgetary Statement for all Metro Transportation Projects and Programs (Costs)

ATTACHMENT B-3

	LRTP Update 3/31/15 ($ in millions)	Total '15-'40	2037 2038	2038 2039	2039 2040
1	Metro Bus Operations	40,125.3	2,036.4	2,091.6	2,192.7
2	Access Services Operations	4,600.1	220.7	225.3	229.2
3	Other ADA Service	1,703.0	93.5	96.4	99.4
4	Muni and Non-Metro Bus Operations	10,794.3	561.8	577.0	490.8
5	**Subtotal Bus Operations**	**57,222.7**	**2,912.4**	**2,990.3**	**3,012.1**
6	Metro Rail Operations	20,647.6	1,176.1	1,206.4	1,212.3
7	Metrolink Rail Operations	2,300.0	118.8	122.4	126.0
8	**Subtotal Rail Operations**	**22,947.6**	**1,294.9**	**1,328.8**	**1,338.3**
9	Metro Bus Acquisition	4,370.8	254.4	164.7	257.0
10	Metro Other Bus Capital	3,880.0	180.7	184.5	187.7
11	Muni and non-Metro Bus Capital	3,001.7	133.4	135.5	137.5
12	**Subtotal Bus Capital**	**11,252.5**	**568.5**	**484.7**	**582.2**
13	Major Rail Projects	17,311.8	372.7	664.7	60.0
14	Metro Rail State of Good Repair	8,091.1	684.0	545.8	739.4
15	Metro Rail Vehicles	1,668.5	46.4	25.0	0.4
16	Metro Red/Purple Line System Improvements	849.3	-	-	-
17	Other Metro Rail Capital	405.5	-	-	-
18	Metrolink Rail Capital	1,573.5	91.1	94.3	39.5
19	**Subtotal Rail Capital**	**29,899.9**	**1,194.2**	**1,329.8**	**839.2**
20	Call for Projects	3,415.1	-	-	-
21	Freeway Projects	9,000.0	96.5	95.0	28.2
22	Measure R Contingency Balance	938.6	280.7	294.2	-
23	Alameda Corridor East	420.2	-	-	-
24	Retrofit Soundwalls	1,085.5	76.2	89.5	80.8
25	Other Highway/Multimodal Projects	792.3	47.3	117.7	168.0
26	Freeway Service Patrol	803.6	37.7	38.4	39.1
27	Rideshare/Vanpools	488.6	22.1	22.1	22.1
28	Regional Administration and Other	1,221.2	51.7	52.7	53.5
29	**Subtotal Highway**	**18,165.0**	**612.2**	**709.7**	**391.6**
30	Rail Capital Debt Service Prop A 35%	4,713.4	271.8	291.9	314.2
31	Rail Capital Debt Service Prop C 40%	815.9	8.6	9.3	11.0
32	Bus Capital Debt Service Prop A 40%	43.4	-	-	-
33	Bus Capital Debt Service Prop C 40%	411.3	20.9	20.9	15.7
34	Highway Debt Service Prop C 25%	5,131.9	296.1	273.9	273.9
35	Commuter Rail Debt Service Prop C 10%	355.6	13.4	13.4	14.6
36	Measure R 2% Debt Service	367.9	16.7	16.7	-
37	Measure R 35% Debt Service	5,797.5	277.6	222.6	-
38	Measure R 20% Debt Service	1,735.1	95.6	95.6	-
39	Capital Grant Bond Debt Service	1,184.6	-	-	-
40	Regional Improvement Program Debt Service	8.6	-	-	-
41	**Subtotal Debt Service**	**20,565.3**	**1,000.7**	**944.3**	**629.3**
42	Agencywide Capital	673.3	25.6	26.1	26.5
43	Administrative Overhead	3,317.6	165.2	170.0	145.3
44	Immediate Needs and General Relief Token	374.8	18.0	18.4	18.7
45	**Subtotal Other**	**4,365.8**	**208.8**	**214.5**	**190.5**
46	**GRAND TOTAL**	**164,418.7**	**7,791.8**	**8,002.1**	**6,983.3**

Life of Project Costs as of March 2015*

ATTACHMENT C

($ in millions)

		Financial Forecast Model Page**	Total Funded Project Cost through FY 40 including prior	Subtotal Metro-Controlled Funded Costs for FY '15-'24	Subtotal Metro-Controlled Funded Costs for FY '25-'40
1	**Measure R Capital Program**				
2	**Major Transit Projects**				
3	Westside Purple Line Extension Section 1	310	2,773.9	2,575.1	-
4	Westside Purple Line Extension Section 2	312	2,273.2	2,151.4	-
5	*Subtotal Westside Purple Line Sections 1 and 2*		*5,047.1*	*4,726.5*	-
6	Crenshaw/LAX Transit Corridor	290	2,058.0	1,475.7	-
7	Regional Connector	300 & 302	1,460.0	1,250.5	-
8	Exposition Line Phase II	296	1,511.2	800.2	-
9	West Santa Ana Branch Corridor	308	649.0	301.9	326.0
10	Gold Line Foothill Extension Phase 2A Pasadena to Azusa	298	851.1	284.0	-
11	Airport Metro Connector	289	252.9	246.0	-
12	East San Fernando Valley N-S	292	170.1	154.3	-
13	Exposition Line Phase I	295	977.8	48.5	-
14	Eastside Light Rail Access	297	30.0	11.9	-
15	South Bay Green Line Extension	305	555.0	5.6	523.9
16	Exposition Line Phase II Betterments project		3.9	3.9	-
17	Orange Line Canoga Extension close out		154.1	1.7	-
18	Westside Purple Line Extension Section 3	315	2,157.1	-	2,082.9
19	Gold Line Eastside Extension Phase II	293	2,490.0	-	2,396.2
20	Sepulveda Pass Transit Corridor	303	2,468.0	-	2,393.0
21	***Subtotal Measure R Transit Projects***		***20,835.3***	***9,310.7***	***7,722.0***
22	**Major Highway Projects (Total column=Metro-controlled funds only)**				
23	I-5 South, I-605 to OC Line	393	1,514.7	774.3	-
24	South Bay Ramps and Interchanges	426	1,512.4	447.9	1,046.5
25	Alameda Corr. East Grade Sep Ph II (prior includes only Meas R)	429	489.9	420.2	-
26	I-5 N. Capacity Enhancements, SR-14-Kern County Line	395	574.8	394.2	164.8
27	I-5 North, SR-134 to SR-170	389	633.9	334.5	-
28	I-605 Corridor "Hot Spot" Interchanges	407	812.8	269.8	527.5
29	Soundwalls (prior includes only Measure R)	438	1,111.5	264.0	821.5
30	SR-138 Capacity Enhancements	447	243.0	239.6	-
31	SR-710 North Extension (tunnel)	415	1,103.2	223.8	814.6
32	I-710 South and Early Action Projects	410 & 413	843.6	192.1	609.1
33	I-5 South Carmenita Interchange	392	425.6	107.0	-
34	Operational Improvements in Las Virgenes/Malibu	423	253.3	96.6	127.3

Life of Project Costs as of March 2015*

ATTACHMENT C

($ in millions)

		Financial Forecast Model Page**	Total Funded Project Cost through FY 40 including prior	Subtotal Metro-Controlled Funded Costs for FY '15-'24	Subtotal Metro-Controlled Funded Costs for FY '25-'40
35	Operational Improvements in Arroyo Verdugo	420	259.6	78.1	172.6
36	I-5 South, I-605 to OC Line Enhancements	418	70.0	55.4	-
37	BNSF Grade Separations in Gateway Cities	430	35.0	35.0	-
38	I-5 North, SR-134 to SR-170 Enhancements	418	18.0	18.0	-
39	High Desert Corridor Environmental	419	33.0	6.5	-
40	I-5 Carmenita Interchange Enhancements	418	5.0	5.0	-
41	I-5/SR-14 Enhancements	418	2.0	2.0	-
42	***Subtotal Measure R Highway Projects***		***9,941.3***	***3,964.0***	***4,283.9***
43	***Subtotal Measure R Capital Projects***		***30,776.6***	***13,274.7***	***12,005.9***
44	I-10 Puente to Citrus and Citrus to SR-57	399	455.5	310.2	-
45	I-405 from I-10 to US-101 over Sepulveda Pass	406	1,256.4	172.0	-
46	SR-57/SR-60 Mixed Flow Interchange	402	475.0	170.6	304.4
47	SR-138 Corridor Widening (7 of 13 segments)	446	217.1	105.7	-
48	I-5/I-405 Carpool Lane Partial Connector	394	330.0	94.0	236.0
49	SR-71 from I-10 to Mission Blvd	403	115.0	48.3	55.9
50	SR-71 from Mission Blvd to Rio Rancho Rd	405	330.0	37.9	287.7
51	SR-14 from Ave P-8 to Ave L	401	120.0	15.0	105.0
52					
53	Eastern Light Rail Yard (not in project budgets)	326	207.4	69.5	-
54	Southwestern Light Rail Yard (not in project budgets)	327	145.8	145.8	-
55	*Subtotal Rail Yards*		*353.2*	*215.3*	-
56	P3010 Light Rail Vehicles (not in Project Budgets)	328	789.6	466.8	-
57	Heavy Rail Vehicles not in Project Budgets	331	130.9	130.6	-
58	Willowbrook/Rosa Parks Station	325	34.1	9.6	-
59	Southern California Regional Interconnector Project (SCRIP)	332	26.5	26.5	-
60	Red/Purple Line System Improvements	322	849.3	251.1	598.2
61	*Subtotal Rail Capital Yards, Vehicles, Facilities*		*2,536.8*	*1,315.2*	*598.2*
62	Patsaouras Plaza	261	31.0	16.8	
63	Bus Division 13	260	120.3	51.3	-
64	***SUBTOTAL MAJOR PROJECTS***		***36,410.5***	***15,396.4***	***13,593.1***

Life of Project Costs as of March 2015*

ATTACHMENT C

($ in millions)

		Financial Forecast Model Page**	Total Funded Project Cost through FY 40 including prior	Subtotal Metro-Controlled Funded Costs for FY '15-'24	Subtotal Metro-Controlled Funded Costs for FY '25-'40
65	Metro Bus Operations			11,816.4	
66	Debt Service			6,482.4	
67	Metro Rail Operations			5,384.4	
68	Muni and Non-Metro Bus Operations			3,197.4	
69	2009 and Future Calls for Projects			1,710.1	
70	Access Services			1,450.2	
71	Rail Capital Maintenance (Facilities and State of Good Repair)			1,279.8	
72	Replacement Buses			1,232.3	
73	Bus Capital Maintenance (Vehicles and Facilities)			1,188.7	
74	Metro Administration incl Immediate Needs program			1,155.1	
75	Muni and Non-Metro Bus Capital			1,024.0	
76	Metrolink Operations			669.4	
77	Miscellaneous Highway Projects			643.9	
78	Other ADA Service			463.2	
79	Metrolink Capital and Rehab			425.4	
80	Highway Programs (Freeway Service Patrol, Rideshare)			407.3	
81	Metro Agency-wide Capital			304.1	
82	Highway Program Administration			167.4	
83	Miscellaneous Rail Capital Projects			133.7	
84	**TOTAL**			**54,531.6**	
85	Additional Costs since March 1, 2015:				
86	Affordable Housing Revolving Loan Fund			10.0	
87	Risk Allocation (includes 4.3 for Bloc increase)			~~4.3~~ 300.0	
88	Light Rail Vehicles Options 2 and 3			114.0	
89	North Hollywood Orange to Red Lines Pedestrian Underpass			1.1	
90	Southwestern Light Rail Yard increase			11.2	
91	I-405 from I-10 to US-101 over Sepulveda Pass claim			25.0	
92	Subtotal			~~165.5~~ 463.1	
93	TOTAL			~~54,697.1~~ 54,992.9	

*Projects in the Financial Forecast that are not yet under construction do not have current approved Life-of-Project budgets. However, all major transit and highway projects in the SRTP do have estimated total costs that are included above.

**Provided under separate cover.

Estimated Projected Operations Shortfall

ATTACHMENT D-1

LACMTA Financial Forecasting Model

Transit Corridor Operations

LRTP Update 3/31/15

	($ in millions)	Years '15-'24	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024
30	**USES OF FUNDS**											
31	Red/Purple Line	1,127.8	96.0	99.5	102.8	106.7	110.7	114.7	118.2	122.1	126.1	131.0
32	Westside Purple Line Extension	13.6	-	-	-	-	-	-	-	-	-	13.6
33	Blue Line	816.7	69.0	71.7	74.5	77.3	80.3	83.2	85.7	88.6	91.5	94.8
34	Green Line	547.5	46.5	48.3	49.9	51.7	53.7	55.6	57.3	59.3	61.5	63.7
35	Gold Line - Pasadena	356.5	29.3	30.4	33.0	34.3	35.6	35.2	38.1	39.5	40.8	40.3
36	Gold Line - Foothil Extension	309.7	-	8.0	33.2	34.4	35.8	37.0	38.3	39.6	41.0	42.3
37	Gold Line - Eastside Extension	294.4	24.5	25.4	27.1	28.1	29.2	29.5	31.3	32.3	33.4	33.7
38	Gold Line - Eastside Extension Phase II	-	-	-	-	-	-	-	-	-	-	-
39	Blue Line - Exposition Phase I	417.6	35.1	36.7	38.1	39.5	41.1	42.6	43.9	45.3	46.8	48.5
40	Blue Line - Exposition Phase II	346.3	-	8.9	37.2	38.6	40.1	41.4	42.8	44.3	45.7	47.2
41	Crenshaw/LAX Line	79.0	-	-	-	-	-	11.8	18.3	18.9	19.7	10.3
42	West Santa Ana Branch Line	-	-	-	-	-	-	-	-	-	-	-
43	Regional Connector	34.4	-	-	-	-	-	-	5.9	9.2	9.5	9.8
44	Subtotal Metro Operations	4,343.5	300.4	329.0	395.8	410.7	426.4	451.1	479.8	499.1	516.0	535.3
45	Rail Security - Red Line	277.1	24.4	25.0	25.6	26.3	27.0	27.8	28.5	29.2	29.9	33.4
46	Rail Security - Blue Line incl. Expo/Reg'l Conn.	314.8	21.9	24.2	29.8	30.6	31.4	32.3	34.3	35.9	36.7	37.7
47	Rail Security - Green Line	76.0	6.7	6.9	7.1	7.3	7.5	7.7	7.9	8.1	8.3	8.5
48	Rail Security - Gold Line including Eastside	285.7	16.8	19.7	28.5	29.3	30.1	30.2	31.7	32.5	33.3	33.4
49	Rail Security - Crenshaw/LAX Line	43.6	-	-	-	-	-	5.9	9.1	9.3	9.5	9.8
50	Rail Security - West Santa Ana Line	-	-	-	-	-	-	-	-	-	-	-
51	Subtotal Metro Security	997.3	69.8	75.9	91.0	93.5	96.1	103.9	111.4	115.0	117.8	122.9
52	GLF and Expo II add'l start-up	43.6		43.6								
53	**Subtotal Metro**	**5,384.4**	**370.2**	**448.5**	**486.8**	**504.2**	**522.4**	**555.1**	**591.3**	**614.1**	**633.8**	**658.1**
54	Metrolink	1,362.1	121.5	123.9	124.9	128.9	133.0	137.1	141.4	145.9	150.4	155.1
55	**TOTAL USES**	**6,746.5**	**491.7**	**572.3**	**611.7**	**633.0**	**655.4**	**692.2**	**732.7**	**760.0**	**784.2**	**813.3**
56	**CASH BALANCE**											
57	Beginning Fiscal Year Cash Balance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	(28.2)	(33.9)	(33.9)	(33.9)
58	Annual Net Change to Cash Balance	**(33.9)**	0.0	0.0	0.0	0.0	0.0	**(28.2)**	**(5.7)**	0.0	0.0	0.0
59	Ending Fiscal Year Cash Balance	(33.9)	0.0	0.0	0.0	0.0	0.0	**(28.2)**	**(33.9)**	(33.9)	(33.9)	(33.9)
60	Subtotal new lines w/o security	826.6	-	60.5	70.4	73.1	75.9	90.3	105.3	112.0	115.8	123.3
61	Metro operations percent change			21.15%	8.54%	3.58%	3.62%	6.24%	6.53%	3.86%	3.21%	3.84%
62	Revenue Service Hours		1,027,799	1,089,254	1,267,377	1,267,377	1,267,377	1,315,295	1,366,517	1,376,687	1,377,397	1,380,332
63	Cost per hour		$360.18	$371.70	$384.08	$397.82	$412.22	$422.00	$432.69	$446.05	$460.14	$476.79

NOTES:

1. Transit Corridor Revenue Operation Dates:
Expo I - 4/12, Expo II - 4/16, Gold Fthl - 4/16, Crenshaw - 10/19,
Reg'l Conn - 10/20, AMC - 7/23, Purple Ext I - 11/23,
Ext II - 8/25, Ext III - 7/35, West Santa Ana Branch - 7/27,
Green So Bay - 7/35, Gold East Ext II - 7/35.

Estimated Projected Capital and Rehabilitation Shortfall

ATTACHMENT D-2

LACMTA Financial Forecasting Model

Rail Capital & Transit Corridors Summary

LRTP Update 3/31/15

	($ in millions)	Years '15-'24	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024
140	Double track near Northridge Station (no proj sheet)	63.5	-	63.5	-	-	-	-	-	-	-	-
141	Willowbrook/Rosa Parks Station	19.9	-	3.5	12.0	4.4	-	-	-	-	-	-
142	Transit Oriented Development Planning Grants	19.5	5.3	5.0	5.0	4.2	-	-	-	-	-	-
143	SCRIP	375.7	-	126.2	118.0	131.5	-	-	-	-	-	-
144	Metrolink (Capital Only)	196.6	39.3	21.3	20.6	16.6	(0.7)	19.9	18.7	19.5	20.3	21.1
145	**Subtotal Other Capital**	**1,007.9**	**105.6**	**334.2**	**186.0**	**189.2**	**35.0**	**34.9**	**28.7**	**22.3**	**23.1**	**48.9**
146	**Subtotal Capital Costs**	**12,713.1**	**1,314.5**	**2,368.3**	**1,770.1**	**1,816.6**	**1,385.7**	**1,088.6**	**817.0**	**692.4**	**720.1**	**739.8**
147	Contingency (Measure R 2% System Improvements)	-	1.7	(1.7)	(0.0)	0.2	(0.2)	0.0	0.0	(0.0)	-	-
148	Metrolink PTC (Measure R 3% PTC 1st priority)	244.4	10.2	10.2	10.3	19.0	44.7	27.8	28.9	30.0	31.1	32.3
149	Contingency not alloc (Measure R 35% Annual Bal)	0.0	0.0	0.0	(0.0)	0.0	11.4	(11.5)	0.0	(0.0)	0.7	(0.7)
150	**Total Capital Costs**	**12,957.6**	**1,326.4**	**2,376.9**	**1,780.4**	**1,835.8**	**1,441.6**	**1,104.9**	**845.9**	**722.3**	**751.9**	**771.4**
151	**Financing Payments:**											
152	Sr Lien Bonds (Actuals/Trsry Fcst; Prop A 35% incl fees)	1,272.4	144.3	142.6	143.1	143.2	146.0	145.9	143.4	104.3	104.3	55.2
153	Sr Lien Bonds (Actuals/Trsry Fcst; Prop C 40% incl fees)	645.6	73.0	71.7	71.4	71.1	70.8	67.3	63.6	63.6	64.0	29.1
154	Addt'l Sr. Bonds - Prop A 35% (Model)	158.6	-	-	1.4	9.5	17.6	20.6	20.6	21.4	29.3	38.3
155	Addt'l Sr. Bonds - Prop C 40% (Model)	-	-	-	-	-	-	-	-	-	-	-
156	Measure R 35% 2010 Tax Exempt Bonds	120.1	20.0	20.0	20.0	20.0	20.0	20.0	-	-	-	-
157	Measure R 35% Tax Exempt Bonds	297.1	-	0.1	26.6	26.6	26.6	26.6	40.8	50.0	50.0	50.0
158	Measure R 35% 2010 BABs	253.3	18.0	18.0	18.0	18.0	18.0	18.0	36.3	36.3	36.3	36.3
159	Measure R 35% TIFIA Loans Debt Service	576.3	0.7	0.1	0.1	0.1	0.1	118.4	107.7	116.4	116.4	116.4
160	Measure R 35% TIFIA DSRF Deposit and Release	84.0	3.1	11.9	12.4	14.8	10.7	40.8	(1.0)	(2.7)	(2.8)	(3.2)
161	Measure R 2% Tax Exempt Bonds Debt Service	123.1	5.5	5.5	11.2	11.4	11.4	12.4	15.4	16.8	16.8	16.8
162	Capital Grant Receipt Revenue Bonds Debt Service	1,000.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
163	Commercial Paper Measure R 35%	260.4	7.1	2.8	58.6	116.5	23.0	-	-	0.7	51.2	0.4
164	Commercial Paper Measure R 2% incl fees	-	-	-	-	-	-	-	-	-	-	-
165	Commercial Paper Prop A 35%	49.5	6.4	5.0	5.0	4.9	4.9	4.8	4.7	4.7	4.6	4.5
166	**Subtotal Financing Payments**	**4,840.3**	**378.1**	**377.7**	**467.8**	**536.1**	**449.0**	**574.9**	**531.5**	**511.4**	**570.1**	**443.8**
167	**TOTAL USES**	**17,797.9**	**1,704.6**	**2,754.6**	**2,248.2**	**2,371.9**	**1,890.6**	**1,679.8**	**1,377.3**	**1,233.7**	**1,321.9**	**1,215.2**
168	Beginning Fiscal Year Cash Balance	54.8	54.8	0.0	0.0	0.0	0.0	0.0	(193.4)	(406.3)	(406.3)	(406.3)
169	Annual Net Change to Cash Balance	(461.1)	(54.8)	(0.0)	(0.0)	0.0	0.0	**(193.5)**	**(212.8)**	0.0	0.0	0.0
170	Ending Fiscal Year Cash Balance	**(406.3)**	0.0	0.0	0.0	0.0	0.0	**(193.4)**	**(406.3)**	(406.3)	(406.3)	(406.3)

Estimated Costs for Approved and Pending "Betterments"

ATTACHMENT E

($ in millions)

	Date	Board Report#	Project	Board Action	Fund Source	Total Amount	New Metro Funds	Cum New Metro Total
1	May 2010	10	I-5/SR-14 HOV Direct Connector	Increased the total programmed budget from $161.1 M to $175.8 M with CMAQ funds.	CMAQ	$ 14.700	$ 14.700	$ 14.700
2	May 2010	29	Metro Gold Line Eastside Quad Gates	Establish LOP of $7.0 million for Phase I	Measure R 2%	$ 7.000	$ 7.000	$ 21.700
3	June 2010	28	Red Line Canopy	Increase project budget by $638,000	Prop A 35%	$ 0.638	$ 0.638	$ 22.338
4	July 2010	6	Duarte Soundwall	Receive and File Annual Report on Programming Cost Changes - $900,000 for Caltrans Con Mgt	Prop C	$ 0.900	$ 0.900	$ 23.238
5	July 2010	6	US-101 Freeway Ramp Realignment	Receive and File Annual Report on Programming Cost Changes - $2.9 M for Claims	Prop C	$ 2.900	$ 2.900	$ 26.138
6	July 2010	12	I-405 HOV from SR-90 to I-10	Approve $23 M. Could affect the delivery of other future highway projects.	$19 STIP, $4 CMAQ	$ 23.000	$ 23.000	$ 49.138
7	July 2010	26	Expo Phase I	Increase LOP for Safety Enhancements	Prop C 25% for FY 11	$ 36.590	$ 36.590	$ 85.728
8	Sept 2010	3	Red Line Universal City Pedestrian Bridge	Increase LOP $750,000 from $4.139 M to $4.889 M	Prop A 35%	$ 0.750	$ 0.750	$ 86.478
9	Sept 2010	30	MBL/MGL Transit Passenger Info System	Establish LOP of $5,987,180	Prop 1B & Homeland Sec Grant	$ 5.987	$ 5.987	$ 92.465
10	Dec 2010	22	CRD	Increase LOP by $41.2 M, $37.2 M of which is new programmed funding	CMAQ	$ 37.200	$ 37.200	$ 129.665
11	Dec 2010	6	Expo Phase I	Increase LOP by $28.5 M for claims	Prop A 35%	$ 28.500	$ 28.500	$ 158.165
12	Feb 2011	5	I-405 Sepulveda Pass	Increase LOP by $6 M from $1.034 to $1.040 B to be funded by City of LA	City of LA	$ 6.000	$ -	$ 158.165
13	Feb 2011	8	Vanpool Program	Add $1.5 M to the FY 11 budget	Prop C 25%	$ 1.500	$ 1.500	$ 159.665
14	Feb 2011	12	Expo Phase I	Increase LOP from $927,390,445 to $930,625,055 ($3.175 M)	Culver City	$ 3.175	$ -	$ 159.665
15	Feb 2011	16	I-210 Soundwall (package 4)	Increase LOP from $17.76 M, to $22.2 M ($4.44 M).	Measure R 20%	$ 4.440	$ 4.440	$ 164.105
16	Feb 2011	Closed Session-4	Union Station	Purchase Union Station	Prop A 35%	$ 75.000	$ 75.000	$ 239.105
17	Aug 2011	19	Light Rail Yards	Increase funding for Southwestern Yard	Prop A 35%	$ 170.000	$ 170.000	$ 409.105
18	Oct 2011	28	Patsaouras Plaza	Establish LOP of $16.8 M, reprogram funds and amend FY 12 budget	Prop C 40% and transfers from other projects	$ 16.800	$ 0.500	$ 409.605
19	Nov 2011	12	TOD Grants	Award $5 M in Transit Oriented Development Grants to 5 jurisdictions	Measure R 2%	$ 5.000	$ 5.000	$ 414.605
20	Jan 2012	55	Bus Procurement	Increase LOP from $70 M to $86,830,211	Prop 1B PTMISEA, FTA	$ 16.800	$ 16.800	$ 431.405
21	Jan 2012	56	Silver Line Revitalization Program	Establish LOP of $7,845,000	5307 and Prop C40%/TDA/ Prop A	$ 7.850	$ 7.850	$ 439.255
22	April 2012	65	Access Services	Increase FY 13 budget by $6,962,500 to total $56,962,500	Prop C 40%	$ 6.963	$ 6.963	$ 446.218

Estimated Costs for Approved and Pending "Betterments"

ATTACHMENT E

($ in millions)

	Date	Board Report#	Project	Board Action	Fund Source	Total Amount	New Metro Funds	Cum New Metro Total
23	April 2012 Special Meeting	1	LRV P3010 Procurement	Increase LOP from $335,410,000 to $342,350,000	Measure R 35%, Prop C 25%, local agency, Prop A 35%, PTMISEA, RIP, CMAQ, RSTP	$ 6.940	$ 6.940	$ 453.158
24	June 2012	45	Red Line Universal City Station Pedestrian Bridge	Authorize a Life-of-Project budget increase from $4,139,000 to $23,139,000	Prop A 35%	$ 19.000	$ 19.000	$ 472.158
25	June 2012	47	Eastern Rail Yard	Acknowledge cost estimate increase of $12,000,000 to new total of $276,583,167.	25% from GLF project ($3 M increase)	$ 12.000	$ -	$ 472.158
26	June 2012	47	Eastern Rail Yard	Establish LOP for Metro's 75% share of $207,437,375	Prop A 35%	$ 8.520	$ 8.520	$ 480.678
27	Oct 2012	34	North Hollywood Pedestrian Connector	Increase LOP from $17 M to $22 M	5309 Bus, Prop A 35, TDA4	$ 5.000	$ 5.000	$ 485.678
28	Dec 2012	14	Crenshaw/LAX	Increase LOP by $13.9 M from $1749 to $1762.9	TIGER II	$ 13.900	$ -	$ 485.678
29	Dec 2012	37	Blue Line Pedestrian Gates	Increase LOP by $6,780,000 from $920,000 to $7,700,000	Meas R 2%	$ 6.780	$ 6.780	$ 492.458
30	Dec 2012	43	Red Line Damper Replacement	Increase LOP by $1,200,000 from $1.5 M to $2.7 M	Prop A 35%	$ 1.200	$ 1.200	$ 493.658
31	Jan 2013	54	550 Replacement Buses	Increase LOP by $7,873,000 from $297,070,000 to $304,943,000	$7.783 from Prop C 40%, TDA4, Meas R 35%	$ 7.873	$ 7.873	$ 501.531
32	Feb 2013	44	I-405 Sepulveda Pass Improvements	Decrease LOP by $3.4 M from $1,048 M to $1,044.6 M; Increase LOP by $26.1 M from $1,044.6 M to $1,070.7 M	City of LA, CMIA	$ 22.700	$ -	$ 501.531
33	April 2013	31	Div 11 Body Shop Ventilation	Increase LOP by $1,650,000 from $550,000 to $2,200,000	Prop A 35%	$ 1.650	$ 1.650	$ 503.181
34	April 2013	33	Blue Line Signal Rehab	Increase LOP by $63,180,000 from $820,000 to $64,000,000	Prop A 35%	$ 63.180	$ 63.180	$ 566.361
35	April 2013	42	Division 13	Increase LOP by $9.2 M from $95M to $104.2M; reallocate $9.2 M TDA4 from Div 2 LOP	TDA4	$ 9.200	$ -	$ 566.361
36	June 2013	12 & 70	Westside Subway Extension Section 1	Approve LRTP financial forecast including $73.11 M to cover cost increases; transfer $73.11 M from major Wilshire BRT project	Lease Revs	$ 73.110	$ -	$ 566.361
37	June 2013	12 & 70	Regional Connector	Approve LRTP financial forecast including $32.0 M to cover cost increases; transfer $32.0 M from major Wilshire BRT project	Lease Revs	$ 32.000	$ -	$ 566.361
38	June 2013	52, 12, 70	Crenshaw/LAX	Approve LRTP financial forecast including $160 M; Increase LOP by $160.1 M from $1,762.9 M to $1,923.0 M	Prop C 25%, Prop C 40%	$ 160.100	$ 149.910	$ 716.271
39	June 2013	52 & 70	Crenshaw/LAX	Increase LOP by $135.0 M from $1,923.0 M to $2,058.0 M	City of LA, GF	$ 135.000	$ 80.000	$ 796.271
40	June 2013	55 & 70	I-405 Sepulveda Pass Improvements	Increase LOP by $78.7 M from $1,070.7 M to $1,149.4 M	Prop C 25%, Others	$ 78.700	$ 75.000	$ 871.271
41	July 2013	34	Light Rail Vehicles Options	Increase LOP by $396.65 M from $342.35 M to $739.0 M.	RIP, CMAQ, project budgets	$ 396.650	$ 298.325	$ 1,169.596
42	Sept 2013	26	Blue Line Turnout Rehab	Increase LOP by $650,000 from $2.35 M to $3.0 M	Prop A 35%	$ 0.650	$ 0.650	$ 1,170.246

Estimated Costs for Approved and Pending "Betterments"

ATTACHMENT E

($ in millions)

	Date	Board Report#	Project	Board Action	Fund Source	Total Amount	New Metro Funds	Cum New Metro Total
43	Sept 2013	38	Expo Phase I	Increase LOP by $39 M from $932.0 M to $971.0 M; transfer from Expo 2	Prop C 25%	$ 39.000	$ -	$ 1,170.246
44	Oct 2013	47	Universal Station Pedestrian Bridge	Increase LOP by $7.8 M from $19.5 M to $27.3 M	Prop A 35%; NBC, transfer from Orange Line savings	$ 7.800	$ 1.400	$ 1,171.646
44	Jan 2014	39	Rail Station Refurbishments	Establish BL Station Refurb LOP of $33,430,000; decrease LOP of Rail Station Refurb by $17,000,000 from $21,500,000 to $4,500,000	Prop A 35%, Prop A 40%	$ 16.430	$ 16.430	$ 1,188.076
44	**Subtotal since LRTP, through SRTP**					**$ 1,589.076**	**$ 1,188.076**	
44	Jan 2014	44	Patsaouras Plaza Busway Station	Increase LOP by $14,181,000 from $16,803,000 to $30,984,000	Prop C 25%	$ 14.181	$ 14.181	$ 1,202.257
44	Apr 2014	49	Expo II Betterments	Establish separate project and establish LOP of $3.9 M	Measure R 35%	$ 3.900	$ 3.900	$ 1,206.157
49	Apr 2014	65	Willowbrook/Rosa Parks Station (405555)	Approve $4 M for PE, commit up to $16 M local match for TIGER grant application	Measure R 2%, Prop C 5%, Admin $0.2; TIGER grant	$ 20.000	$ 20.000	$ 1,226.157
50	Apr 2014	73	Regional Connector	Establish LOP of $1,420,016,799 and LOP of $39,991,168	Measure R 2%, Lease revs, Repay Cap Proj	$ 60.500	$ 60.500	$ 1,286.657
51	May 2014	10	Intelligent Video Upgrade	Revise LOP by $286,468, from $734,364 to $1,020,832	TDA4	$ 0.286	$ 0.286	$ 1,286.943
52	May 2014	10	Tunnel and Bridge Security	Revise LOP by $109,114, from $1,400,000 to $1,509,114	TDA4	$ 0.109	$ 0.109	$ 1,287.052
53	May 2014	52	Access Services Free Fare Program	Approve $2,046,000 paid to SCRRA	Prop C 10%	$ 2.046	$ 2.046	$ 1,289.098
54	July 2014	56	Purple Line Extension Section 1	Establish LOP of $2,773,879,593 including cost increase of $288,170,284 relative to LRTP	Measure R 35%	$ 288.170	$ 288.170	$ 1,577.268
55	July 2014	53	Division 22 Green Line Storage Bldg	Increase LOP by $291,395 from $1,192,272 to $1,483,667	Prop A 35%	$ 0.291	$ 0.291	$ 1,577.559
56	Sept 2014	51	Bus Division 13	Authorize LOP increase of $16,142,000 from $104,200,000 to $120,342,000	Prop 1B PTMISEA	$ 16.142	$ 16.142	$ 1,593.701
57	Sept 2014	41	Fare Gate Project	Increase Life of Project Budget by $5,491,800 from $9,495,000 to $14,986,800	Measure R 2%	$ 5.492	$ 5.492	$ 1,599.193
58	Sept 2014	8	Umbrella Insurance Program	Authorize $20.9 M. Amend FY15 budget for $10.3 M from Prop C 25% for Crenshaw, Expo II, and GLF. Increase RC and WPLE LOP budgets for $10.6 M from Measure R funds in FY16.	Prop C 25%, Measure R 35% project budget	$ 20.900	$ 20.900	$ 1,620.093
59	Sept 2014	20	Sustainable Parking Demo Project at North Hollywood Red Line Station	Authorize LOP of $1.4 M	Prop C 10%	$ 1.400	$ 1.400	$ 1,621.493
60	Sept 2014	27	LA River Bikeway Connection	Conduct feasibility study	Props A and C Admin	$ 0.100	$ 0.100	$ 1,621.593
61	Sept 2014	72	Purple Line Extension Section 2	Approve finance plan for cost increase of $374.3 M	New Starts	$ 374.300	TBD	$ 1,621.593

Estimated Costs for Approved and Pending "Betterments"

ATTACHMENT E

($ in millions)

	Date	Board Report#	Project	Board Action	Fund Source	Total Amount	New Metro Funds	Cum New Metro Total
62	Sept 2014	34	ExpressLanes Toll Revenue Reinvestment	Approve $875,000 in project funding for the I-10 projects; allocate $875,000 into a reserve fund for the I-110, and allocate up to $1.75 million of Measure R 3% commuter rail funding	$875,000 Toll revenues and $875,000 Measure R 3%	$ 1.750	$ -	$ 1,621.593
63	Sept 2014	19	Union Station security	Approve programming up to $6.3 M of Homeland Security Transit Security grants	Homeland Security Transit Security Grant	$ 6.285	$ -	$ 1,621.593
64	Sept 2014	23	The Bloc/Metro Connection (pedestrian passageway)	Establish new capital project for FY15 of $400,000	Prop C 10%	$ 0.400	$ 0.400	$ 1,621.993
65	Sept 2014	26	Potential Ballot Measure	Amend FY15 budget to add $550,000 to evaluate measure	Prop A/C Admin	$ 0.550	$ 0.550	$ 1,622.543
66	Sept 2014	57	Business Interruption Fund	Establish a pilot program along Crenshaw line, within Little Tokyo, and Phase I of the Purple Line Extension; identify and designate $10,000,000 of Metro funds annually.	TBD	$ 80.000	$ 80.000	$ 1,702.543
67	Oct 2014	11	Bicycle Model Development	Motion to amend the budget to provide necessary funding for remainder of FY15 to develop modeling capability; $1.5 million.	TBD	$ 1.500	$ 1.500	$ 1,704.043
68	Oct 2014	19	Union Station Master Plan	Authorize up to $400,000 in matching funds for Ladders of Opportunity grant and amend FY15 budget to add $200,000 if the grant is awarded.	TBD	$ 0.400	$ 0.400	$ 1,704.443
69	Oct 2014	20	Rail to River Bikeway study	Amend FY15 budget by $2,850,000	Prop A/C/ Meas R/TDA Admin fund balance	$ 2.850	$ 2.850	$ 1,707.293
70	Oct 2014	37	Video Security System Enhancement	Increase LOP by $1,460,246 from $1,500,000 to $2,960,246	TDA4 and Transit Security Grants	$ 1.460	$ 0.100	$ 1,707.393
71	Nov 2014	40	I-5 North Construction Mitigation Transit Service	Explore new service and explore funding sources	TBD	TBD	TBD	$ 1,707.393
72	Nov 2014	56	Airport Metro Connector	Approve acceleration of up to $33.3 million in CMAQ and Measure R 35% for the AMC	CMAQ, Measure R 35%	$ 33.200	$ 33.200	$ 1,740.593
73	Nov 2014	57	Wayfinding Signage Grant Program	Create 2-year pilot program of $500,000 beginning in FY16	TBD	$ 1.000	$ 1.000	$ 1,741.593
74	12/4/2014	11	Red Line Seg 2 Close-out	Increase LOP by $6,500,000 from $22,867,000 to $29,367,000; Amend FY15 budget to add $5,071,000	Prop A 35%	$ 6.500	$ 6.500	$ 1,748.093
75	12/4/2014	14	Metrolink Antelope Valley Line fare enforcement	Motion to allocate $1.7 M from PC10 or MR3% to ensure 100% fare enforcement on Antelope Valley line thru June 2015	Prop C 10%	$ 1.700	$ 1.700	$ 1,749.793
76	Jan 2015	54	Red Line Escalator at Pershing Square	Increase LOP by $8,256,000 from $12,500,000 to $20,756,000	Prop A 35%	$ 8.256	$ 8.256	$ 1,758.049

Estimated Costs for Approved and Pending "Betterments"

ATTACHMENT E

($ in millions)

	Date	Board Report#	Project	Board Action	Fund Source	Total Amount	New Metro Funds	Cum New Metro Total
77	Mar 2015	51, 51.1	Affordable Housing Revolving Loan Fund	Report back on the feasibiilty to budget $2 million annually for 5 years, up to $10 million	Cap and Trade Affordable Housing funds	$ 10.000	$ 10.000	$ 1,768.049
78	Apr 2015	18	I-10 HOV Lanes from Citrus to SR-57	Authorize CEO to negotiate an agreement with Caltrans to program an additional $10,279,000	CMAQ	$ 10.279	$ 10.279	$ 1,778.328
79	Apr 2015	21	The Bloc/Metro Connection (pedestrian passageway)	Authorize LOP of $4,650,000; amend FY16 budget by adding $4,250,000 (also see line #18 above)	Gen Fund/ Lease Revs	$ 4.250	$ 4.250	$ 1,782.578
80	Apr 2015	37	Light Rail Vehicles P3010, Options 2 and 3, 60 vehicles	Increase LOP by $263,000,000; amend and increase FY16 budget by $10,000,000	Prop A 35%/ RIP; future available local/state/fed	$ 263.000	$ 114.000	$ 1,896.578
81	Apr 2015	51	North Hollywood Orange Line to Red Line Pedestrian Underpass	Increase LOP by $1,077,401 from $22,000,000 to $23,077,401 for 3 new TVMs, etc.	TDA4	$ 1.077	$ 1.077	$ 1,897.656
82	May TBD		I-405 Carpool Lane I-10 to US-101 (claim)		Prop C 25%/ CMAQ/RSTP	$ 115.000	* $ 25.000	$ 1,922.656
83	May TBD		Southwestern Yard		Prop A 35%	$ 22.000	$ 11.200	$ 1,933.856
84	TBD		I-5 North, SR-134 to SR-170		Measure R 20%	$ 25.500	TBD	$ 1,897.656
85	TBD		I-5 South, I-605 to Orange County Line		State ROW reimb, MR 20%	$ 46.000	TBD	$ 1,897.656
86	TBD		I-10 Carpool Lane from I-605 to Puente		Prop C 25%	$ 14.900	TBD	$ 1,897.656
87	TBD		Call for Projects ATP		TBD	TBD	TBD	$ 1,933.856
88	TBD		Access Services		Prop C 40%	TBD	TBD	$ 1,933.856
89	TBD		Emergency Operation Center, in addition to Prop 1B grant needed over the next 3 years		TBD	TBD	TBD	$ 1,933.856
90	TBD		Airport Metro Connector		Meas. R 35%, Prop A 35%, CMAQ/RSTP	$ 195.700	$ 195.700	$ 2,129.656
91	TBD		Westside Purple Line Section 2, add back 10 cars		New Starts, Measure R 35%	$ 55.000	$ 55.000	$ 2,184.656
92	TBD		Southern Calif. Regional Interconnector Project (SCRIP)		TBD	$ 239.300	$ 239.300	$ 2,423.956
93	**Subtotal since SRTP**					**$ 1,955.675**	**$1,235.780**	
94	**Total**					**$ 3,544.851**	**$2,423.956**	

*$90 million was assumed in the financial forecast update based on an expected Board item which was deferred.

Inventory of Debt and Debt Service Commitments Pertaining to Proposition A, Proposition C, and Measure R **ATTACHMENT F**

($millions)	Policy Limit	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	Total
Proposition A-Total (assumes 3.5% growth)		763.50	790.22	817.88	846.51	876.13	906.80	938.54	971.39	1005.38	7,916.35
Proposition A 35% Debt Policy											
Proposition A 35%		267.23	276.58	286.26	296.28	306.65	317.38	328.49	339.98	351.88	2,770.72
Maximum Available for Debt Service	87.00%	232.49	240.62	249.04	257.76	266.78	276.12	285.78	295.79	306.14	2,410.53
Existing Debt Commitments		137.23	137.83	137.94	140.77	140.76	138.23	99.28	99.26	50.28	1,081.57
Available for Future Debt Service		95.26	102.79	111.10	116.99	126.02	137.89	186.51	196.53	255.86	1,328.96
Proposition A 40% Debt Policy											
Propostion A 40%		305.40	316.09	327.15	338.60	350.45	362.7	[illegible]	388.55	402.15	3,166.54
Maximum Available for Debt Servic	Further	0.00	0.00	0.00	0.00	0.00	0	[illegible]00	0.00	0.00	0.00
Existing Debt Commitments	[illegible]iance	4.02	4.03	4.02	4.02	4.02		3.65	3.65	3.65	34.71
Available for Future Debt Service		0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00
Proposition C-Total (assumes 3.5% growth)		763.50	790.22	817.88	846.51	87[illegible]	[illegible]6.80	938.54	971.39	1005.38	7,916.35
Proposition C 40%		[illegible]5.40	316.09	327.15	338.60	[illegible]	362.72	375.41	388.55	402.15	3,166.54
Maximum Available for Debt Service	40.00%	[illegible]16	126.44	130.86	135.4[illegible]	[illegible]8	145.09	150.17	155.42	160.86	1,266.62
Existing Debt Commitments		[illegible]	69.08	68.77	68[illegible]	[illegible].04	61.28	61.28	61.75	26.82	551.90
Available for Future Debt Service		[illegible]	57.35	62.09	[illegible]	[illegible]5.14	83.81	88.89	93.67	134.04	714.72
Proposition C 25%		190[illegible]	[illegible]56	204.47	[illegible]	219.03	226.70	234.63	242.85	251.35	1,979.09
Maximum Available for Debt Service	60.00%	114.[illegible]	[illegible]3	122.[illegible]	[illegible]98	131.42	136.02	140.78	145.71	150.81	1,187.45
Existing Debt Commitments		54.87	[illegible]	5[illegible]	[illegible]4.81	53.64	53.50	53.46	53.43	37.95	471.30
Available for Future Debt Service		59.66	[illegible]	[illegible]	72.17	77.78	82.52	87.32	92.28	112.86	716.15
Proposition C 10%		76.35	79[illegible]	[illegible]9	84.65	87.61	90.68	93.85	97.14	100.54	791.63
Maximum Available for Debt Service	40.00%	30.54	[illegible]	[illegible]	33.86	35.05	36.27	37.54	38.86	40.22	316.65
Existing Debt Commitments		11.00	[illegible]	[illegible]	10.79	10.72	9.93	9.96	10.07	3.49	87.76
Available for Future Debt Service		19.54	[illegible]	[illegible]	[illegible].07	24.33	26.34	27.59	28.79	36.72	228.90
Measure R-Total (assumes 3.5% growth)		[illegible]	[illegible]90.22	817.88	[illegible]	876.13	906.80	938.54	971.39	1005.38	7,916.35
Measure R 35%		[illegible]3	276.58	286.26	29[illegible]	[illegible]65	317.38	328.49	339.98	351.88	2,770.72
Maximum Available for Debt Service	87.00[illegible]	[illegible].49	240.62	249.04	257.[illegible]	[illegible]8	276.12	285.78	295.79	306.14	2,410.53
Existing Debt Commitments (incl TIFIA)		[illegible]0.53	46.52	46.52	46.52	[illegible]	130.49	138.91	138.62	138.29	879.30
Available for Future Debt Service		181.96	194.10	202.52	211.24	[illegible]	[illegible]45.63	146.87	157.17	167.85	1,531.22
Measure R 20%		152.70	158.04	163.58	169.30	175.[illegible]	[illegible]6	187.71	194.28	201.08	1,583.27
Maximum Available for Debt Service	[illegible]%	91.62	94.83	98.15	101.58	105.1[illegible]	[illegible]	112.62	116.57	120.65	949.96
Existing Debt Commitments		0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00
Available for Future Debt Service		91.62	94.83	98.15	101.58	105.14	1[illegible]	[illegible]2.62	116.57	120.65	949.96
Measure R 2%		15.27	15.80	16.36	16.93	17.52	18.1[illegible]	[illegible]7	19.43	20.11	158.33
Maximum Available for Debt Service	87.00%	13.28	13.75	14.23	14.73	15.24	15.78	16.33	16.90	17.49	137.74
Existing Debt Commitments		7.15	7.15	7.15	7.15	7.15	8.86	8.80	8.74	8.68	70.81
Available for Future Debt Service		6.14	6.60	7.09	7.58	8.10	6.92	7.53	8.16	8.81	66.94
Measure R 3%		15.27	15.80	16.36	16.93	17.52	18.14	18.77	19.43	20.11	158.33
Maximum Available for Debt Service	87.00%	13.28	13.75	14.23	14.73	15.24	15.78	16.33	16.90	17.49	137.74
Existing Debt Commitments		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Available for Future Debt Service		13.28	13.75	14.23	14.73	15.24	15.78	16.33	16.90	17.49	137.74

Inventory of Debt and Debt Service Commitments Pertaining to Proposition A, Proposition C, and Measure R

ATTACHMENT F

Projected Debt Capacity and Issuance

($millions)

	Policy Limit	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	TOTAL
Proposition A-Gross Revenues (assumes 3.5% growth)		763.50	790.22	817.88	846.51	876.13	906.80	938.54	971.39	1,005.38	7,916.35
Proposition A 35% Debt Policy											
Proposition A 35% Revenues (net of 5% Admin)		253.86	262.75	271.95	281.46	291.31	301.51	312.06	322.99	334.29	2,632.19
Maximum Available for Debt Service	87.00%	220.86	228.59	236.59	244.87	253.44	262.31	271.50	281.00	290.83	2,290.00
Existing Debt Commitments		137.23	137.83	137.94	140.77	140.76	138.23	99.28	99.26	50.28	1,081.57
Remaining Residual Propositon A 35%		83.64	90.76	98.65	104.10	112.68	124.09	172.22	181.74	240.55	1,208.43
Projected Payment (Debt Service)		0.00	19.16	18.77	18.77	18.77	18.77	53.87	53.14	53.14	254.39
Revenues Available for Debt Service		83.64	71.60	79.88	85.33	93.92	105.32	118.35	128.60	187.41	
Annual Debt Service Coverage Ratio	**Min 1.15**	**1.85**	**1.67**	**1.74**	**1.76**	**1.83**	**1.92**	**2.04**	**2.12**	**3.23**	
Maximum Annual Bond Issuance Permitted[1]		1,226.11								2,747.49	
Proposition A 40% Debt Policy											
Proposition A 40% Revenues (net of 5% Admin)		290.13	300.28	310.79	321.67	332.93	344.58	356.64	369.13	382.05	3,008.21
Maximum Available for Debt Service	No Further Issuance	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
Existing Debt Commitments		4.02	4.03	4.02	4.02	4.02	3.65	3.65	3.65	3.65	34.71
Remaining Residual Propositon A 40%		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
Projected Payment (Debt Service)		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
Revenues Available for Debt Service		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
Annual Debt Service Coverage Ratio		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
Maximum Annual Bond Issuance Permitted[1]		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
Proposition C-Gross Revenues (assumes 3.5% growth)		763.50	790.22	817.88	846.51	876.13	906.80	938.54	971.39	1,005.38	7,916.35
Proposition C 10% Debt Policy											
Proposition C 10% Revenues (net of 1.5% Admin)		75.20	77.84	80.56	83.38	86.30	89.32	92.45	95.68	99.03	779.76
Maximum Available for Debt Service	40.00%	30.08	31.13	32.22	33.35	34.52	35.73	36.98	38.27	39.61	311.90
Existing Debt Commitments		11.00	10.93	10.86	10.79	10.72	9.93	9.96	10.07	3.49	87.76
Remaining Residual Propositon C 10%		19.08	20.20	21.36	22.56	23.80	25.79	27.02	28.21	36.12	224.15
Projected Payment (Debt Service)		0.00	2.90	2.84	2.84	5.58	5.52	5.53	8.46	8.40	42.09
Revenues Available for Debt Service		19.08	17.30	18.52	19.71	18.22	20.27	21.50	19.75	27.71	
Annual Debt Service Coverage Ratio	**Min 2.50**	**6.83**	**5.63**	**5.88**	**6.11**	**5.30**	**5.78**	**5.97**	**5.16**	**8.32**	
Maximum Annual Bond Issuance Permitted[1]		279.67								406.29	

Inventory of Debt and Debt Service Commitments Pertaining to Proposition A, Proposition C, and Measure R

ATTACHMENT F

Projected Debt Capacity and Issuance

($millions)

	Policy Limit	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	TOTAL
Proposition C 40% Debt Policy											
Proposition C 40% Revenues (net of 1.5% Admin)		300.82	311.35	322.24	333.52	345.20	357.28	369.78	382.73	396.12	3,119.04
Maximum Available for Debt Service	40.00%	120.33	124.54	128.90	133.41	138.08	142.91	147.91	153.09	158.45	1,247.62
Existing Debt Commitments		69.42	69.08	68.77	68.47	65.04	61.28	61.28	61.75	26.82	551.90
Remaining Residual Propositon C 40%		50.91	55.46	60.13	64.94	73.04	81.64	86.63	91.34	131.63	695.72
Projected Payment (Debt Service)		0.00	0.00	0.00	0.00	5.30	5.07	5.07	12.42	12.09	39.96
Revenues Available for Debt Service		50.91	55.46	60.13	64.94	67.74	76.57	81.56	78.91	119.54	
Annual Debt Service Coverage Ratio	**Min 2.50**	**4.33**	**4.51**	**4.69**	**4.87**	**4.91**	**5.39**	**5.57**	**5.16**	**10.18**	
Maximum Annual Bond Issuance Permitted[1]		746.32								1,752.41	
Proposition C 25% Debt Policy											
Proposition C 25% Revenues (net of 1.5% Admin)		188.01	194.59	201.40	208.45	215.75	223.30	231.11	239.20	247.58	1,949.40
Maximum Available for Debt Service	60.00%	112.81	116.76	120.84	125.07	129.45	133.98	138.67	143.52	148.55	1,169.64
Existing Debt Commitments		54.87	54.84	54.81	54.81	53.64	53.50	53.46	53.43	37.95	471.30
Remaining Residual Propositon C 25%		57.94	61.92	66.03	70.26	75.81	80.48	85.21	90.10	110.60	698.34
Projected Payment (Debt Service)		0.00	19.76	19.35	53.50	52.79	77.87	77.35	77.35	105.32	483.29
Revenues Available for Debt Service		57.94	42.16	46.68	16.76	23.02	2.61	7.85	12.74	5.28	
Annual Debt Service Coverage Ratio	**Min 1.67**	**3.43**	**2.61**	**2.72**	**1.92**	**2.03**	**1.70**	**1.77**	**1.83**	**1.73**	
Maximum Annual Bond Issuance Permitted[1]		849.40								77.38	
Measure R-Gross Revenues (assumes 3.5% growth)		763.50	790.22	817.88	846.51	876.13	906.80	938.54	971.39	1,005.38	7,916.35
Measure R 35% Debt Policy											
Measure R 35% Revenues (net of 1.5% Admin)		263.22	272.43	281.96	291.83	302.05	312.62	323.56	334.89	346.61	2,729.16
Maximum Available for Debt Service	87.00%	229.00	237.01	245.31	253.89	262.78	271.98	281.50	291.35	301.55	2,374.37
Existing Debt Commitments (incl TIFIA)		50.53	46.52	46.52	46.52	142.90	130.49	138.91	138.62	138.29	879.30
Remaining Residual Measure R 35%		178.47	190.49	198.78	207.37	119.88	141.49	142.59	152.73	163.25	1,495.07
Projected Payment (Debt Service)		0.00	21.27	20.82	20.82	20.82	37.08	36.74	36.74	36.74	231.03
Revenues Available for Debt Service		178.47	169.22	177.96	186.55	99.06	104.41	105.84	115.99	126.52	
Annual Debt Service Coverage Ratio	**Min 1.15**	**5.21**	**4.02**	**4.19**	**4.33**	**1.84**	**1.87**	**1.84**	**1.91**	**1.98**	
Maximum Annual Bond Issuance Permitted[2]		1,096.33								1,222.84	

Inventory of Debt and Debt Service Commitments Pertaining to Proposition A, Proposition C, and Measure R

ATTACHMENT F

Projected Debt Capacity and Issuance

($millions)

	Policy Limit	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	TOTAL
Measure R 20% Debt Policy											
Measure R 20% Revenues (net of 1.5% Admin)		150.41	155.67	161.12	166.76	172.60	178.64	184.89	191.36	198.06	1,559.52
Maximum Available for Debt Service	60.00%	90.25	93.40	96.67	100.06	103.56	107.18	110.94	114.82	118.84	935.71
Existing Debt Commitments		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Remaining Residual Measure R 20%		90.25	93.40	96.67	100.06	103.56	107.18	110.94	114.82	118.84	935.71
Projected Payment (Debt Service)		0.00	0.00	23.05	22.57	22.57	39.36	39.01	59.17	58.75	264.48
Revenues Available for Debt Service		90.25	93.40	73.63	77.49	80.99	67.82	71.92	55.64	60.08	
Annual Debt Service Coverage Ratio	**Min 1.67**	**N/A**	**N/A**	**6.99**	**7.39**	**7.65**	**4.54**	**4.74**	**3.23**	**3.37**	
Maximum Annual Bond Issuance Permitted[2]		1,149.10								580.73	
Measure R 2% Debt Policy											
Measure R 2% Revenues (net of 1.5% Admin)		15.04	15.57	16.11	16.68	17.26	17.86	18.49	19.14	19.81	155.95
Maximum Available for Debt Service	87.00%	13.09	13.54	14.02	14.51	15.02	15.54	16.09	16.65	17.23	135.68
Existing Debt Commitments		7.15	7.15	7.15	7.15	7.15	8.86	8.80	8.74	8.68	70.81
Remaining Residual Measure R 2%		5.94	6.40	6.87	7.36	7.87	6.69	7.28	7.91	8.55	64.87
Projected Payment (Debt Service)		0.00	4.79	4.69	4.69	6.30	6.26	7.23	7.21	7.21	48.38
Revenues Available for Debt Service		5.94	1.60	2.18	2.67	1.57	0.42	0.06	0.70	1.34	
Annual Debt Service Coverage Ratio	**Min 1.15**	**2.10**	**1.30**	**1.36**	**1.41**	**1.28**	**1.18**	**1.15**	**1.20**	**1.25**	
Maximum Annual Bond Issuance Permitted[2]		53.86								12.99	
Measure R 3% Debt Policy											
Measure R 3% Revenues (net of 1.5% Admin)		15.04	15.57	16.11	16.68	17.26	17.86	18.49	19.14	19.81	155.95
Maximum Available for Debt Service	87.00%	13.09	13.54	14.02	14.51	15.02	15.54	16.09	16.65	17.23	135.68
Existing Debt Commitments		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Remaining Residual Measure R 3%		13.09	13.54	14.02	14.51	15.02	15.54	16.09	16.65	17.23	135.68
Projected Payment (Debt Service)		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Revenues Available for Debt Service		13.09	13.54	14.02	14.51	15.02	15.54	16.09	16.65	17.23	
Annual Debt Service Coverage Ratio	**Min 1.15**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**	
Maximum Annual Bond Issuance Permitted[2]		166.62								166.55	

[1] Total amount of bonds that could be issued under Debt Policy limitations. Assumes 30 year amortization of debt at 4.5%

[2] Total amount of bonds that could be issued under Debt Policy limitations. Assumes amortization of debt at 4.5% over remaining life of Measure R tax

Summary of New Debt Financing

LRTP Update 3/31/15

($ in millions)	Years '15-'24	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024
Rail, Proposition A 35% Gross	950.5	-	23.6	130.8	131.8	49.4	-	12.2	128.8	147.0	326.9
Rail, Proposition A 35% Net	878.9	**-**	**21.8**	**120.9**	**121.9**	**45.7**	**-**	**11.3**	**119.1**	**135.9**	**302.2**
Rail, Proposition C 10% Gross	127.7	-	26.8	12.0	11.0	11.1	18.8	17.0	18.0	-	12.9
Rail, Proposition C 10% Net	138.2	**-**	**25.2**	**11.3**	**10.4**	**10.5**	**17.7**	**16.0**	**16.9**	**18.3**	**12.2**
Rail, Proposition C 40% Gross	-	-	-	-	-	-	-	-	-	-	-
Rail, Proposition C 40% Net	-	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
12-yr Bus, Proposition C 40% Gross	133.5	-	-	-	-	30.8	16.0	9.1	9.1	68.5	-
Bus, Proposition C 40% Net	117.0	-	-	-	-	27.0	14.0	8.0	8.0	60.0	-
30-yr Bus, Proposition C 40% Gross	-	-	-	-	-	-	-	-	-	-	-
Bus, Proposition C 40% Net	-	-	-	-	-	-	-	-	-	-	-
Subtotal Bus, Proposition C 40% Gross	133.5	-	-	-	-	30.8	16.0	9.1	9.1	68.5	-
Subtotal Bus, Proposition C 40% Net	117.0	**-**	**-**	**-**	**-**	**27.0**	**14.0**	**8.0**	**8.0**	**60.0**	**-**
Subtotal Proposition C 40% Gross - Bus & Rail	133.5	-	-	-	-	*30.8*	*16.0*	*9.1*	*9.1*	*68.5*	-
Subtotal Proposition C 40% Net - Bus & Rail	117.0	**-**	**-**	**-**	**-**	***27.0***	***14.0***	***8.0***	***8.0***	***60.0***	**-**
Hwy, Proposition C 25% Gross	1,948.8	75.4	345.9	123.5	474.6	243.7	195.7	77.8	28.6	211.5	172.1
Hwy, Proposition C 25% Net	1,802.1	**69.9**	**319.9**	**114.2**	**438.9**	**225.3**	**181.0**	**71.9**	**26.4**	**195.5**	**159.1**
Rail, Measure R 35% Gross	666.8	1.8	374.2	-	-	-	178.6	112.0	-	-	-
Rail, Measure R 35% Bonds Net	607.5	**1.7**	**342.6**	**-**	**-**	**-**	**162.0**	**101.3**	**-**	**-**	**-**
Measure R 20% Bonds Gross	1,073.4	**-**	**-**	**216.0**	**73.8**	**119.5**	**153.4**	**147.0**	**163.5**	**93.6**	**106.6**
Measure R 20% Bonds Net	971.5	**-**	**-**	**197.4**	**67.3**	**108.6**	**139.1**	**132.9**	**147.3**	**84.0**	**95.2**
Measure R 35% Commercial Paper	270.6	**-**	**193.0**	**-**	**-**	**-**	**-**	**-**	**50.5**	**-**	**27.1**
Measure R 2% Bonds Gross	129.9	-	81.2	3.3	-	12.4	15.9	17.0	-	-	-
Measure R 2% Bonds Net	118.5	**-**	**74.3**	**3.1**	**-**	**11.3**	**14.4**	**15.4**	**-**	**-**	**-**
Total Net New Financing, Annual	**4,904.1**	**71.6**	**976.7**	**446.8**	**638.4**	**428.3**	**528.1**	**356.7**	**368.1**	**493.7**	**595.7**
Total Net New Financing, Cumulative		**71.6**	**1,048.3**	**1,495.1**	**2,133.5**	**2,561.9**	**3,089.9**	**3,446.6**	**3,814.7**	**4,308.4**	**4,904.1**
Bond Interest Rate for long-term bonds:		4.00%	4.50%	4.50%	4.50%	4.50%	4.50%	4.50%	4.50%	4.50%	4.50%

1. Net represents projected issuance amounts net of reserve fund and issuance fees.
2. Figures represent bond issuance amounts and do not reflect annual debt service payments.

LACMTA Financial Forecasting Model

Attachment G

New Debt Innovative Financing

LRTP Update 3/31/15

($ in millions)	Years '15-'24	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024
TIFIA Loan Proceeds											
Crenshaw/LAX Transit Corridor	545.9	-	337.4	208.5	-	-	-	-	-	-	-
Regional Connector	160.0	61.9	-	-	55.9	17.9	6.2	18.1	-	-	-
Westside Purple Line Extension Section 1	856.0	-	-	-	340.7	305.7	184.9	24.7	-	-	-
Westside Purple Line Extension Section 2	307.0	-	-	146.0	61.0	100.0	-	-	-	-	-
Westside Purple Line Extension Section 3	-	-	-	-	-	-	-	-	-	-	-
Eastside Extension Phase II	-	-	-	-	-	-	-	-	-	-	-
Total TIFIA Uses	**1,868.9**	**61.9**	**337.4**	**354.5**	**457.6**	**423.6**	**191.0**	**42.8**	**-**	**-**	**-**
TIFIA interest rate forecast											
5309 Capital Grant Rcpt Rev Bonds Proceeds	**1,039.6**	**115.2**	**228.5**	**289.5**	**243.7**	**29.5**	**-**	**-**	**87.8**	**43.2**	**2.2**
Westside Purple Line Extension - Section 1	1,039.6	115.2	228.5	289.5	243.7	29.5	-	-	87.8	43.2	2.2
Westside Purple Line Extension - Section 2	-	-	-	-	-	.	.	.	-	-	-
Capital Grant Receipt Revenue Bonds interest rate											

1. Represents projected issuance amounts net of reserve fund and issuance fees.
2. Does not reflect annual debt service payments.

LACMTA Financial Forecasting Model

Debt Policy Maximum (Conformance)

Attachment H-1

LRTP Update 3/31/15

	Total '15-'24	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024
Proposition C 40%											
Projected Revenues	3,630.5	295.7	309.7	325.4	340.9	356.0	370.7	385.3	400.3	414.7	431.7
Policy Maximum	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%
Maximum Available for Debt Service	1,452.2	118.3	123.9	130.2	136.4	142.4	148.3	154.1	160.1	165.9	172.7
Less: Existing Debt Service (Treasury-not incl fees)	645.6	73.0	71.7	71.4	71.1	70.8	67.3	63.6	63.6	64.0	29.1
Available for Future Debt Service	806.6	45.2	52.2	58.8	65.3	71.6	80.9	90.6	96.6	101.8	143.6
Less: Projected Payment (Financial Model)											
Rail Capital	0.0	-	-	-	-	-	-	-	-	-	-
Bus Capital	36.4	-	-	-	-	-	3.4	5.1	6.1	7.1	14.6
Administration/Agencywide	0.0	-	-	-	-	-	-	-	-	-	-
Available DS Capacity (Overutilization)	**770.2**	**45.2**	**52.2**	**58.8**	**65.3**	**71.6**	**77.6**	**85.4**	**90.4**	**94.7**	**128.9**
Annual DSCR: Minimum 2.50		**4.05**	**4.32**	**4.56**	**4.80**	**5.03**	**5.24**	**5.61**	**5.74**	**5.83**	**9.87**
Annual Debt Service % of Rev (40% max)		**24.7%**	**23.2%**	**21.9%**	**20.8%**	**19.9%**	**19.1%**	**17.8%**	**17.4%**	**17.2%**	**10.1%**
Proposition C 25%											
Projected Revenues	2,269.0	184.8	193.6	203.4	213.1	222.5	231.7	240.8	250.2	259.2	269.8
Policy Maximum Assumed	60.0%	60.0%	60.0%	60.0%	60.0%	60.0%	60.0%	60.0%	60.0%	60.0%	60.0%
Maximum Available for Debt Service	1,361.4	110.9	116.1	122.0	127.8	133.5	139.0	144.5	150.1	155.5	161.9
Less: Existing Debt Service (Treasury)	528.3	55.4	55.1	55.0	55.0	55.0	53.8	53.7	53.6	53.6	38.1
Available for Future Debt Service	833.1	55.5	61.1	67.0	72.9	78.5	85.2	90.8	96.5	101.9	123.8
Less: Projected Payment (Financial Model)	590.7	0.0	4.4	25.6	33.2	62.3	77.3	89.3	94.1	95.8	108.8
Available DS Capacity (Overutilization)	**242.4**	**55.5**	**56.7**	**41.4**	**39.7**	**16.2**	**7.9**	**1.5**	**2.4**	**6.1**	**15.0**
Annual DSCR: Minimum 1.176		**3.34**	**3.26**	**2.52**	**2.42**	**1.90**	**1.77**	**1.68**	**1.69**	**1.73**	**1.84**
Annual Debt Service % of Rev (60% max)		**30.0%**	**30.7%**	**39.6%**	**41.4%**	**52.7%**	**56.6%**	**59.4%**	**59.0%**	**57.7%**	**54.5%**
Proposition C 10%											
Projected Revenues	907.6	73.9	77.4	81.3	85.2	89.0	92.7	96.3	100.1	103.7	107.9
Policy Maximum Assumed	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%
Maximum Available for Debt Service	363.0	29.6	31.0	32.5	34.1	35.6	37.1	38.5	40.0	41.5	43.2
Less: Existing Debt Service (Treasury)	110.5	12.7	12.1	12.0	12.0	11.9	11.8	11.0	11.1	11.2	4.6
Available for Future Debt Service	252.5	16.9	18.8	20.5	22.1	23.7	25.2	27.5	29.0	30.3	38.6
Less: Projected Payment (Financial Model)	35.8	0.0	0.0	1.6	2.4	3.1	3.7	4.9	5.9	7.0	7.0
Available DS Capacity (Overutilization)	**216.8**	**16.9**	**18.8**	**18.8**	**19.7**	**20.6**	**21.5**	**22.6**	**23.0**	**23.2**	**31.5**
Annual DSCR: Minimum 2.00		**5.82**	**6.39**	**5.94**	**5.93**	**5.94**	**5.95**	**6.04**	**5.88**	**5.69**	**9.26**
Annual Debt Service % of Rev (40% max)		**17.2%**	**15.7%**	**16.8%**	**16.9%**	**16.8%**	**16.8%**	**16.6%**	**17.0%**	**17.6%**	**10.8%**

LACMTA Financial Forecasting Model

Debt Policy Maximum (Conformance)

Attachment H-1

LRTP Update 3/31/15

	Total '15-'24	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024
Proposition A 35%											
Projected Revenues	3,063.4	249.5	261.3	274.6	287.7	300.4	312.8	325.2	337.8	349.9	364.3
Policy Maximum	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%
Maximum Available for Debt Service	2,665.1	217.1	227.4	238.9	250.3	261.3	272.1	282.9	293.9	304.4	316.9
Less: Existing Debt Service (Treasury - incl CP)	1,321.8	150.7	147.6	148.1	148.1	150.8	150.7	148.1	109.0	108.9	59.8
Available for Future Debt Service	1,343.3	66.4	79.7	90.7	102.2	110.5	121.4	134.8	184.9	195.6	257.2
Less: Projected Payment (Model)	158.6	-	-	1.4	9.5	17.6	20.6	20.6	21.4	29.3	38.3
Available DS Capacity (Overutilization)	**1,184.7**	**66.4**	**79.7**	**89.3**	**92.7**	**92.9**	**100.8**	**114.2**	**163.5**	**166.3**	**218.9**
Annual DSCR: Minimum 1.15		**1.66**	**1.77**	**1.84**	**1.83**	**1.78**	**1.83**	**1.93**	**2.59**	**2.53**	**3.72**
Annual Debt Service % of Rev (87% max)		**60.4%**	**56.5%**	**54.5%**	**54.8%**	**56.1%**	**54.8%**	**51.9%**	**38.6%**	**39.5%**	**26.9%**
Measure R 35% Transit											
Projected Revenues	3,172.1	258.4	270.6	284.3	297.9	311.0	323.9	336.7	349.8	362.3	377.2
Policy Maximum (assumed)	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%
Maximum Available for Debt Service	2,759.7	224.8	235.4	247.3	259.2	270.6	281.8	292.9	304.3	315.2	328.2
Less: Existing Debt Service (Treasury)	846.8	45.8	38.1	38.1	38.1	38.1	134.5	122.0	130.7	130.7	130.7
Available for Future Debt Service	1,913.0	178.9	197.3	209.3	221.1	232.5	147.3	170.9	173.6	184.5	197.5
Less: Projected Payment (Model) (Incl TIFIA and CP)	674.4	0.0	2.9	85.2	143.1	49.6	64.8	62.2	72.2	122.6	71.8
Available DS Capacity (Overutilization)	**1,238.6**	**178.9**	**194.4**	**124.1**	**78.0**	**183.0**	**82.5**	**108.7**	**101.4**	**61.9**	**125.7**
Annual DSCR:		**5.64**	**6.60**	**2.31**	**1.64**	**3.55**	**1.63**	**1.83**	**1.72**	**1.43**	**1.86**
Annual Debt Service % of Rev (87% max)		**17.7%**	**15.2%**	**43.4%**	**60.8%**	**28.2%**	**61.5%**	**54.7%**	**58.0%**	**69.9%**	**53.7%**
Measure R 20% Highway											
Projected Revenues	1,812.6	147.6	154.6	162.5	170.2	177.7	185.1	192.4	199.9	207.0	215.5
Policy Maximum Assumed	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%
Maximum Available for Debt Service	1,540.7	125.5	131.4	138.1	144.7	151.1	157.3	163.5	169.9	176.0	183.2
Less: Existing Debt Service (Treasury)	-	-	-	-	-	-	-	-	-	-	-
Available for Future Debt Service	1,540.7	125.5	131.4	138.1	144.7	151.1	157.3	163.5	169.9	176.0	183.2
Less: Projected Payment (Financial Model)	309.9	-	-	-	15.7	21.2	30.4	42.5	54.6	68.6	76.9
Available DS Capacity (Overutilization)	**1,230.8**	**125.5**	**131.4**	**138.1**	**129.0**	**129.9**	**126.9**	**121.0**	**115.3**	**107.4**	**106.3**
Annual DSCR:					**10.86**	**8.39**	**6.10**	**4.52**	**3.66**	**3.02**	**2.80**
Annual Debt Service % of Rev (60% max)		**0.0%**	**0.0%**	**0.0%**	**9.2%**	**11.9%**	**16.4%**	**22.1%**	**27.3%**	**33.1%**	**35.7%**

ATTACHMENT H-2a

From the Fiscal Responsibility Policy for Measure R Transit and Highway Capital Project Contingencies As Adopted in May 2011 and Amended in April 2012

Cap Measure R Debt Service (Excluding Principal) to LRTP Levels

Measure R debt service (excluding principal) to be repaid from the contingency funds may not exceed the levels forecasted to be necessary in the Long Range Transportation Plan, except to allow for 30/10, America Fast Forward, and similar financing which may involve issuing debt and/or taking out loans greater than contemplated in the 2009 LRTP. 30/10, America Fast Forward, and other similar financing must not adversely impact second and third decade Measure R projects. The Long Range Transportation Plan itself was adopted using an overly optimistic sales tax forecast prior to our understanding of the impact of the worldwide economic recession. For this reason, the Measure R debt service policy cap will be measured against the LRTP financial model published in April 2010.

This policy applies to net bond interest costs after adding Measure R interest earnings and exempting interest costs for the 2010 Build America Bond(BABs)/tax exempt bond package.

Cap Measure R Debt Service (excluding principal) in Fiscal Responsibility Policy As Adopted in May 2011 and Amended in April 2012

- Applies to Measure R bond interest paid from the contingency line items
- May not exceed levels in 2009 LRTP (as of April 2010 financial forecast) except for acceleration plans
- Cap is net after Measure R interest earnings are deducted
- Cap is net after 2010 Build America Bond package interest is deducted

LRTP Comparison

Measure R Debt Service Cap Analysis

LRTP Update 3/31/15

	Measure R 35% Transit and 20% Highway ($ in millions)	Subtotal '15-'24	Total	Subtotal by Decade '15-'19	'20-'29	'30-'39	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024
1	Transit 35% LRTP Priorities 4/29/10 (Yellow Book)															
2	Measure R Debt Service Interest Expense	672.8	1,348.3	297.5	717.6	333.2	27.5	49.8	66.1	75.9	78.2	76.1	76.6	77.0	74.3	71.4
3	Less: Measure R 35% Interest Earnings	0.0	0.0	0.0	0.0	0.0										
4	Net Interest Expense as of 2010	672.8	1,348.3	297.5	717.6	333.2	27.5	49.8	66.1	75.9	78.2	76.1	76.6	77.0	74.3	71.4
5																
6	Transit 35% LRTP Update Mar 2015															
7	Measure R 2010 BABs & Tax-Exempt Bonds Interest Expense	229.9	392.0	125.7	187.7	78.6	26.7	26.0	25.2	24.3	23.4	22.4	21.4	20.8	20.1	19.4
8	Measure R TIFIA Interest (Crenshaw, Reg Conn, WPLE1 and 2	386.8	774.8	109.7	503.8	161.3	0.0	11.3	20.9	31.7	45.8	55.7	57.4	56.6	54.7	52.8
9	Measure R Debt Service Interest Expense without 2010 issue	167.1	474.2	49.5	226.1	198.6	0.0	0.1	16.9	16.5	16.0	15.5	23.1	27.3	26.3	25.3
10	Measure R Commercial Paper Interest Expense	9.8	12.2	7.9	2.3	2.0	0.0	2.8	2.8	2.0	0.3	0.0	0.0	0.7	0.7	0.4
11	Less: Measure R 35% Interest Earnings	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12	Net Interest Expense	563.7	1,261.2	167.1	732.2	361.8	0.0	14.2	40.6	50.1	62.2	71.3	80.5	84.7	81.7	78.4
13																
14	Transit 35% Net Interest Expense															
15	LRTP Priorities 4/29/10 (Yellow Book)	672.8	1,348.3	297.5	717.6	333.2	27.5	49.8	66.1	75.9	78.2	76.1	76.6	77.0	74.3	71.4
16	LRTP Update Feb 2015	563.7	1,261.2	167.1	732.2	361.8	0.0	14.2	40.6	50.1	62.2	71.3	80.5	84.7	81.7	78.4
17	Difference (2010 less 2015) (contingency funds available for inter	109.2	87.1	130.4	(14.6)	(28.7)	27.5	35.6	25.5	25.7	16.0	4.8	(3.8)	(7.7)	(7.5)	(7.0)
18																
19																
20	Highway 20% LRTP Priorities 4/29/10 (Yellow Book)															
21	Measure R Debt Service Interest Expense	214.6	462.3	103.0	229.3	130.0	19.2	20.4	21.3	21.4	20.8	20.1	20.3	22.0	24.2	25.0
22	Less: Measure R 20% Interest Earnings	0.0	0.0	0.0	0.0	0.0										
23	Net Interest Expense as of 2010	214.6	462.3	103.0	229.3	130.0	19.2	20.4	21.3	21.4	20.8	20.1	20.3	22.0	24.2	25.0
24																
25	Highway 20% LRTP Update Mar 2015															
26	Measure R Debt Service Interest Expense	169.3	572.4	22.5	350.3	199.5	0.0	0.0	0.0	9.7	12.8	17.8	24.1	29.9	36.1	38.9
27	Less: Measure R 20% Interest Earnings	4.9	40.3	4.9	0.0	35.3	2.4	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
28	Net Interest Expense	164.4	532.1	17.6	350.3	164.2	(2.4)	(2.5)	0.0	9.7	12.8	17.8	24.1	29.9	36.1	38.9
29																
30	Highway 20% Net Interest Expense															
31	LRTP Priorities 4/29/10 (Yellow Book)	214.6	462.3	103.0	229.3	130.0	19.2	20.4	21.3	21.4	20.8	20.1	20.3	22.0	24.2	25.0
32	LRTP Update Mar 2015	164.4	532.1	17.6	350.3	164.2	(2.4)	(2.5)	0.0	9.7	12.8	17.8	24.1	29.9	36.1	38.9
33	Difference (2010 less 2015) (contingency funds available for inter	50.2	(69.8)	85.5	(121.0)	(34.2)	21.6	22.9	21.3	11.7	8.0	2.4	(3.9)	(7.9)	(12.0)	(13.9)
34																
35	**Total Difference (2010 less 2015)**	159.4	**17.4**	**215.9**	**(135.6)**	**(62.9)**	**49.1**	**58.5**	**46.8**	**37.4**	**24.0**	**7.1**	**(7.7)**	**(15.6)**	**(19.4)**	**(20.9)**

Measure R 35% & 20% Contingency line items available for interest.

LRTP Comparison

Measure R Debt Service Cap Analysis

LRTP Update 3/31/15

	Measure R 35% Transit and 20% Highway ($ in millions)	2024 2025	2025 2026	2026 2027	2027 2028	2028 2029	2029 2030	2030 2031	2031 2032	2032 2033	2033 2034	2034 2035	2035 2036	2036 2037	2037 2038	2038 2039
1	Transit 35% LRTP Priorities 4/29/10 (Yellow Book)															
2	Measure R Debt Service Interest Expense	68.4	70.4	72.1	67.9	63.5	58.9	54.0	48.8	43.4	37.6	31.6	25.2	18.5	11.4	3.9
3	Less: Measure R 35% Interest Earnings															
4	Net Interest Expense as of 2010	68.4	70.4	72.1	67.9	63.5	58.9	54.0	48.8	43.4	37.6	31.6	25.2	18.5	11.4	3.9
5																
6	Transit 35% LRTP Update Mar 2015															
7	Measure R 2010 BABs & Tax-Exempt Bonds Interest Expense	18.6	17.7	16.7	15.7	14.7	13.6	12.4	11.2	10.0	8.7	7.4	6.0	4.6	3.1	1.6
8	Measure R TIFIA Interest (Crenshaw, Reg Conn, WPLE1 and 2	50.6	48.4	45.7	42.7	39.2	35.2	31.7	27.8	23.3	18.0	12.6	8.6	4.2	0.0	0.0
9	Measure R Debt Service Interest Expense without 2010 issue	24.1	23.0	21.8	20.5	19.2	17.8	16.3	19.9	25.9	26.8	29.9	24.3	18.6	12.6	6.4
10	Measure R Commercial Paper Interest Expense	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.8	0.8	0.0
11	Less: Measure R 35% Interest Earnings	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12	Net Interest Expense	75.1	71.4	67.5	63.2	58.3	52.9	48.0	47.7	49.2	44.8	42.5	33.3	23.5	13.4	6.4
13																
14	Transit 35% Net Interest Expense															
15	LRTP Priorities 4/29/10 (Yellow Book)	68.4	70.4	72.1	67.9	63.5	58.9	54.0	48.8	43.4	37.6	31.6	25.2	18.5	11.4	3.9
16	LRTP Update Feb 2015	75.1	71.4	67.5	63.2	58.3	52.9	48.0	47.7	49.2	44.8	42.5	33.3	23.5	13.4	6.4
17	Difference (2010 less 2015) (contingency funds available for inter	(6.8)	(0.9)	4.6	4.7	5.2	5.9	6.0	1.1	(5.8)	(7.1)	(10.9)	(8.1)	(5.1)	(2.0)	(2.6)
18																
19																
20	Highway 20% LRTP Priorities 4/29/10 (Yellow Book)															
21	Measure R Debt Service Interest Expense	24.5	23.9	23.5	23.1	22.8	22.5	21.4	19.3	17.0	14.7	12.3	9.8	7.1	4.4	1.5
22	Less: Measure R 20% Interest Earnings															
23	Net Interest Expense as of 2010	24.5	23.9	23.5	23.1	22.8	22.5	21.4	19.3	17.0	14.7	12.3	9.8	7.1	4.4	1.5
24																
25	Highway 20% LRTP Update Mar 2015															
26	Measure R Debt Service Interest Expense	42.0	44.0	41.7	39.2	36.7	34.0	31.3	28.4	25.4	22.2	18.9	15.4	11.8	8.1	4.1
27	Less: Measure R 20% Interest Earnings	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.2	2.3	6.5	11.9	14.0
28	Net Interest Expense	42.0	44.0	41.7	39.2	36.7	34.0	31.2	28.3	25.3	22.1	18.7	13.1	5.3	(3.8)	(9.9)
29																
30	Highway 20% Net Interest Expense															
31	LRTP Priorities 4/29/10 (Yellow Book)	24.5	23.9	23.5	23.1	22.8	22.5	21.4	19.3	17.0	14.7	12.3	9.8	7.1	4.4	1.5
32	LRTP Update Mar 2015	42.0	44.0	41.7	39.2	36.7	34.0	31.2	28.3	25.3	22.1	18.7	13.1	5.3	(3.8)	(9.9)
33	Difference (2010 less 2015) (contingency funds available for inter	(17.4)	(20.1)	(18.2)	(16.1)	(13.9)	(11.5)	(9.8)	(9.0)	(8.2)	(7.3)	(6.4)	(3.3)	1.8	8.2	11.4
34																
35	**Total Difference (2010 less 2015)**	**(24.2)**	**(21.0)**	**(13.6)**	**(11.5)**	**(8.7)**	**(5.6)**	**(3.9)**	**(7.9)**	**(14.0)**	**(14.5)**	**(17.3)**	**(11.5)**	**(3.2)**	**6.2**	**8.8**
	Measure R 35% & 20% Contingency line items available for intere															

Call for Projects Summary

Attachment I

Metro Financial Forecasting Model

LRTP Update 3/31/15

Outstanding 2013 and Prior Calls for Projects

($ in millions)	Years '15-'24	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024
2009 and Prior Calls for Projects											
Transportation Enhancements (TE)/ATP	41.0	0.6	20.0	14.5	5.9						
Federal CMAQ	42.9	16.3	5.4	13.5	7.7						
Federal RSTP	8.9	3.0	3.1	0.7	2.2						
Total Regional Bikeways/Pedestrian Improvements	**92.8**	**19.9**	**28.5**	**28.6**	**15.8**	**-**	**-**	**-**	**-**	**-**	**-**
Proposition C 25%	131.3	13.9	58.1	26.9	32.4						
Federal CMAQ	23.9	-		7.4	16.5	-					
Federal RSTP	36.7	3.7	9.5	6.3	10.3	6.9					
Total Regional Surface Transportation Improvements	**191.9**	**17.6**	**67.6**	**40.6**	**59.2**	**6.9**	**-**	**-**	**-**	**-**	**-**
Proposition C 25%	119.5	10.1	27.8	16.8	15.0	14.8	20.0	15.0			
Federal CMAQ	8.0	6.1	2.0								
Total Signal Synchronization/Bus Speed Improvements	**127.5**	**16.2**	**29.8**	**16.8**	**15.0**	**14.8**	**20.0**	**15.0**	**-**	**-**	**-**
Proposition C 10%	12.2	2.5	9.2	0.5							
Federal CMAQ	35.6	10.9	22.0	2.7							
Total Transit Capital	**47.7**	**13.4**	**31.1**	**3.2**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Proposition C 25%	14.8	3.0	7.8	4.0							
Federal CMAQ	2.9	0.5	2.4								
Total Transportation Demand Management	**17.7**	**3.5**	**10.2**	**4.0**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Proposition C 25%	40.6	1.4	18.7	20.5							
Proposition C 10%	0.6	0.3	0.1	0.2							
Repayment of Cap Proj Loans	20.0		10.0	10.0							
LTF General Revenues	0.5	0.3	0.2	-							
Active Transportation Program (ATP)	15.9		14.0	1.9							
Federal CMAQ	18.5	2.4	6.4	9.7							
Federal RSTP	12.6	-	-	-		5.4	5.4	1.8			
Total 2011 Call for Projects	**108.7**	**4.4**	**49.4**	**42.3**	**-**	**5.4**	**5.4**	**1.8**	**-**	**-**	**-**
Proposition C 25%	71.7	1.1	8.2	6.9	24.4	31.2					
Proposition C 10%	2.8	0.6	2.2	-	-	-					
Repayment of Cap Proj Loans	4.3					4.3					
Active Transportation Program (ATP)	44.6	0.1	8.0	8.1	8.5	20.0					
Federal CMAQ	25.3	7.1	6.2	5.2	0.9	5.8					
Federal RSTP	23.3	0.1	-	-	-	3.7		13.3	6.2		
Total 2013 Call for Projects	**172.0**	**8.9**	**24.6**	**20.3**	**33.8**	**65.0**	**-**	**13.3**	**6.2**	**-**	**-**
GRAND TOTAL OUTSTANDING CALLS FOR PROJECTS	**758.5**	**83.9**	**241.2**	**155.9**	**123.8**	**92.1**	**25.4**	**30.1**	**6.2**	**-**	**-**

Call for Projects Summary — Attachment I

Metro Financial Forecasting Model

LRTP Update 3/31/15

2015 and Future Calls for Projects

($ in millions)	Years '15-'24	2015 Call 2019 2020	2020 2021	2021 2022	2022 2023	2023 2024
Proposition C 25%	559.2	47.9	116.5	64.3	188.6	142.0
Proposition C 10%	26.3	5.1	5.1	5.1	5.1	5.9
Repayment of Cap Proj Loans	35.1	3.9	11.3	19.9		
Federal CMAQ	89.5	9.6	-	62.5	16.2	1.3
Federal RSTP	40.0	-	-	9.3	15.4	15.3
State Regional Improvement Program	199.1			88.9	24.7	85.5
Total 2015 and Future Calls for Projects	**949.2**	**66.4**	**132.9**	**250.0**	**250.0**	**250.0**

Bus and Rail Operations State of Good Repair

Attachment J

	($ in millions)	Total	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24
1	Metro Bus Operations	10,465.5	1,016.9	1,049.8	1,084.8	1,125.7	1,162.0	1,198.9	1,237.1	1,275.3	1,314.9
2	Metro Bus Operations Security	331.4	33.1	34.0	34.9	35.9	36.8	37.7	38.7	39.7	40.7
3	**Subtotal Metro Bus Operations**	**10,796.9**	**1,050.0**	**1,083.8**	**1,119.7**	**1,161.6**	**1,198.7**	**1,236.6**	**1,275.8**	**1,315.0**	**1,355.5**
4	Muni/Non-Metro Bus Ops (Metro-controlled funds)	2,925.7	284.1	293.6	304.1	314.6	324.9	335.2	345.7	355.9	367.4
5	Bus Operations Incentive Program	160.8	14.9	15.7	16.4	17.2	17.9	18.6	19.3	20.0	20.8
6	**Subtotal Non-Metro Bus Operations**	**3,086.5**	**299.0**	**309.3**	**320.6**	**331.8**	**342.8**	**353.8**	**365.0**	**375.9**	**388.3**
7	Access Services Prop C 40%	700.0	69.9	71.7	73.7	75.7	77.7	79.7	81.8	83.8	85.9
8	Access Services Federal RSTP	621.4	62.1	63.7	65.4	67.2	69.0	70.8	72.6	74.4	76.2
9	**Subtotal Access Services**	**1,321.4**	**132.0**	**135.4**	**139.1**	**142.9**	**146.7**	**150.5**	**154.4**	**158.2**	**162.1**
10	Metro Rail Operations	4,086.7	372.6	395.8	410.7	426.4	451.1	479.8	499.1	516.0	535.3
11	Metro Rail Operations Security	927.5	75.9	91.0	93.5	96.1	103.9	111.4	115.0	117.8	122.9
12	**Subtotal Metro Rail Operations**	**5,014.2**	**448.5**	**486.8**	**504.2**	**522.4**	**555.1**	**591.3**	**614.1**	**633.8**	**658.1**
13	Metrolink Operations	609.6	59.7	59.7	62.1	64.6	67.1	69.8	72.6	75.5	78.5
14	Metrolink State of Good Repair	163.5	16.0	16.0	16.6	17.3	18.0	18.7	19.5	20.3	21.1
15	Metrolink Capital (Prop C 10%)	3.6	1.7				1.9				
16	Metrolink Measure R 3% Capital	223.2	13.2	14.4	19.0	26.7	27.8	28.9	30.0	31.1	32.3
17	**Subtotal Metrolink**	**999.9**	**90.6**	**90.1**	**97.7**	**108.5**	**114.7**	**117.4**	**122.1**	**126.8**	**131.9**
18	Metro Bus Vehicle State of Good Repair	584.5	58.4	59.9	61.5	63.2	64.9	66.6	68.3	70.0	71.7
19	Metro Bus Facility State of Good Repair	498.5	49.8	51.1	52.5	53.9	55.3	56.8	58.2	59.7	61.2
20	**Subtotal Metro Bus State of Good Repair/Preventive Maint (not incl new vehicles)**	**1,083.0**	**108.1**	**111.0**	**114.0**	**117.2**	**120.2**	**123.3**	**126.5**	**129.6**	**132.9**
21	Metro Light Rail State of Good Repair	377.5	23.0	44.1	47.9	62.2	55.1	19.9	41.0	44.3	40.0
22	Metro Heavy Rail State of Good Repair	141.4	7.6	12.5	15.0	16.0	11.4	25.6	21.5	11.8	20.0
23	Metro Rail Rehab/Replacement	729.3	8.7	39.9	36.0	36.7	153.6	107.7	65.1	101.4	180.3
24	**Subtotal Metro Rail State of Good Repair/Preventive Maint (not incl new vehicles)**	**1,248.1**	**39.3**	**96.5**	**98.9**	**114.9**	**220.1**	**153.2**	**127.6**	**157.5**	**240.3**
25	**Total**	**23,550.0**	**2,167.5**	**2,312.8**	**2,394.3**	**2,499.3**	**2,698.4**	**2,726.2**	**2,785.5**	**2,896.9**	**3,069.1**

Sales Tax Measures Project and Program Funding

SRTP Update 3/31/15

	($ in millions)	Current Cost FY '15-'24	Current Funding FY '15-'24		Difference Shortfall Amount	
1	Metro Bus Operations	11,816.4	11,816.4			
2	Access Services Operations	1,450.2	1,450.2			
3	Other ADA Service	463.2	463.2			
4	Muni and Non-Metro Bus Operations	3,197.4	3,197.4			
5	**Subtotal Bus Operations**	**16,927.2**	**16,927.2**			
6	Metro Rail Operations	5,384.4	5,384.4			
7	Metrolink Rail Operations	669.4	669.4			
8	**Subtotal Rail Operations**	**6,053.8**	**6,053.8**			
9	Metro Bus Acquisition	1,232.3	1,232.3			
10	Metro Other Bus Capital	1,278.7	1,278.7			
11	Muni and non-Metro Bus Capital	1,024.0	1,024.0			
12	**Subtotal Bus Capital**	**3,535.0**	**3,535.0**			
13	Major Rail Projects	9,032.3	9,032.3			
14	Metro Rail State of Good Repair	1,279.8	1,279.8			
15	Metro Rail Vehicles	864.0	864.0			
16	Metro Red/Purple Line System Improvements	251.1	251.1			
17	Other Metro Rail Capital	375.1	375.1			
18	Metrolink Rail Capital	425.4	425.4			
19	**Subtotal Rail Capital**	**12,227.7**	**12,227.7**			
20	Call for Projects	1,710.1	1,710.1			
21	Freeway Projects	4,369.7	4,369.7			
22	Alameda Corridor East	420.2	420.2			
23	Retrofit Soundwalls	264.0	264.0			
24	Other Highway/Multimodal Projects	212.6	212.6			
25	Freeway Service Patrol	259.5	259.5			
26	Rideshare/Vanpools	147.8	147.8			
27	Regional Administration and Other	462.5	462.5			
28	**Subtotal Highway**	**7,846.4**	**7,846.4**			
29	Rail Capital Debt Service Prop A 35%	1,480.4	1,480.4			
30	Rail Capital Debt Service Prop C 40%	645.6	645.6			
31	Bus Capital Debt Service Prop A 40%	21.9	21.9			
32	Bus Capital Debt Service Prop C 40%	36.4	36.4			
33	Highway Debt Service Prop C 25%	1,119.0	1,119.0			
34	Commuter Rail Debt Service Prop C 10%	146.3	146.3			
35	Measure R 2% Debt Service	123.1	123.1			
36	Measure R 35% Debt Service	1,591.2	1,591.2			
37	Measure R 20% Debt Service	309.9	309.9			
38	Capital Grant Bond Debt Service	1,000.0	1,000.0			
39	Regional Improvement Program Debt Service	8.6	8.6			
40	**Subtotal Debt Service**	**6,482.4**	**6,482.4**			
41	Agencywide Capital	304.1	304.1			
42	Administrative Overhead	1,036.9	1,036.9			
43	Immediate Needs and General Relief Token	118.2	118.2			
44	**Subtotal Other**	**1,459.2**	**1,459.2**			
45	**Subtotal**	**54,531.6**	**54,531.6**			
46	**Unmet Needs (Funding Shortfall)**		~~**(606.0)**~~	**(901.4)**		
47	**GRAND TOTAL**	**54,531.6**	~~**53,925.6**~~	**53,630.2**	~~**(606.0)**~~	**(901.4)**

1% Shortfall Not Yet Allocated, Revenue Solutions are Being Sought

Minutes of the Regular Board Meeting of the Board of Directors on April 26, 2011

11. APPROVED AS AMENDED:

A. the updated **Los Angeles County Transportation Improvement Program (TIP)** priorities for use in programming funds for fiscal year (FY) 2010-11 to FY 2018-19;

B. authorizing the Chief Executive Officer, to assign or reassign, when necessary, federal, state and local funds to support Board-approved projects and programs, so long as the priorities of the LACMTA Board approved Long Range Transportation Plan (LRTP) and this report are not changed by the assignment or reassignment;

C. directing the Chief Executive Officer to report on a monthly basis any exercise of this delegated authority; and

D. authorizing the Chief Executive Officer to negotiate and execute funding contracts or agreements as needed with Los Angeles County jurisdictions, agencies or other entities to provide funds programmed as authorized, consistent with the priorities of the LRTP and this report.

AMENDMENT: Directed staff to report back to the Board when transfers occur. What money was moved and which projects are impacted.

MW	JH	PO	ZY	AN	MA	DK	AV	RK	DD	MRT	GM	JF	
Y	A	A	Y	Y	Y	Y	A	Y	Y	Y	A	Y	

Short Range Transportation Plan (SRTP)

Fiscal Stability and Funding Commitments Inventory

FY 2015 through FY 2024

Finance & Budget Committee
Planning and Programming Committee
June 17, 2015

Metro

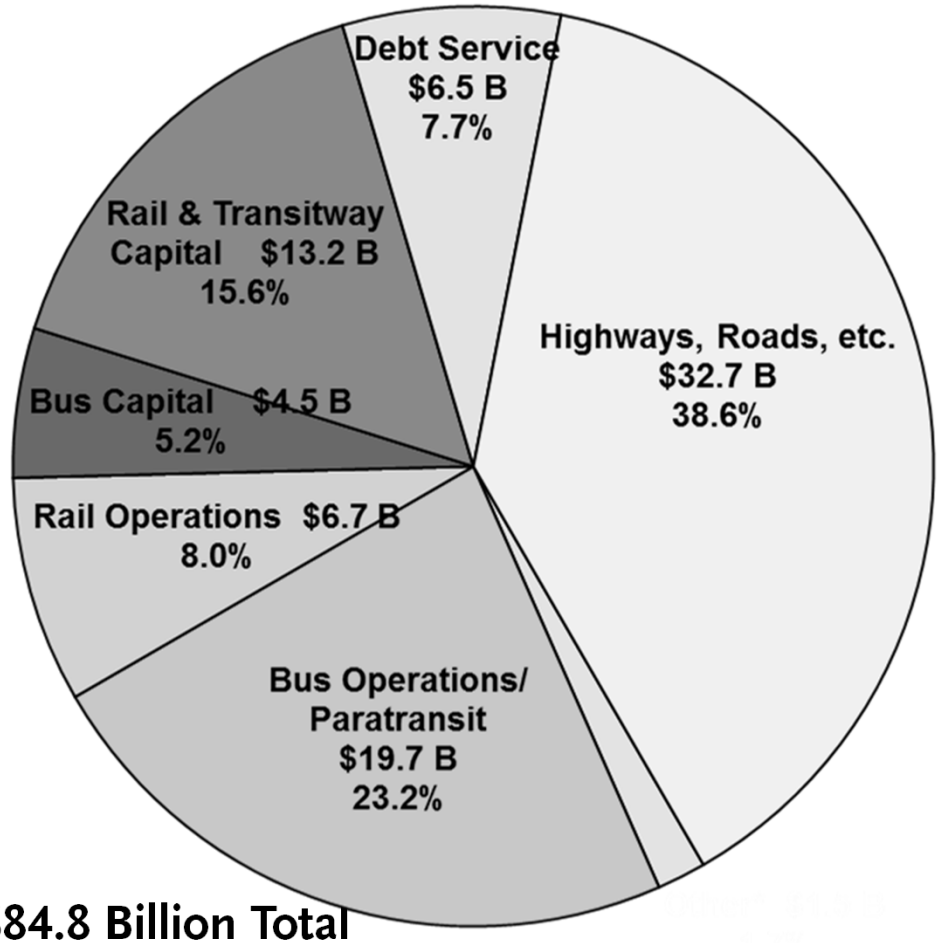
Attachment M

Introduction: CEO's Fiscal Vision for Metro

- **We face the financial challenges described here**
- **Metro must have realistic yet challenging fiscal goals**
  - **As custodians of taxpayer's monies, we must:**
    - **Be frugal, responsible, practical and approve only appropriate expenditures**
    - **Capture the greatest share possible of passenger trips and increase farebox recovery**
    - **Optimize utilization of our financial resources in pursuit of our legislative and Metro Board-approved goals and objectives**
- **These goals are fundamental to our future success**

Transportation Public Investments by Mode:
Countywide and Metro Controlled Spending Forecast

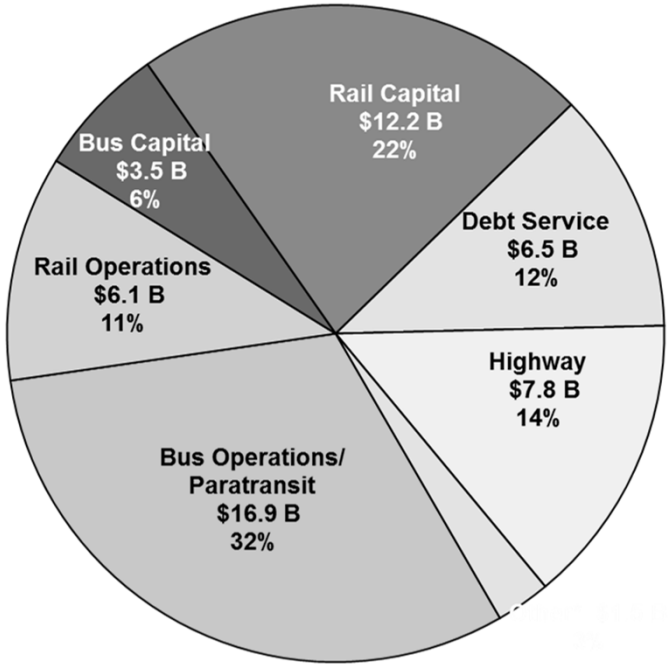
Countywide Uses
FY 2015 – FY 2024



$84.8 Billion Total
FY 2015 – FY 2024

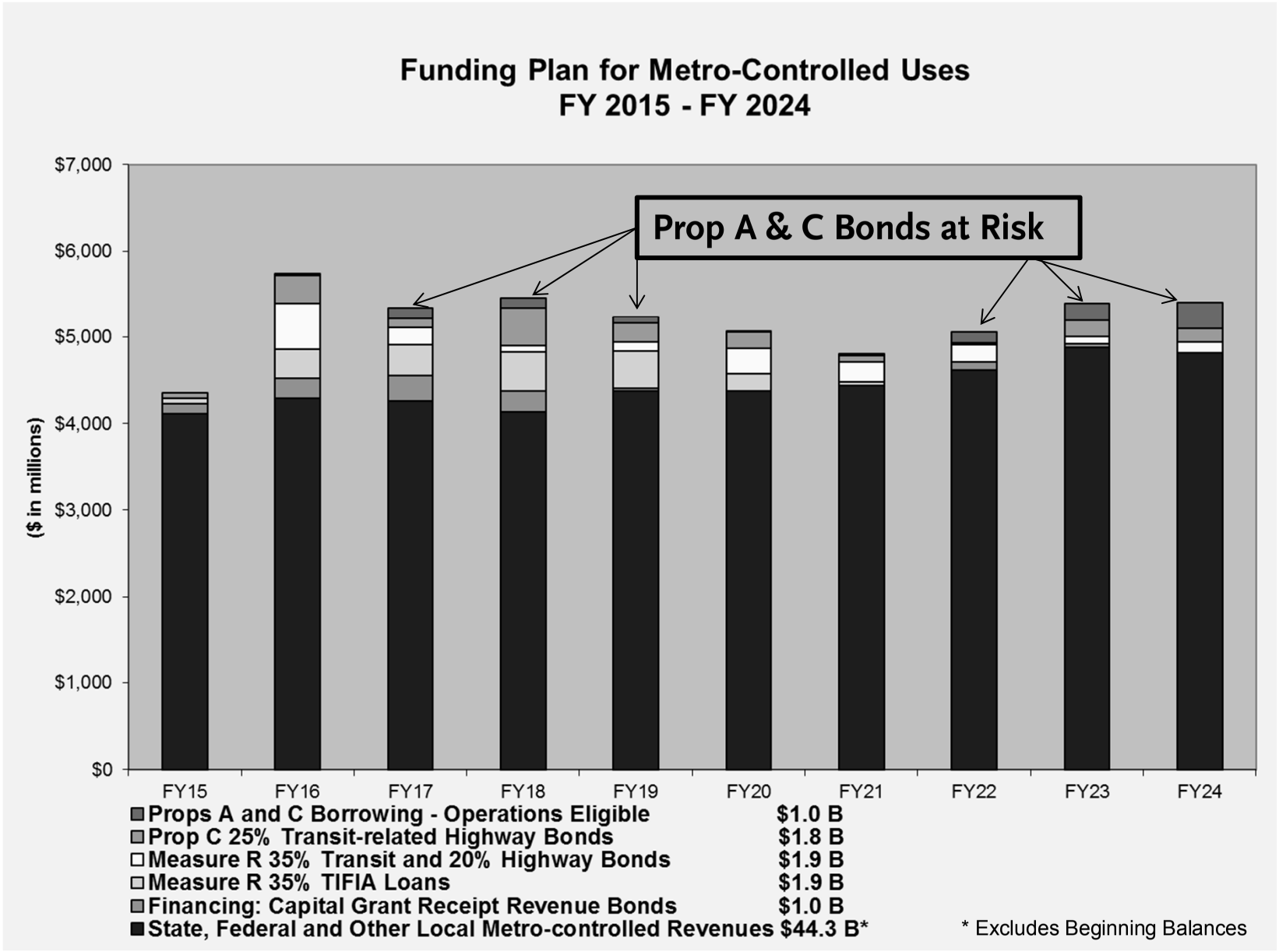
* Includes safety net program, agency-wide capital, and regulatory oversight.

Metro Controlled Uses
FY 2015 – FY 2024



$54.5 Billion Total
FY 2015 – FY 2024

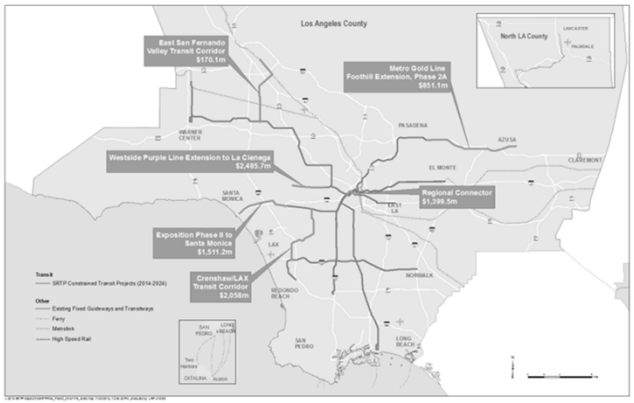
Borrowing Key to Transformative Plan



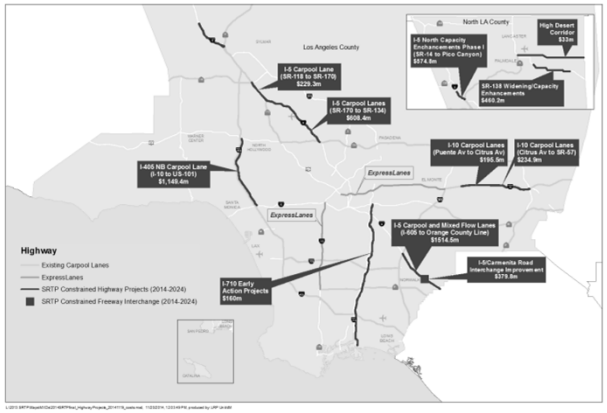
Metro's Transformative Financial Strategy...

- Capital improvement program exceeds $14 B
  - Transit & Highway
    - Almost all under construction
- Borrowing brings in $6.6 B
    - Debt capacity maximized
      - $1.5 B subordinate federal loans critical to success
        - » America Fast Forward Legislation

Transit Improvements



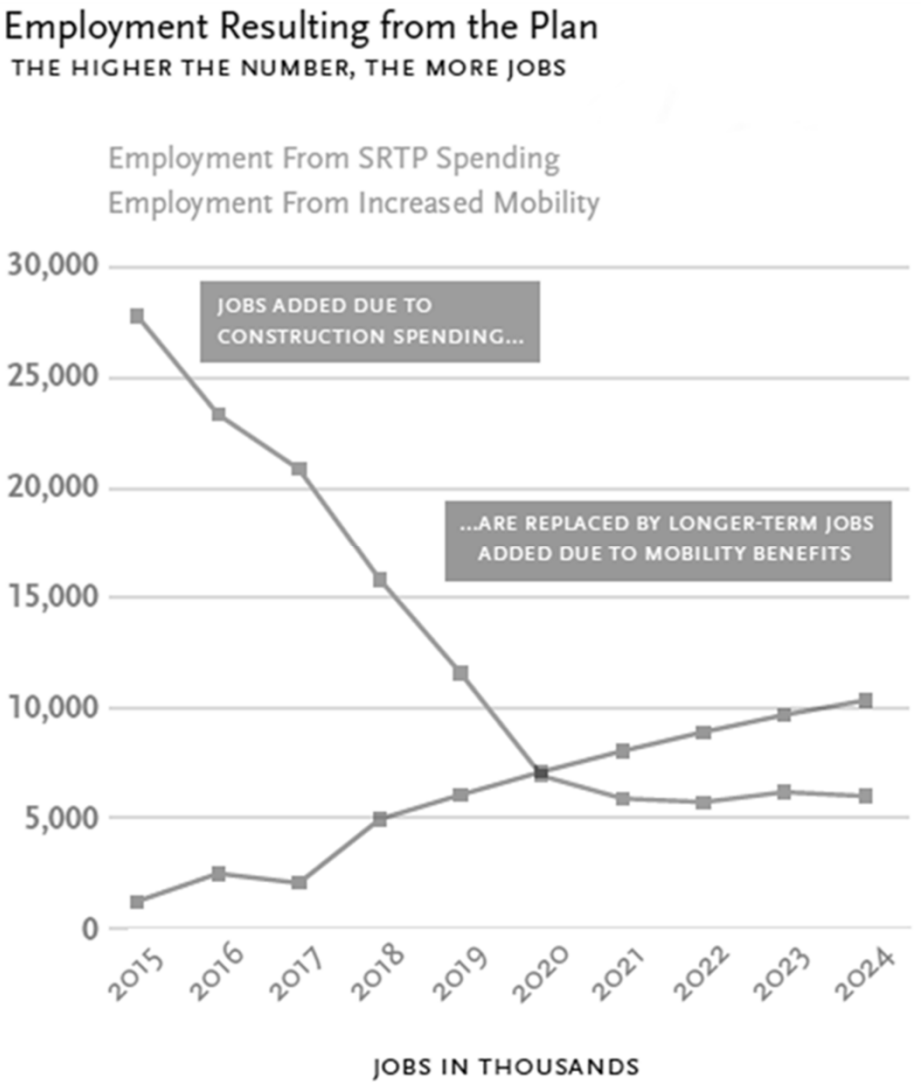
Highway Improvements



Leads to Transformative Results:

Travel demand forecasted to increase by 6%

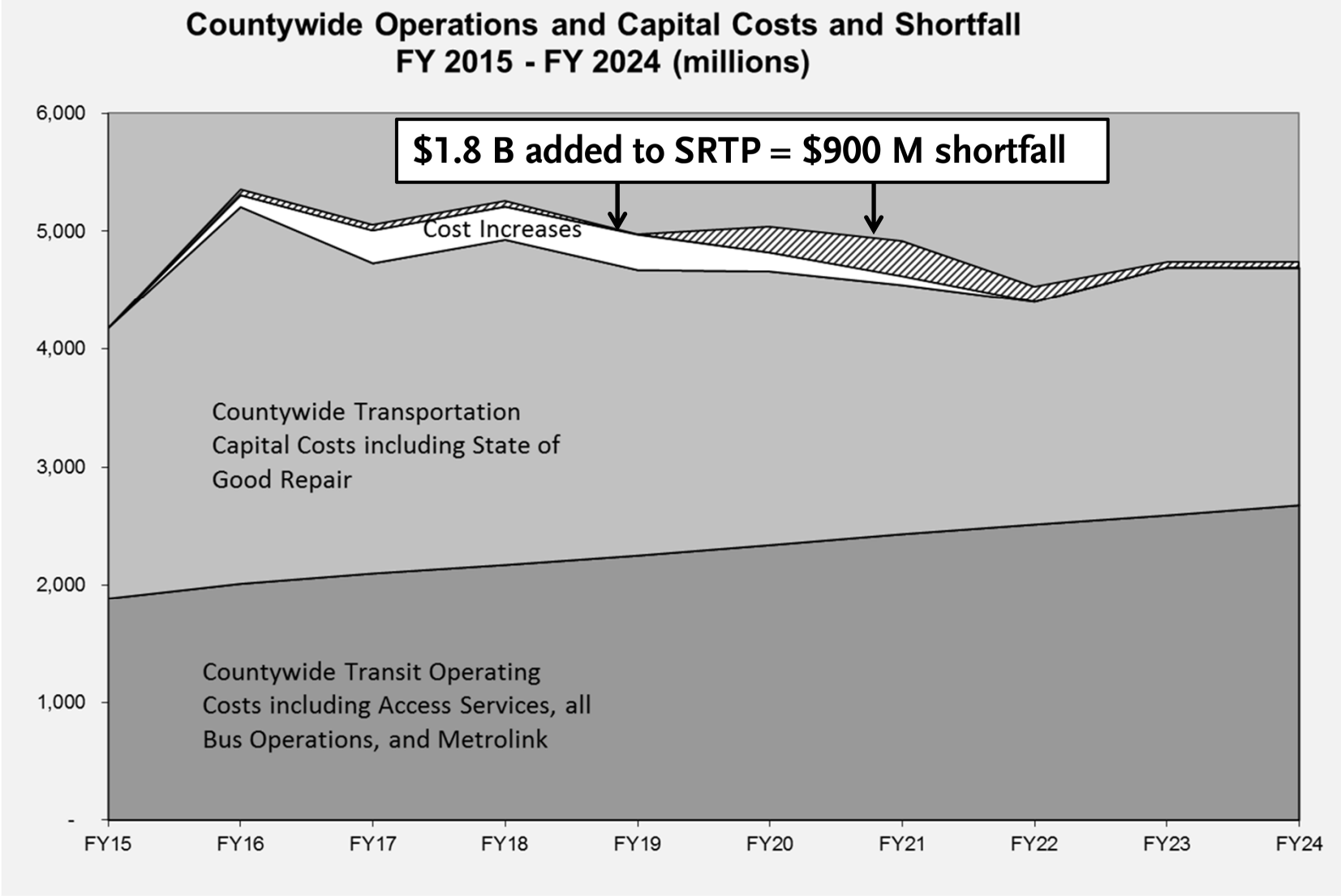
- Transit boardings increase to 2.6 M per day
  - a 13% increase from 2.3 M in 2014
- Rail transit track miles increase by 31%
  - Complimentary bus service stays level
- Greenhouse gas emissions reduced by 9%
  - Surpasses the Air Resources Board ~~mobile source~~ per capita passenger vehicle target target of 8% in 2020
- Highway lane-miles increase by only 1.1%
  - High Occupancy Vehicle Lanes
  - Freeway speed reductions mitigated, but can't increase without pricing
    - 2014 = 27.8 MPH
    - 2024 = 25.8 MPH



Costs Added to SRTP: $1.8B

Project (Alphabetical Order)	Cost Update ($'s millions)	Fund Source (Leveraged from Others?)
Airport Metro Connector Accommodations	$33.2	CMAQ (to be leveraged)
Airport Metro Connector 96th Street Station	$195.7	Measure R 35%
Business Interruption Fund	Up to $80.0	Meas. R Adm. &Transit/Prop. C 25%
Bus Division 13	$16.1	Prop 1B PTMISEA
I-405 NB Carpool Lane (not including claim 86)	Up to $115.0	RSTP (to be leveraged)
Patsaouras Plaza Busway Station	$14.2	Prop C 25%
Purple Line Extension Section 1	$288.2	Measure R Transit 35%
Purple Line Extension Section 2	$374.3	FTA New Starts (to be leveraged)
Regional Connector	$60.5	Measure R 2% /Lease Rev.
Construction Umbrella Liability Insurance	$20.9	Prop C 25% /Measure R 35%
I-10 Carpool Lanes from Citrus to SR-57	$10.3	CMAQ
P3010 Light Rail Vehicle Options 2 and 3	$114.0	Prop A 35%, STIP
Bloc/Metro Connection Pedestrian Passage	$4.3	Metro General Fund, Lease Revenues
North Hollywood Orange-Red Line Underpass	$1.1	TDA4
Southwestern Light Rail Yard	~~$22.0~~ **11.2**	Prop A 35%
Other SRTP Additions	$457	Reserve Needed for TBD items (See Appendix)
Total =	~~$1,806.8~~ **1,796.0**	

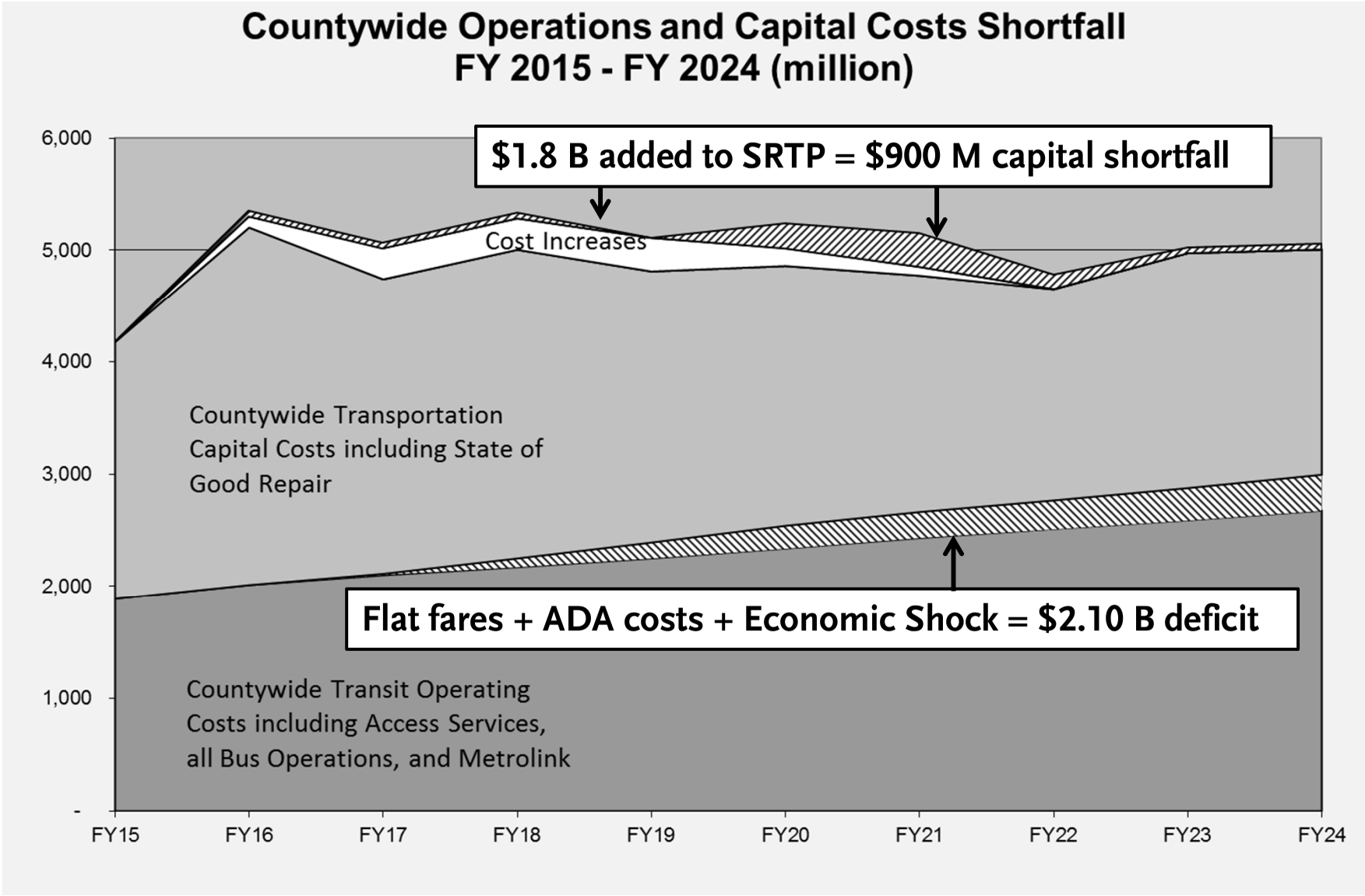
Countywide Forecast: SRTP Has $900 M Shortfall



Metro's Worst Case: Could be Far Worse

- **Periodic economic shocks expected**
  - Higher bids and other cost increases occurring now
  - Economic recession could occur during plan period
- **Borrowing strategies are at risk**
  - Transit operating costs rise faster than CPI
  - Fares not keeping pace with costs
  - Access Services demand growing
- **New revenue sources are important**
  - Federal funding increase needed in reauthorization
  - State Cap & Trade needed for SRTP greenhouse gas reductions

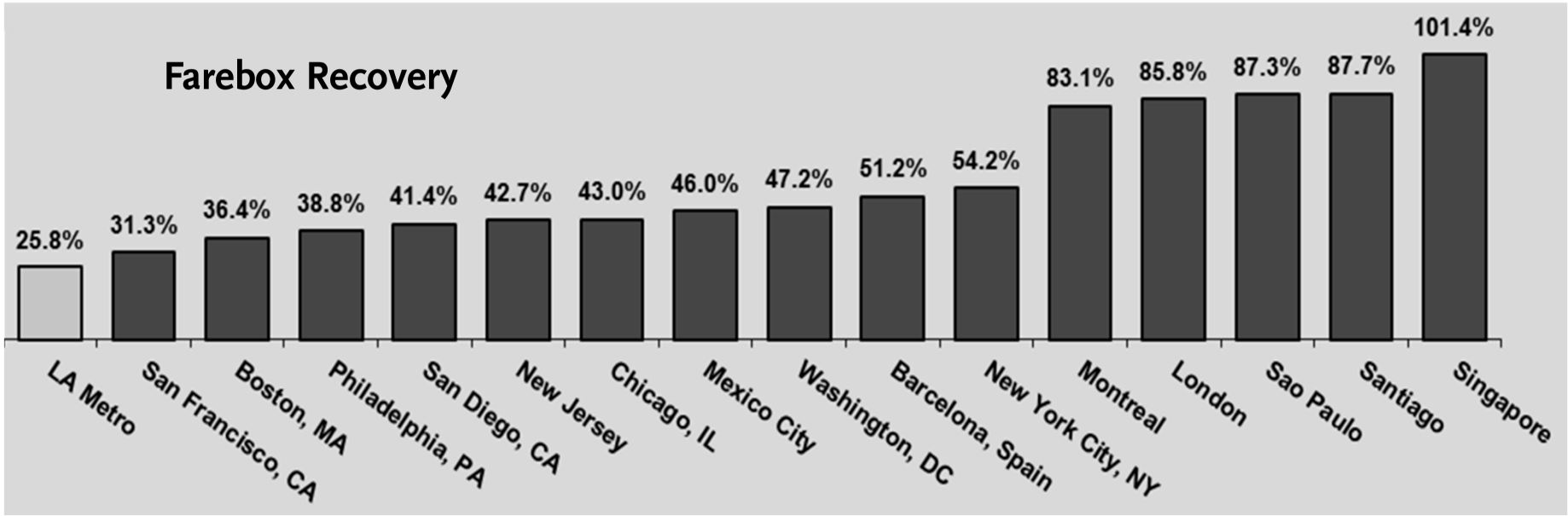
Perfect Storm: Flat Fares, ADA Costs, & Economic Shock



Metro Among Lowest in Fare Recovery

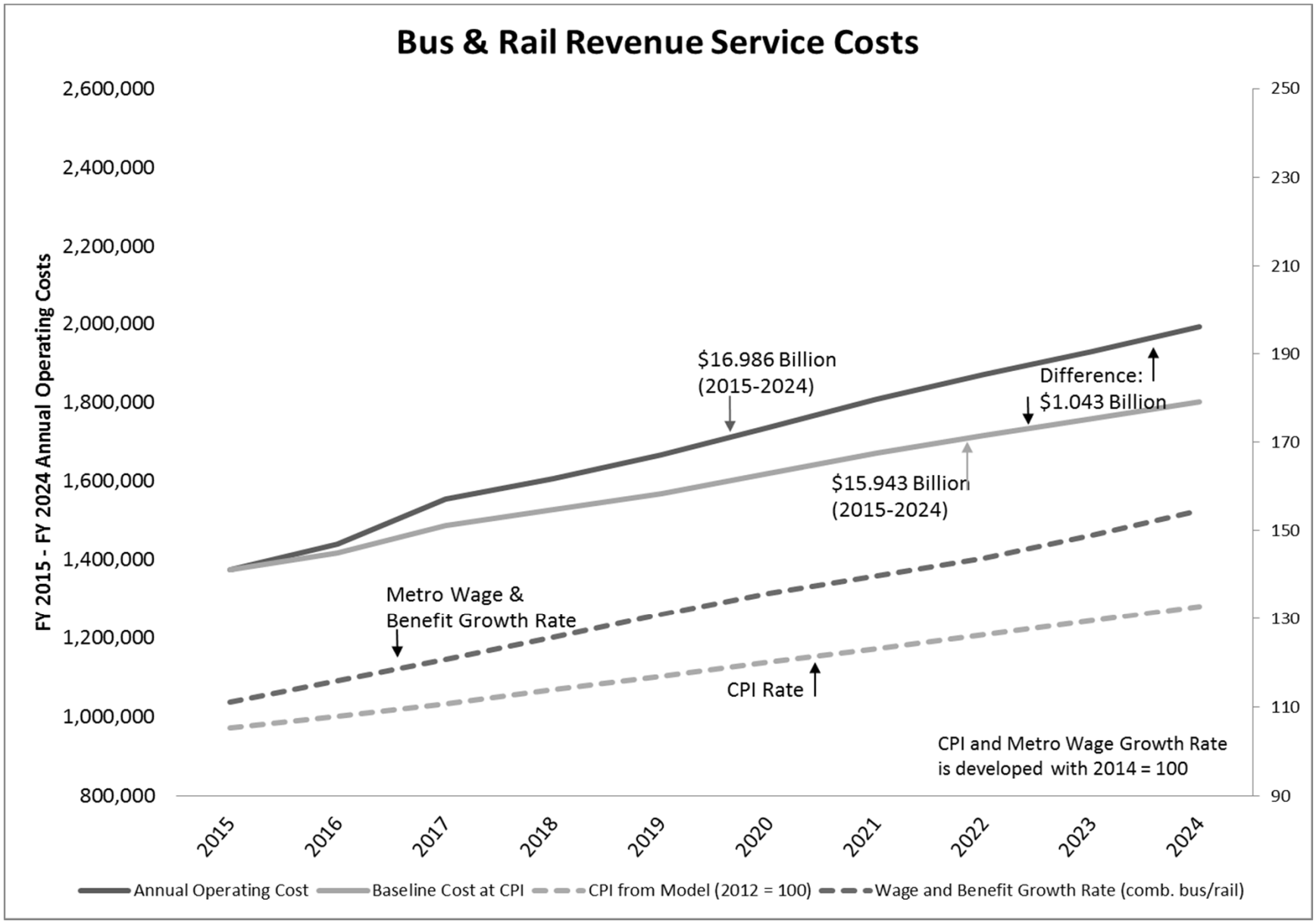
Farebox Recovery is the ratio of fare revenue to operating costs:

- **Operating costs include transportation, maintenance, and other support costs**
  - **Capital costs are not included**
- **Revenue includes TAP card sales, farebox cash, vending machines, etc.**
  - **Revenue does not include ad revenue, transit court, operations subsidies, or reimbursements from other agencies**

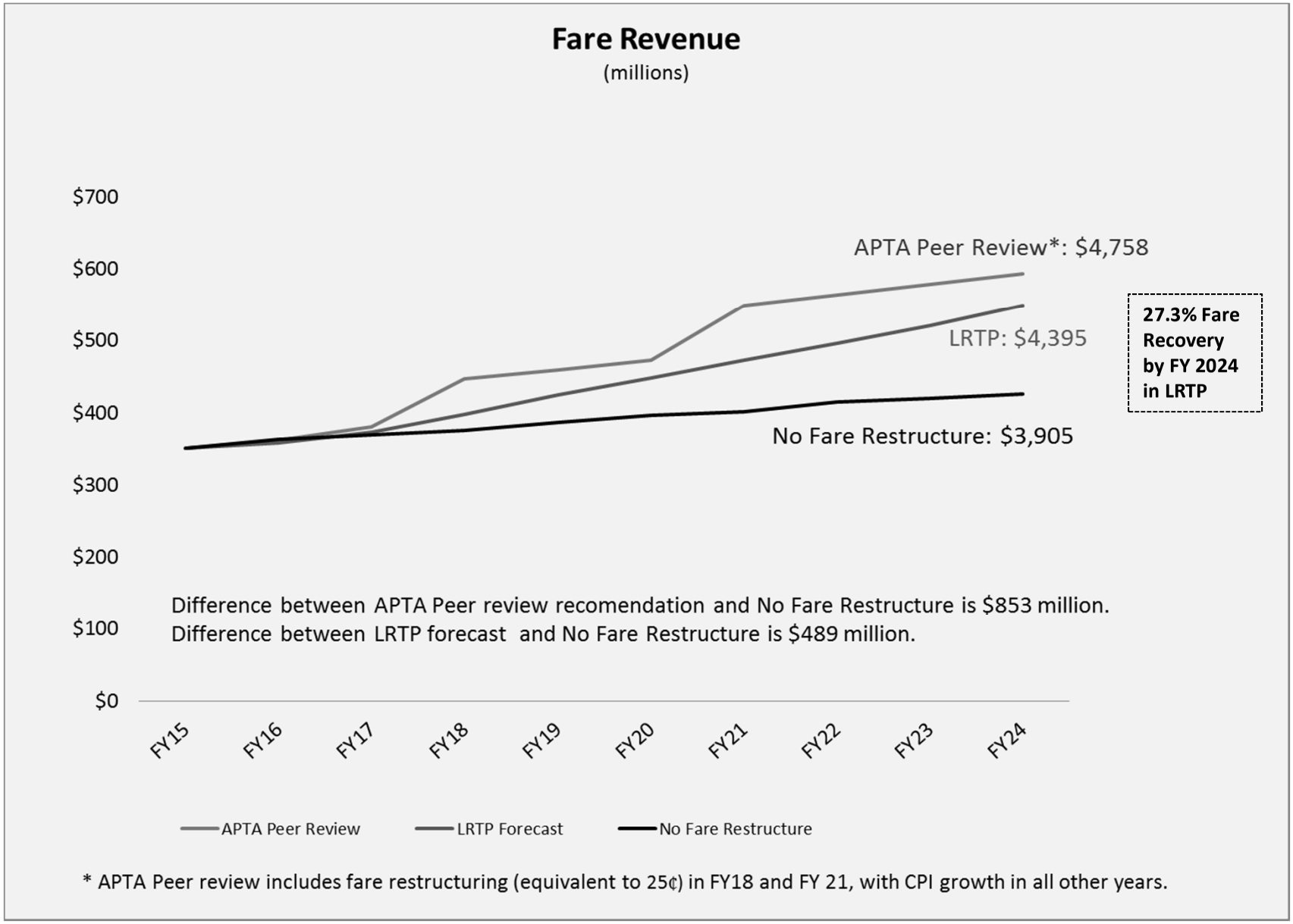


US data from 2012 National Transit Database; International data from Regional Plan Association (Transit Leadership Summit, April 2012)

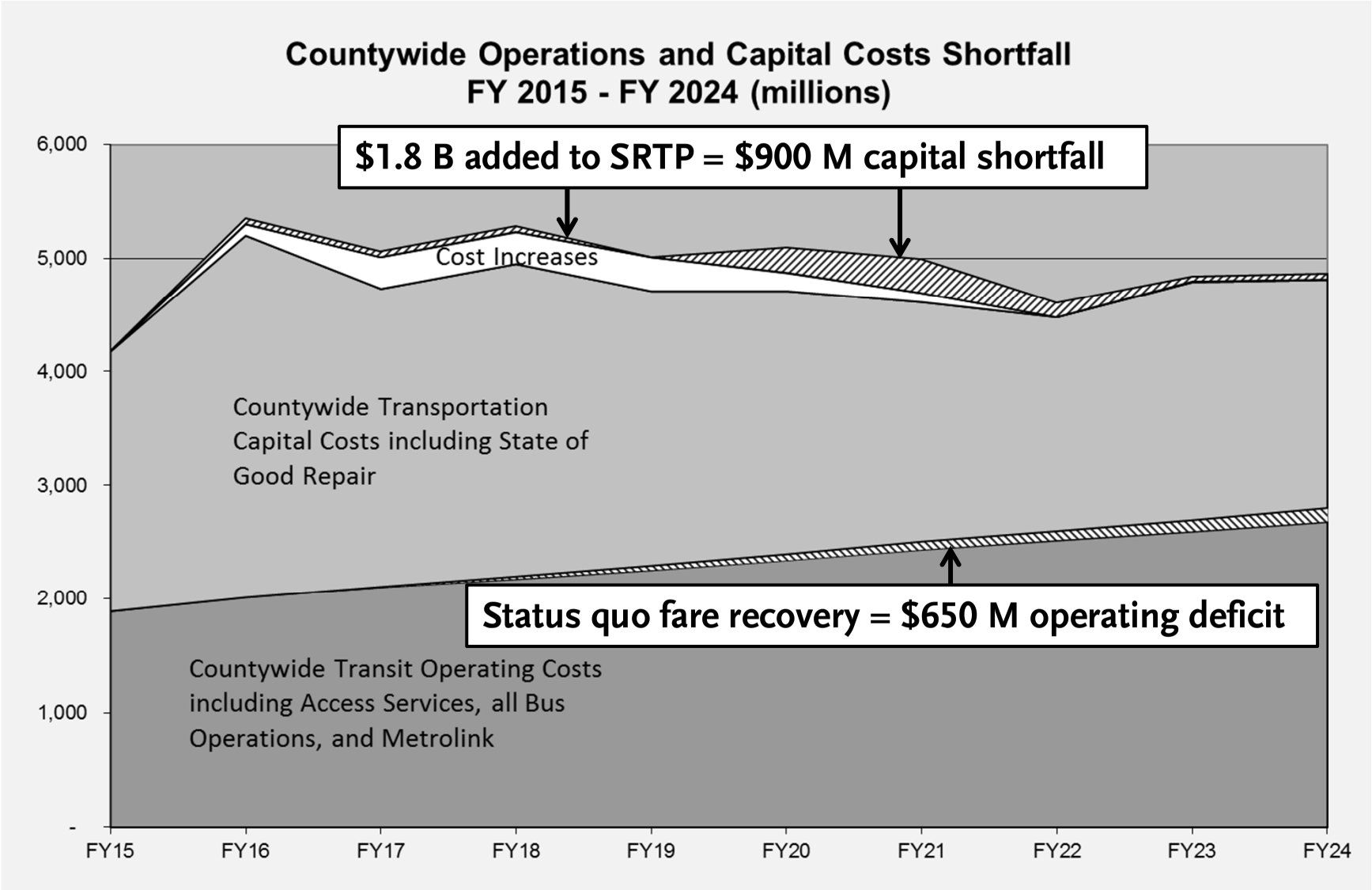
Wages and Benefits Drive Operating Cost Escalation



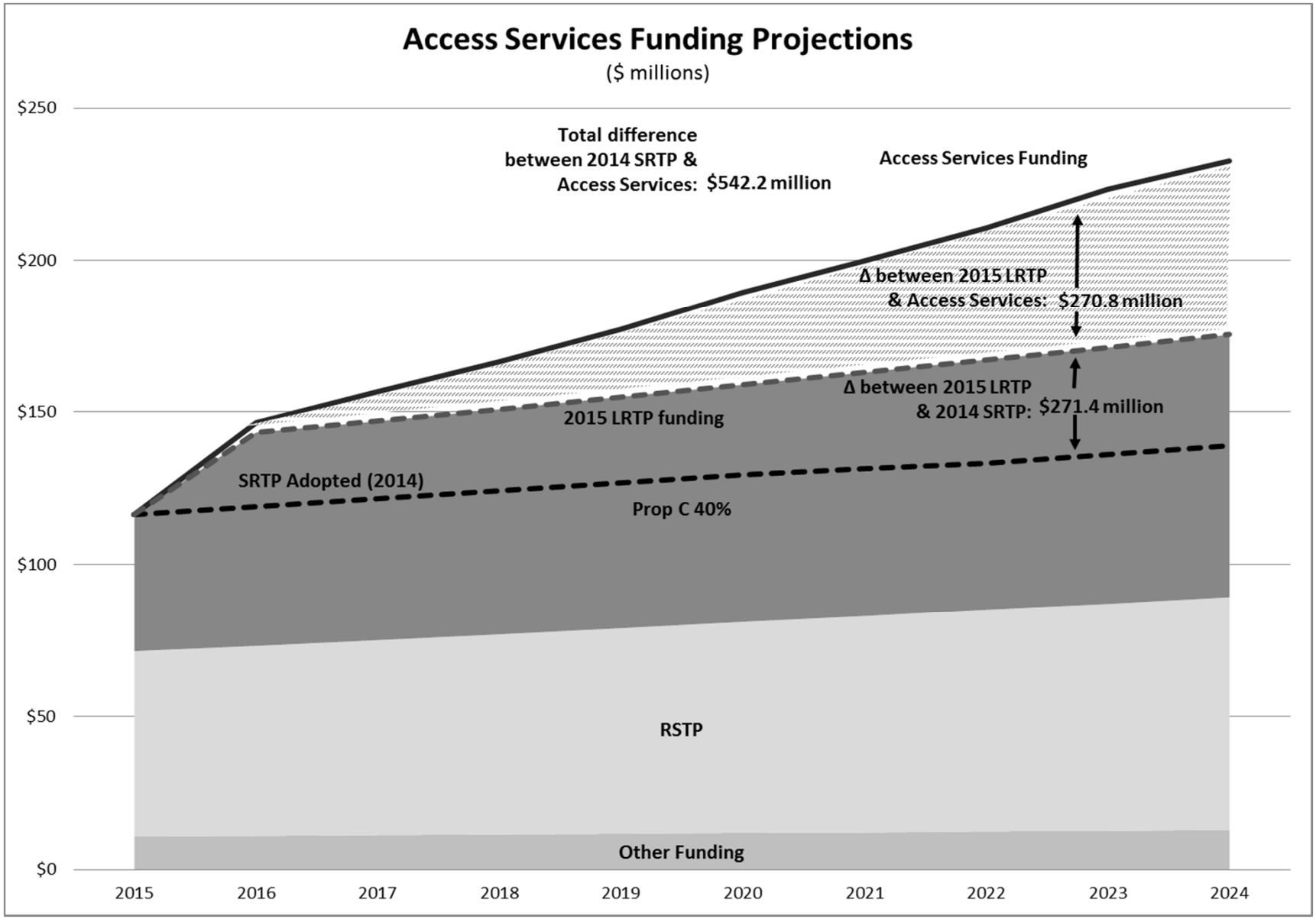
SRTP Assumes Modest Fare Recovery: 28%



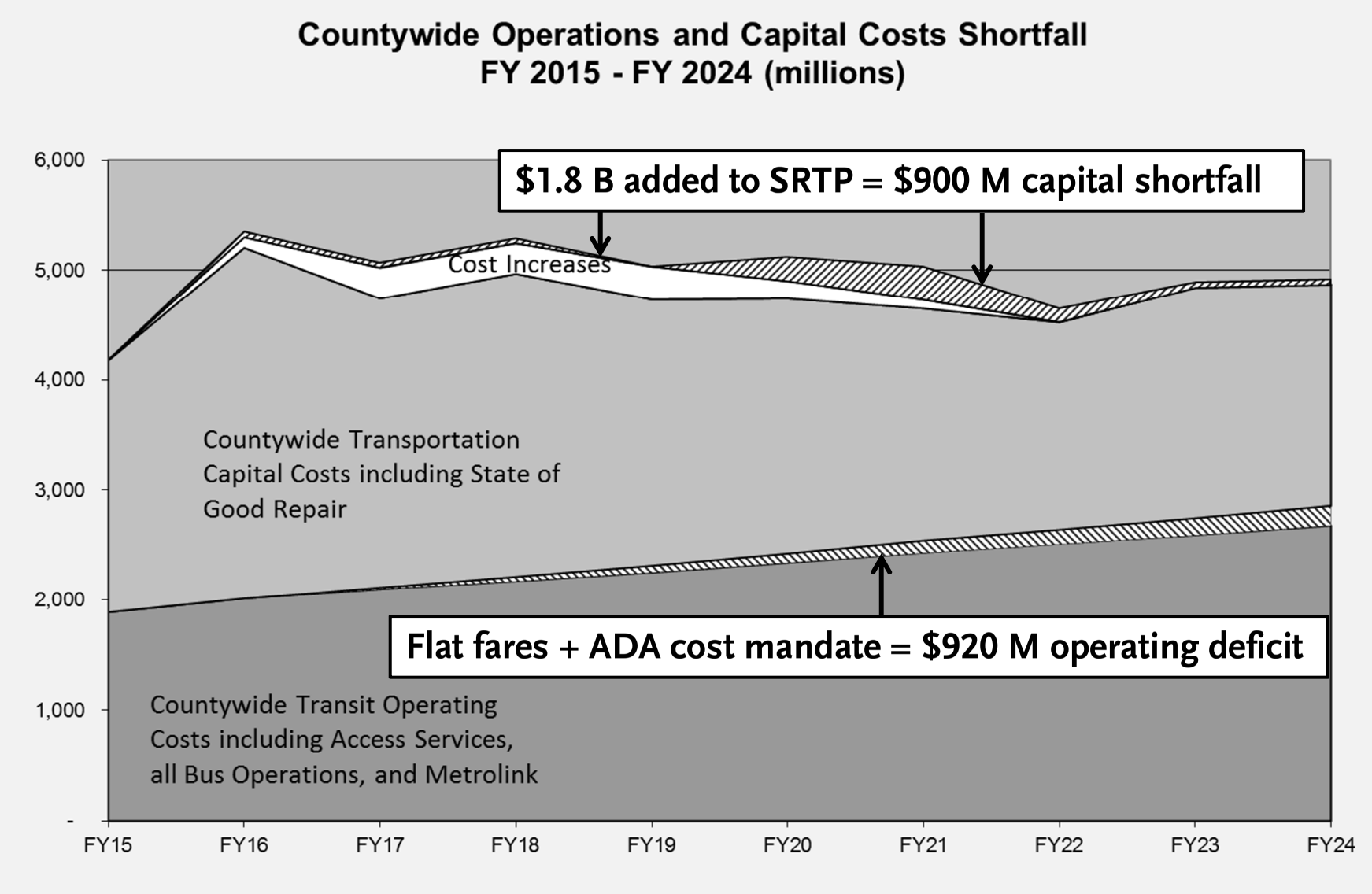
Lower Fare Recovery = Operating Deficit



Access Services Growth



Flat Fares & ADA Costs = Big Operating Deficit



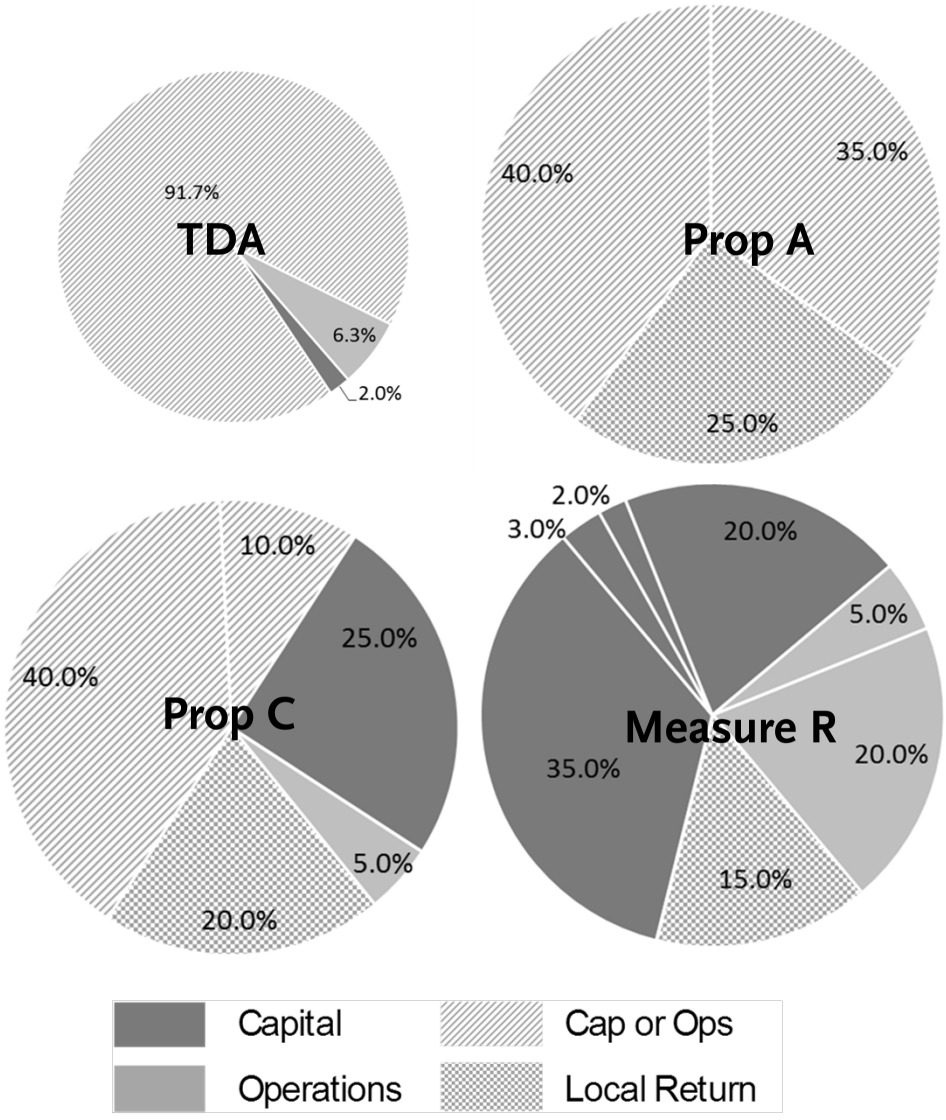
Capital Program Cost Control Efforts

- **Capital cost control culture and practices need improvement**
  - Claims avoidance specialists and training
  - Improved value engineering and other efforts
  - P3 project delivery approaches are evolving
- **Reaffirmation of Metro Board policy actions**
  - Unified Cost Management Process and Policy
  - Measure R Contingency Policy
  - Repayment of Capital Project Loan Fund Policy
  - Light Rail Yard Cost Allocation Policy
- **Other due diligence measures**

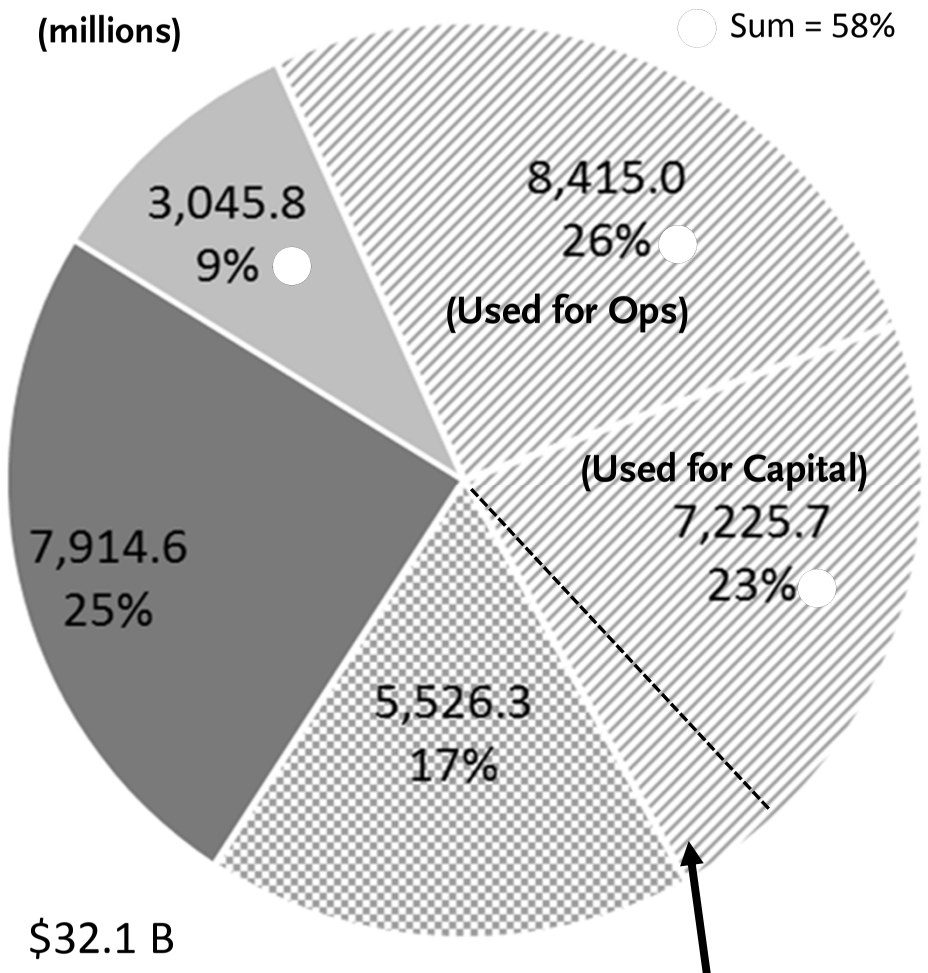
Appendix A

Improving Capital Program Firewalls: 58% Operating Eligible & 25% Capital Only (FY 2015 - FY 2024)

Sales Tax Firewalls Improving Over Time:



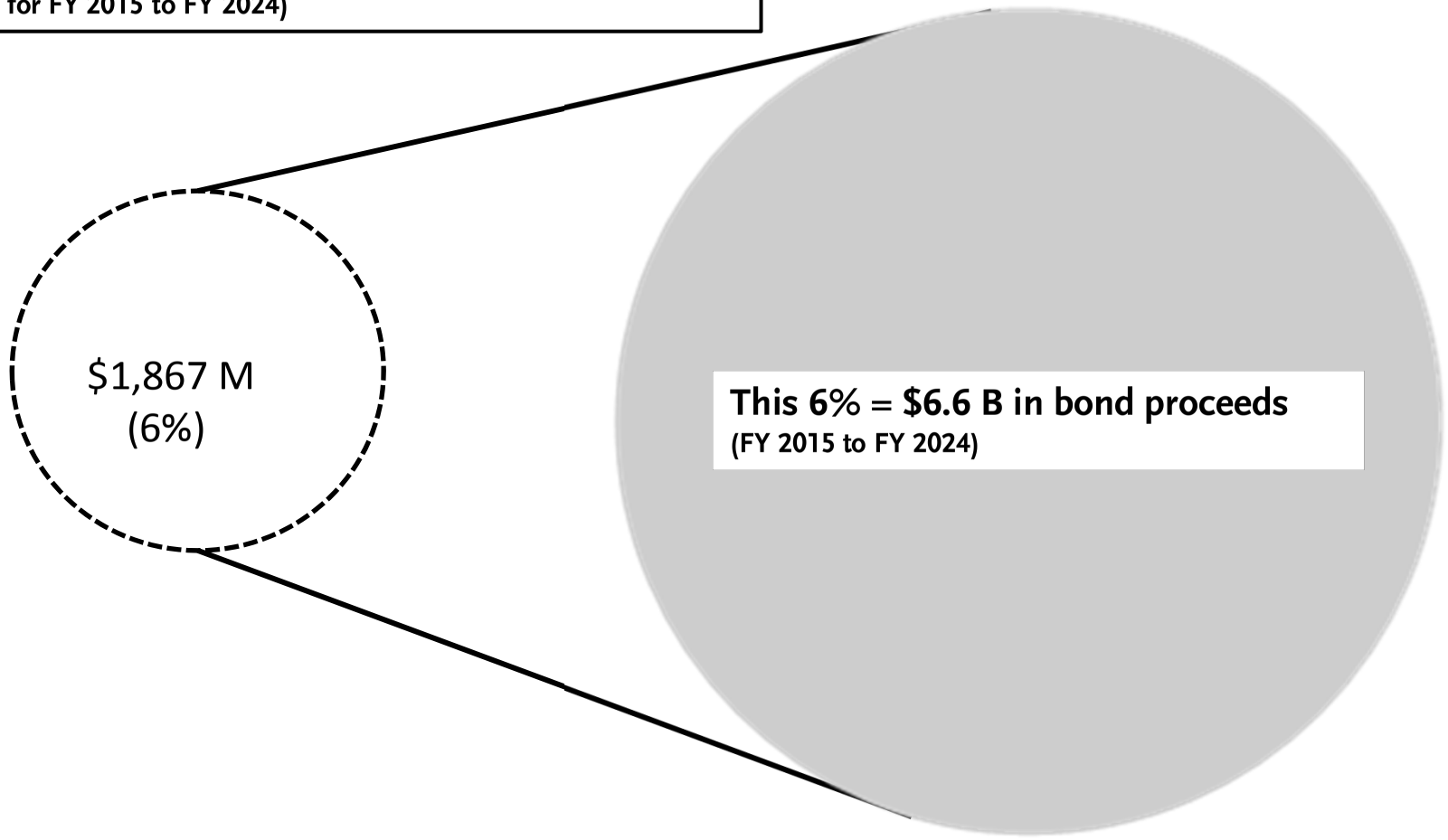
But Combined Sales Tax is 58% Ops Eligible:



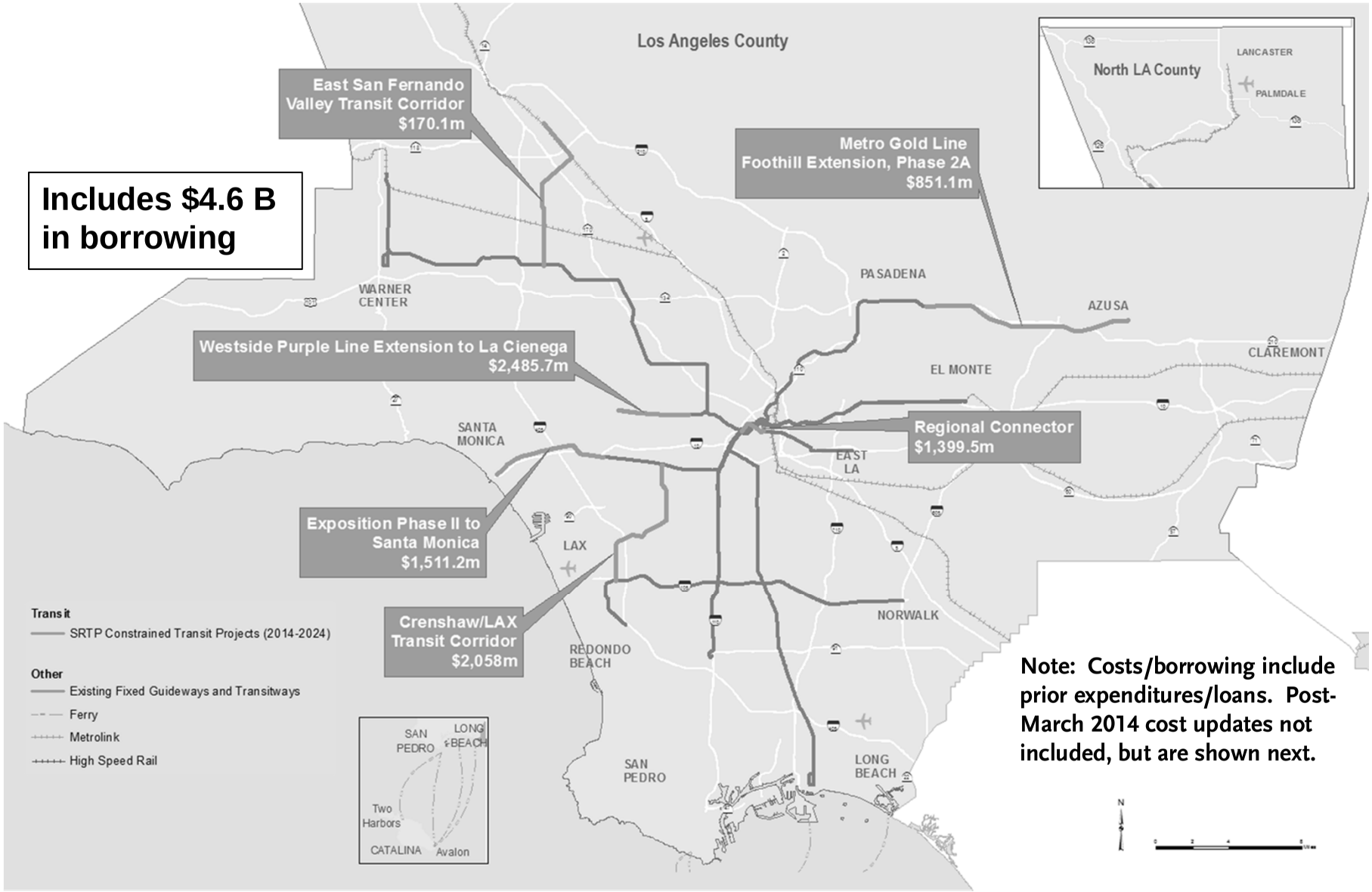
SRTP Planned Debt Service Uses less than 6% ($1,867 M) of Eligible Funds

Operating Eligible Bond Funds Critical to Capital Program

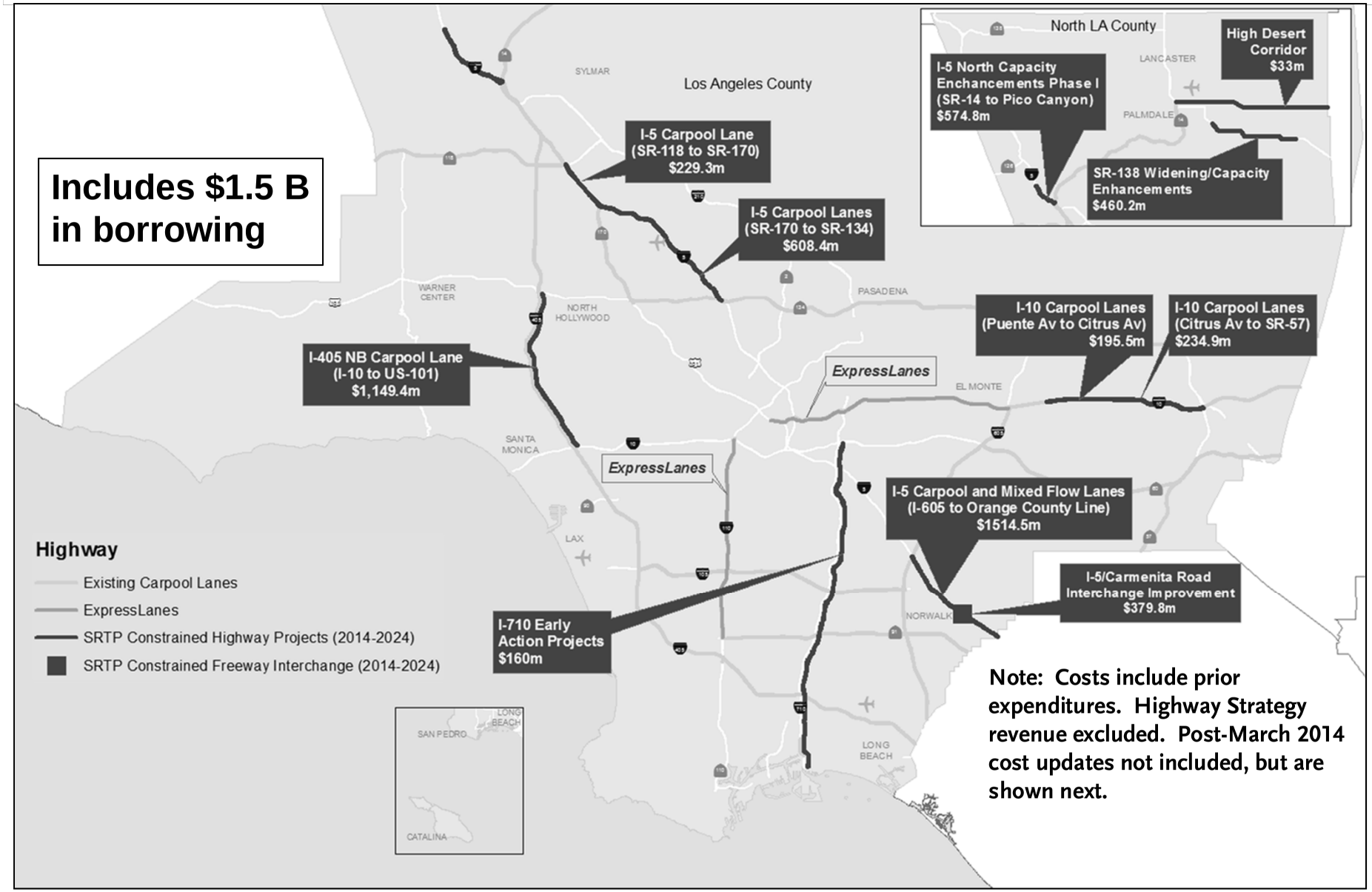
SRTP Planned Debt Service Uses 6% of Eligible Funds
(Debt service for FY 2015 to FY 2024)



Transit Project Construction Cost: $8.5 B



Highway Project Construction Cost: $5.5 B



Appendix - Other Cost Increases Page 1 of 3

Project	Increase ($'s 000's)	Source
Access Services Free Fare Program	$2,046	Prop C 10%
Expo II Betterments	$3,900	Measure R 35%
Willowbrook/Rosa Parks Station	$20,000	Potential Cap & Trade
Intelligent Video Upgrade	$286	TDA Article 4
Tunnel and Bridge Security	$109	TDA Article 4
Division 22 Green Line Storage Bldg.	$291	Prop A 35%
Fare Gate Project	$5,492	Measure R 2%
Sustainable Parking Demo Project (Red Line)	$1,400	Prop C 10%
LA River Bikeway Connection Feasibility Study	$100	Prop A and Prop C Admin
Express Lanes Toll Revenue Reinvestment	$1,750	Toll Revenues / Measure R 3%
Union Station Security	$6,285	Homeland Security Grant (leveraged)
The Bloc/Metro Connection	$400	Prop C 10%

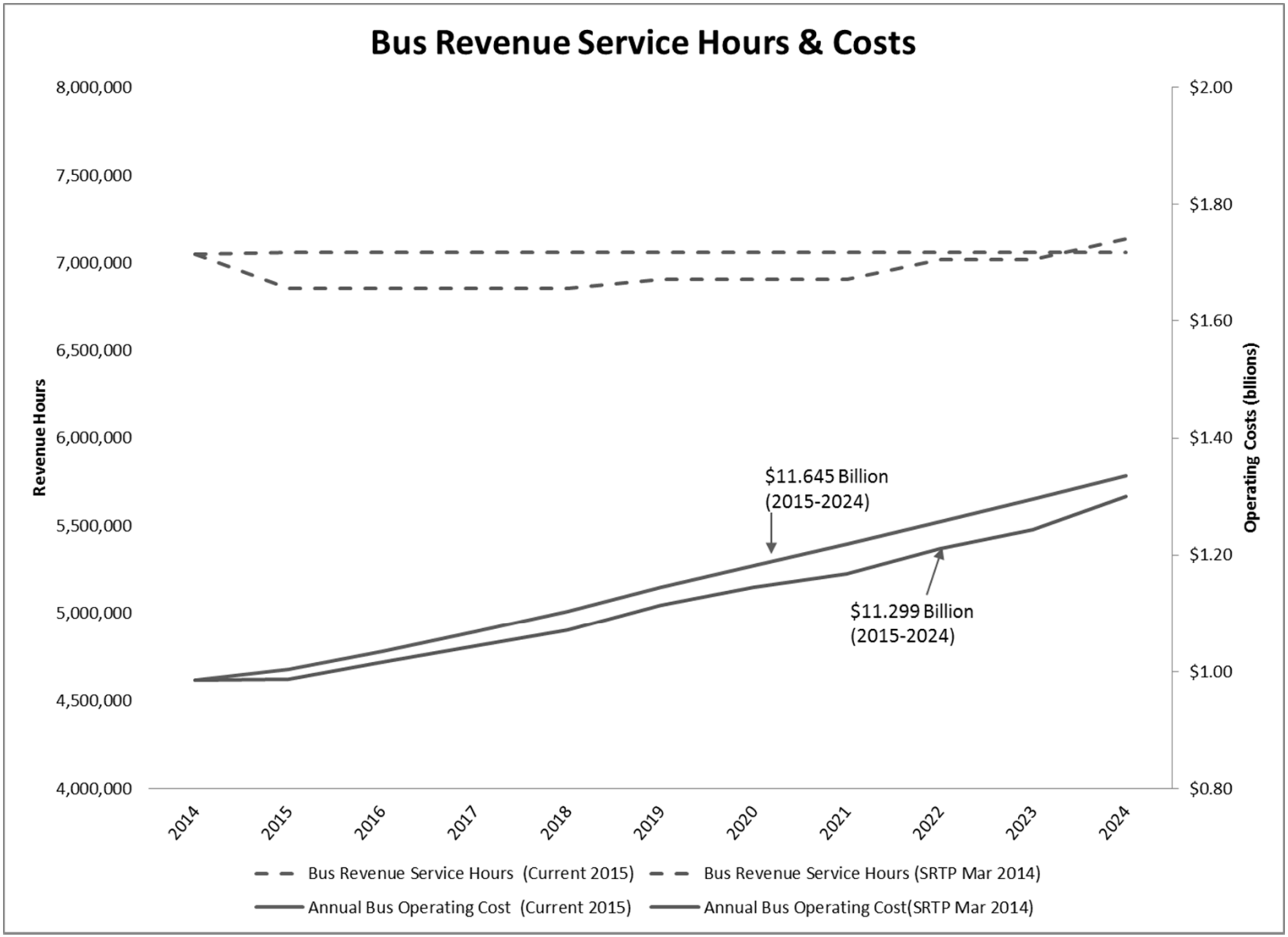
Appendix - Other Cost Increases Page 2 of 3

Project	Increase ($'s 000's)	Source
LRTP Update/Ballot Initiative	$550	Prop A and Prop C Admin
Bicycle Model Development	$1,500	TBD
Union Station Master Plan	$400	TBD
Rail to River Bikeway Study	$2,850	Prop A, Prop C, Measure R Admin
Video Security System Enhancement	$1,460	TDA Article 4 / Transit Security Grant
I-5 North Construction Mitigation Transit Service	TBD	TBD
Wayfinding Signage Grant Program	$1000	TBD
I-5 North	$25,500	Measure R 20%
I-5 South	$46,000	Measure R 20%
Call For Projects (ATP Impact)	TBD	TBD
Access Services	See Slide	Puts Prop C 40% at Risk
So. Cal Regional Interconnector Project (SCRIP)	$239,300	TBD

Appendix - Other Cost Increases Page 3 of 3

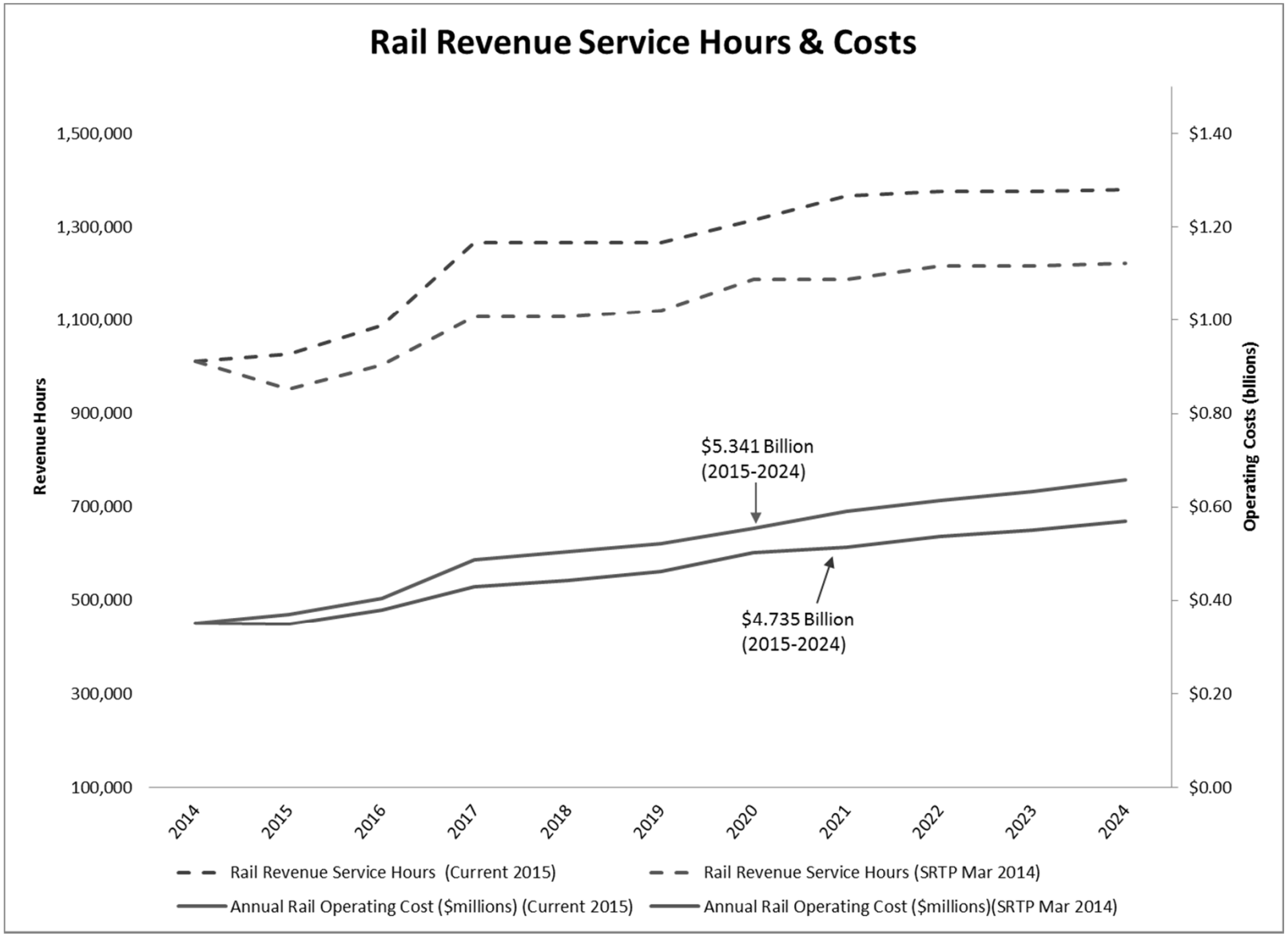
Project	Increase ($'s 000's)	Source
Westside Purple Line Sec. 2 (Add Back 10 cars per FFGA)	$55,000	Potential Cap & Trade
I-405 NB Claim 86	TBD	TBD
Red Line Seg 2 Close-out	$6,500	Prop A 35%
Metrolink Antelope Valley Line Fare Enforcement	$1,700	Prop C 10%
Red Line Escalator at Pershing Square	$8,256	Prop A 35%
Affordable Housing	Up to $10,000	Potential Cap & Trade
I-10 Carpool Lanes from I-605 to SR-57	$14,900	Prop C 25%
Total =	**$456,975**	

Bus Operating Cost Escalation
(Current 2015 Projection vs. 2014 SRTP Projection)



Rail Operating Cost Escalation

(Current 2015 Projection vs. 2014 SRTP Projection)



Assumptions

Sales Tax Revenues

- 4.74% increase for FY16 ; 4.10% average increase for FY15-35

Fare Increase - Every two years beginning 1/1/2018

- Fare Recovery Ratio: 23.9% in FY16; 27.3% by FY24

State Transit Assistance (STA) funding is flat

CMAQ funds Operations

- First 3 years of all new projects including Expo II & Gold Line Foothill

Transit and Intercity Rail Capital Program

- $31.3M per year for FY16 – FY20, allocated to eligible Metro rail capital (TBD)

Low Carbon Transit Operations Program (LCTOP)

- $21.4M for FY16 and $14.3 each year after, starting FY17
- Population Share allocated to Metro rail operations for new lines
- Operator Revenue Share allocated to Metro rail capital for new vehicles and other eligible items per FAP
- Operator Revenue Share allocated to Municipal Operators per FAP

CPI – per UCLA forecast, 2.45% for FY16

Bus Operations: FY 2016 Revenue Service Hours (RSH) assumed, no growth afterwards 7,061,735 RSH

- $146.49 per hour now, but growth over inflation assumed

Rail Operations: Rail Services increase as new lines are opened from 1,089,254 RSH (FY 16) to 1,380,332 RSH (FY 24)

- $371.70 per hour now, but growth over inflation assumed

Appendix B

Fiscal Stability Overview and Funding Commitments Inventory

Airport Metro Connector Project Funding Comparison

	($ in millions)	Prior	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	2024 2025	2025 2026	2026 2027	2027 2028	Total
SRTP Mar 2014	**As of March 2014**																
	Proposition A 35%															86.8	86.8
	Proposition C 25%																-
	Measure R 35%	6.9											28.6	80.3	67.5	16.8	200.0
	Other Local[2]																-
	Repayment of Capital Projects Fund 3562																-
	Local Agency Funds											2.0	2.0	2.0	2.0	1.9	9.9
	Proposition 1B PTMISEA[3]																-
	Proposition 1B SLPP[8]																-
	Regional Improvement Program																-
	CMAQ & RSTP[4]											15.1	18.2				33.3
	Section 5309 New Starts																-
	Other State & Federal[5]																-
	Total	6.9	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	17.10	48.70	82.30	69.50	105.50	330.0
Mar 2015	**As of Mar 2015**																
	Proposition A 35%									17.5							17.5
	Proposition C 25%																-
	Measure R 35%	6.9	3.0	2.9	5.2	4.5	99.1	25.1	48.1	5.2							200.0
	Other Local[2]																-
	Repayment of Capital Projects Fund 3562																-
	Local Agency Funds																-
	Proposition 1B PTMISEA[3]																-
	Proposition 1B SLPP[8]																-
	Regional Improvement Program																-
	CMAQ & RSTP[4]		12.4	18.7	1.3	2.3	0.8										35.5
	Section 5309 New Starts																-
	Other State & Federal[5]																-
	Total	6.9	15.4	21.6	6.5	6.8	99.9	25.1	48.1	22.7	0.0	0.0	0.0	0.0	0.0	0.0	252.9
Change	**Change[6]**																
	Proposition A 35%	-	-	-	-	-	-	-	-	17.5	-	-	-	-	-	(86.8)	(69.3)
	Proposition C 25%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Measure R 35%	0.0	3.0	2.9	5.2	4.5	99.1	25.1	48.1	5.2	-	-	(28.6)	(80.3)	(67.5)	(16.8)	(0.1)
	Other Local[2]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Repayment of Capital Projects Fund 3562	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Local Agency Funds	-	-	-	-	-	-	-	-	-	-	(2.0)	(2.0)	(2.0)	(2.0)	(1.9)	(9.9)
	Proposition 1B PTMISEA[3]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Proposition 1B SLPP[8]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Regional Improvement Program	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CMAQ & RSTP[4]	-	12.4	18.7	1.3	2.3	0.8	-	-	-	-	(15.1)	(18.2)	-	-	-	2.3
	Section 5309 New Starts	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Other State & Federal[5]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Total	0.0	15.4	21.6	6.5	6.8	99.9	25.1	48.1	22.7	-	(17.1)	(48.7)	(82.3)	(69.5)	(105.5)	(77.1)

Fiscal Stability Overview and Funding Commitments Inventory

Crenshaw/LAX Transit Corridor Project Funding Comparison (includes light rail vehicles)

	($ in millions)	Prior	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	2024 2025	2025 2026	2026 2027	2027 2028	Total
SRTP Mar 2014	**As of March 2014**																
	Proposition A 35%	4.9				45.5											50.4
	Proposition C 25%	3.3	-	-	-	71.3	112.9	26.3	(5.0)	(5.0)		(3.0)	(3.0)	(3.0)	(3.0)	(3.0)	188.8
	Proposition C 40%						10.9										10.9
	Measure R 35%	130.1	110.5	75.1	146.5	214.5	5.0	9.4	(15.0)	(15.0)							661.1
	Measure R 35% TIFIA Loan[1]		-	337.4	208.5	-	-	-	-	-							545.9
	Other Local[2]		40.0	20.0	15.0	5.0	0.0										80.0
	Local Agency Funds		8.0	5.0	23.8	9.0	6.8	-	20.0	20.0		3.0	3.0	3.0	3.0	3.0	107.5
	Proposition 1B PTMISEA[3]	35.7	92.9														128.6
	Proposition 1B SLPP[8]	49.5															49.5
	Regional Improvement Program	47.8	27.2	-	34.4												109.4
	TIGER II	13.9															13.9
	CMAQ & RSTP[4]	58.2	44.0														102.2
	Section 5339 AA																-
	Section 5309 Bus & Bus-Related Facilities Earm	9.8															9.8
	Total	353.2	322.6	437.5	428.2	345.3	135.6	35.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2,058.0
Mar 2015	**As of Mar 2015**																
	Proposition A 35%	4.8502				5.0	0.0	24.45									34.3
	Proposition C 25% (not for LRVs)	3.3				71.3	87.0	47.2	(5.0)	(5.0)		(3.0)	(3.0)	(3.0)	(3.0)	(3.0)	183.8
	Proposition C 40%																-
	Measure R 35%	270.6	103.3	103.0	71.4	134.9	7.0	0.9	(15.0)	(15.0)							661.1
	Measure R 35% TIFIA Loan[1]			337.4	208.5												545.9
	Other Local[2]		40.0	0.0	35.0	5.0											80.0
	Local Agency Funds		8.0	5.0	23.8	9.0	-	6.8	20.0	20.0		3.0	3.0	3.0	3.0	3.0	107.5
	Proposition 1B PTMISEA[3]	122.2															122.2
	Proposition 1B SLPP[8]	49.5															49.5
	Regional Improvement Program	12.5	35.3	27.2													75.1
	TIGER II	13.9															13.9
	CMAQ & RSTP[4]		27.2	34.4	65.0	48.3											174.9
	Section 5339 AA	1.2															1.2
	Section 5309 Bus & Bus-Related Facilities Earm	7.7	0.9														8.6
	Total	485.9	214.6	507.0	403.7	273.5	94.0	79.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2,058.0
Change	**Change[6]**																
	Proposition A 35%	(0.0)	-	-	-	(40.5)	-	24.5	-	-	-	-	-	-	-	-	(16.1)
	Proposition C 25% (not for LRVs)	-	-	-	-	-	(25.9)	20.9	-	-	-	-	-	-	-	-	(5.0)
	Proposition C 40%	-	-	-	-	-	(10.9)	-	-	-	-	-	-	-	-	-	(10.9)
	Measure R 35%	140.5	(7.2)	27.9	(75.1)	(79.6)	2.0	(8.5)	-	-	-	-	-	-	-	-	(0.0)
	Measure R 35% TIFIA Loan[1]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Other Local[2]	-	-	(20.0)	20.0	-	-	-	-	-	-	-	-	-	-	-	-
	Local Agency Funds	-	-	-	-	-	(6.8)	6.8	-	-	-	-	-	-	-	-	-
	Proposition 1B PTMISEA[3]	86.6	(92.9)	-	-	-	-	-	-	-	-	-	-	-	-	-	(6.4)
	Proposition 1B SLPP[8]	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0
	Regional Improvement Program	(35.3)	8.1	27.2	(34.4)	-	-	-	-	-	-	-	-	-	-	-	(34.3)
	TIGER II	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CMAQ & RSTP[4]	(58.2)	(16.8)	34.4	65.0	48.3	-	-	-	-	-	-	-	-	-	-	72.7
	Section 5339 AA	1.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.2
	Section 5309 Bus & Bus-Related Facilities Earm	(2.1)	0.9	-	-	-	-	-	-	-	-	-	-	-	-	-	(1.2)
	Total	132.7	(107.9)	69.5	(24.5)	(71.8)	(41.6)	43.6	-	-	-	-	-	-	-	-	0.0

Fiscal Stability Overview and Funding Commitments Inventory

East San Fernando Valley North-South Project Funding Comparison

	($ in millions)	Prior	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	Total
SRTP Mar 2014	**As of March 2014**												
	Proposition A 35%												-
	Proposition C 25%	1.8	0.8	0.0	6.5	20.0							29.1
	Proposition C 40%				3.2								3.2
	Measure R 35%	6.7	5.7		56.1								68.5
	Repayment of Cap Proj Loans	0.6				(0.6)							-
	Other Local												-
	Local Agency Funds	1.9	1.0	1.0	1.0	0.1							5.0
	Proposition 1B PTMISEA												-
	Regional Improvement Program												-
	Section 5339 AA	1.0											1.0
	TCRP	3.5		27.0	17.2	15.6							63.4
	Total	15.5	7.5	28.0	84.0	35.1	0.0	0.0	0.0	0.0	0.0	0.0	170.1
Mar 2015	**As of Mar 2015**												
	Proposition A 35%												-
	Proposition C 25%	1.8			6.5	20.0			0.8				29.1
	Proposition C 40%				3.2								3.2
	Measure R 35%	3.8	2.2	4.3	2.9	-	15.4	39.9					68.5
	Repayment of Cap Proj Loans	0.6				(0.6)							-
	Other Local												-
	Local Agency Funds	1.9			1.0	0.1	2.0						5.0
	Proposition 1B PTMISEA												-
	Regional Improvement Program												-
	Section 5339 AA	1.0											1.0
	TCRP	3.5		4.0	5.8	1.3	23.0	18.4	7.3				63.4
	Total	12.6	2.2	8.3	19.4	20.8	40.4	58.3	8.1	0.0	0.0	0.0	170.1
Change	**Change**[6]												
	Proposition A 35%	-	-	-	-	-	-	-	-	-	-	-	-
	Proposition C 25%	-	(0.8)	-	-	-	-	-	0.8	-	-	-	-
	Proposition C 40%	-	-	-	-	-	-	-	-	-	-	-	-
	Measure R 35%	(2.9)	(3.5)	4.3	(53.2)	-	15.4	39.9	-	-	-	-	(0.0)
	Repayment of Cap Proj Loans	-	-	-	-	-	-	-	-	-	-	-	-
	Other Local	-	-	-	-	-	-	-	-	-	-	-	-
	Local Agency Funds	-	(1.0)	(1.0)	-	-	2.0	-	-	-	-	-	-
	Proposition 1B PTMISEA	-	-	-	-	-	-	-	-	-	-	-	-
	Regional Improvement Program	-	-	-	-	-	-	-	-	-	-	-	-
	Section 5339 AA	-	-	-	-	-	-	-	-	-	-	-	-
	TCRP	-	-	(23.0)	(11.4)	(14.3)	23.0	18.4	7.3	-	-	-	(0.0)
	Total	(2.9)	(5.3)	(19.7)	(64.6)	(14.3)	40.4	58.3	8.1	-	-	-	(0.0)

Fiscal Stability Overview and Funding Commitments Inventory

Exposition Boulevard Light Rail Transit Phase II Project Funding Comparison (excludes LRVs)

	($ in millions)	Prior	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	Total
SRTP Mar 2014	**As of March 2014**												
	Proposition A 35%	8.8	143.8	63.8	7.6								224.0
	Proposition C 25%	3.2			2.5								5.7
	Measure R 35%	643.7	255.5	9.7									908.9
	Other Local[2]												-
	Repayment of Capital Projects Fund 3562												-
	Local Agency Funds	36.5		8.8									45.3
	Proposition 1B PTMISEA[3]	48.9											48.9
	Proposition 1B SLPP[8]	28.4											28.4
	Regional Improvement Program	29.3	18.5										47.8
	CMAQ & RSTP[4]												-
	Section 5309 New Starts												-
	Other State & Federal[5]												-
	Total	798.8	417.81	82.41	10.05	0.00	0.00						1,309.1
Mar 2015	**As of Mar 2015**												
	Proposition A 35%		23.0	62.6	7.6								93.2
	Proposition C 25%	2.6			2.5	166.5							171.6
	Measure R 35%	599.6		321.5									921.1
	Other Local[2]												-
	Repayment of Capital Projects Fund 3562												-
	Local Agency Funds	18.1	1.5	25.8									45.3
	Proposition 1B PTMISEA[3]	15.2	14.4										29.6
	Proposition 1B SLPP[8]	0.4											0.4
	Regional Improvement Program	47.8											47.8
	CMAQ & RSTP[4]												-
	Section 5309 New Starts												-
	Other State & Federal[5]												-
	Total	683.7	38.9	409.9	10.1	166.5	0.0						1,309.1
Change	**Change[6]**												
	Proposition A 35%	(8.8)	(120.8)	(1.2)	(0.0)	-	-	-	-	-	-	-	(130.8)
	Proposition C 25%	(0.6)	-	-	-	166.5	-	-	-	-	-	-	166.0
	Measure R 35%	(44.1)	(255.5)	311.7	-	-	-	-	-	-	-	-	12.1
	Other Local[2]	-	-	-	-	-	-	-	-	-	-	-	-
	Repayment of Capital Projects Fund 3562	-	-	-	-	-	-	-	-	-	-	-	-
	Local Agency Funds	(18.4)	1.5	16.9	-	-	-	-	-	-	-	-	(0.0)
	Proposition 1B PTMISEA[3]	(33.7)	14.4	-	-	-	-	-	-	-	-	-	(19.3)
	Proposition 1B SLPP[8]	(28.0)	-	-	-	-	-	-	-	-	-	-	(28.0)
	Regional Improvement Program	18.5	(18.5)	-	-	-	-	-	-	-	-	-	0.0
	CMAQ & RSTP[4]	-	-	-	-	-	-	-	-	-	-	-	-
	Section 5309 New Starts	-	-	-	-	-	-	-	-	-	-	-	-
	Other State & Federal[5]	-	-	-	-	-	-	-	-	-	-	-	-
	Total	(115.1)	(378.9)	327.5	(0.0)	166.5	-	-	-	-	-	-	(0.0)

Fiscal Stability Overview and Funding Commitments Inventory

Gold Line Foothill Light Rail Transit Extension Project Phase 2A Funding Comparison (excludes LRVs)

	($ in millions)	Prior	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	Total
SRTP Mar 2014	**As of March 2014**												
	Proposition A 35%			33.4	5.6	8.1	28.5						75.6
	Proposition C 25%												-
	Proposition C 40%												-
	Measure R	517.8	138.0	14.7									670.5
	Measure R 35% TIFIA Loan[1]												-
	Other Local[2]												-
	Local Agency Funds	25.5											25.5
	Proposition 1B PTMISEA[3]												-
	Regional Improvement Program												-
	CMAQ & RSTP[4]												-
	Other State & Federal[5]	15.0											15.0
	Total	558.3	138.0	48.1	5.6	8.1	28.5						786.6
Mar 2015	**As of Mar 2015**												
	Proposition A 35%		25.5										25.5
	Proposition C 25%			50.1									50.1
	Proposition C 40%												-
	Measure R 35%	526.6		143.9									670.5
	Measure R 35% TIFIA Loan[1]												-
	Other Local[2]												-
	Local Agency Funds	25.5											25.5
	Proposition 1B PTMISEA[3]												-
	Regional Improvement Program												-
	CMAQ & RSTP[4]												-
	Other State & Federal[5]	15.0											15.0
	Total	567.1	25.5	194.0	0.0	0.0	0.0						786.6
Change	**Change[6]**												
	Proposition A 35%	-	25.5	(33.4)	(5.6)	(8.1)	(28.5)	-	-	-	-	-	(50.0)
	Proposition C 25%	-	-	50.1	-	-	-	-	-	-	-	-	50.1
	Proposition C 40%	-	-	-	-	-	-	-	-	-	-	-	-
	Measure R 35%	8.7	(138.0)	129.2	-	-	-	-	-	-	-	-	(0.1)
	Measure R 35% TIFIA Loan[1]	-	-	-	-	-	-	-	-	-	-	-	-
	Other Local[2]	-	-	-	-	-	-	-	-	-	-	-	-
	Local Agency Funds	-	-	-	-	-	-	-	-	-	-	-	-
	Proposition 1B PTMISEA[3]	-	-	-	-	-	-	-	-	-	-	-	-
	Regional Improvement Program	-	-	-	-	-	-	-	-	-	-	-	-
	CMAQ & RSTP[4]	-	-	-	-	-	-	-	-	-	-	-	-
	Other State & Federal[5]	-	-	-	-	-	-	-	-	-	-	-	-
	Total	8.7	(112.4)	145.9	(5.6)	(8.1)	(28.5)	-	-	-	-	-	(0.0)

Fiscal Stability Overview and Funding Commitments Inventory

Regional Connector Project Funding Comparison

	($ in millions)	Prior	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	Total
SRTP Mar 2014	**As of March 2014**												
	TDA Admin	0.3											0.3
	Measure R 35%												-
	Measure R 35% TIFIA Loan[1]		61.9			55.9	17.9	6.2	18.1				160.0
	Measure R 2%												-
	Lease Revenues	30.2			39.7	6.8	18.5	(31.0)					64.2
	Repayment of Capital Projects Fund 3562	65.7	(1.2)	37.5	28.6	23.5	39.0	(61.0)	0.0				132.1
	Local Agency Funds			5.0	7.0	6.0	10.0	14.0					42.0
	Proposition 1B PTMISEA[3]	97.2	24.3	13.6									135.1
	Proposition 1A High Speed Rail Bonds	4.6		64.0	46.3								114.9
	Regional Improvement Program	2.6	14.4										17.0
	CMAQ & RSTP[4]	64.0											64.0
	Section 5309 New Starts	65.0	100.0	100.0	100.0	100.0	100.0	104.9					669.9
	Total	329.5	199.3	220.1	221.7	192.3	185.4	33.0	18.1	0.0	0.0	0.0	1,399.5
Mar 2015	**As of Mar 2015**												
	TDA Admin	0.3											0.3
	Measure R 35%												-
	Measure R 35% TIFIA Loan[1]		61.9			55.9	17.9	6.2	18.1				160.0
	Measure R 2%		5.2	5.2									10.5
	Lease Revenues		3.8			6.0	58.2						68.0
	Repayment of Capital Projects Fund 3562	87.2	0.9	30.8	25.5	42.3	21.3	(26.7)	(2.8)				178.4
	Local Agency Funds			5.0	7.0	6.0	10.0	14.0					42.0
	Proposition 1B PTMISEA[3]	12.5	3.3	108.6	10.6								135.1
	Proposition 1A High Speed Rail Bonds				97.7	17.1							114.9
	Regional Improvement Program	2.6		14.4									17.0
	CMAQ & RSTP[4]		64.0										64.0
	Section 5309 New Starts	65.0	100.0	115.0	115.0	115.0	115.0	44.9					669.9
	Total	167.6	239.1	279.1	255.8	242.4	222.5	38.3	15.3	0.0	0.0	0.0	1,460.0
Change	**Change[6]**												
	TDA Admin	-	-	-	-	-	-	-	-	-	-	-	-
	Measure R 35%	-	-	-	-	-	-	-	-	-	-	-	-
	Measure R 35% TIFIA Loan[1]	-	-	-	-	-	-	-	-	-	-	-	-
	Measure R 2%	-	5.2	5.2	-	-	-	-	-	-	-	-	10.5
	Lease Revenues	(30.2)	3.8	-	(39.7)	(0.8)	39.7	31.0	-	-	-	-	3.7
	Repayment of Capital Projects Fund 3562	21.5	2.1	(6.8)	(3.2)	18.8	(17.7)	34.3	(2.8)	-	-	-	46.3
	Local Agency Funds	-	-	0.0	-	-	-	-	-	-	-	-	0.0
	Proposition 1B PTMISEA[3]	(84.7)	(21.0)	95.0	10.6	-	-	-	-	-	-	-	(0.0)
	Proposition 1A High Speed Rail Bonds	(4.6)	-	(64.0)	51.4	17.1	-	-	-	-	-	-	-
	Regional Improvement Program	-	(14.4)	14.4	-	-	-	-	-	-	-	-	0.0
	CMAQ & RSTP[4]	(64.0)	64.0	-	-	-	-	-	-	-	-	-	-
	Section 5309 New Starts	-	-	15.0	15.0	15.0	15.0	(60.0)	-	-	-	-	-
	Total	(161.9)	39.7	58.9	34.2	50.1	37.1	5.3	(2.8)	-	-	-	60.5

Fiscal Stability Overview and Funding Commitments Inventory
West Santa Ana Branch Project Funding Comparison

	($ in millions)	Prior	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	2024 2025	2025 2026	2026 2027	2027 2028	Total
SRTP Mar 2014	**As of March 2014**																
	Proposition A 35%								5.7	3.4			13.6	49.9	52.5	28.0	153.0
	Proposition C 25%	1.7															1.7
	Proposition C 40%																-
	Measure R 35%										17.1	145.7	77.2				240.0
	Measure R 20% Transfer									18.9	80.3	1.1	19.6	55.0			174.8
	Repayment of Cap Proj Loans												2.5	32.4			34.9
	Local Agency Funds												19.5				19.5
	Proposition 1B PTMISEA																-
	Regional Improvement Program								25.1								25.1
	CMAQ & RSTP																-
	Other State & Federal																-
	Total	1.7	0.0	0.0	0.0	0.0	0.0	0.0	30.8	22.4	97.4	146.8	132.4	137.3	52.5	28.0	649.0
Mar 2015	**As of Mar 2015**																
	Proposition A 35%												62.6	104.9	33.0	25.8	226.2
	Proposition C 25%	1.7															1.7
	Proposition C 40%																-
	Measure R 35%	0.002	2.2							3.4	42.0	148.2	44.2				240.0
	Measure R 20% Transfer								30.8	19.0	55.4	1.1	55.4				161.6
	Repayment of Cap Proj Loans																-
	Local Agency Funds														19.5		19.5
	Proposition 1B PTMISEA																-
	Regional Improvement Program																-
	CMAQ & RSTP																-
	Other State & Federal																-
	Total	1.7	2.2	0.0	0.0	0.0	0.0	0.0	30.8	22.4	97.4	149.3	162.3	104.9	52.5	25.8	649.0
Change	**Change**[6]																
	Proposition A 35%	-	-	-	-	-	-	-	(5.7)	(3.4)	-	-	49.0	55.0	(19.5)	(2.2)	73.2
	Proposition C 25%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Proposition C 40%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Measure R 35%	0.0	2.2	-	-	-	-	-	-	3.4	24.9	2.5	(33.0)	-	-	-	(0.0)
	Measure R 20% Transfer	-	-	-	-	-	-	-	30.8	0.0	(24.9)	0.0	35.8	(55.0)	-	-	(13.2)
	Repayment of Cap Proj Loans	-	-	-	-	-	-	-	-	-	-	-	(2.5)	(32.4)	-	-	(34.9)
	Local Agency Funds	-	-	-	-	-	-	-	-	-	-	-	(19.5)	-	19.5	-	-
	Proposition 1B PTMISEA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Regional Improvement Program	-	-	-	-	-	-	-	(25.1)	-	-	-	-	-	-	-	(25.1)
	CMAQ & RSTP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Other State & Federal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Total	0.0	2.2	-	-	-	-	-	-	0.0	-	2.5	29.9	(32.4)	-	(2.2)	0.0

Fiscal Stability Overview and Funding Commitments Inventory
Westside Purple Line Extension Project Funding Comparison (Section 1)

	($ in millions)	Prior	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	2024 2025	2025 2026	Total
SRTP Mar 2014	**As of March 2014**														
	Other Local	5.9													5.9
	Proposition A 35%														-
	Proposition C 25%														-
	Measure R 35%	193.1	4.0		3.0	6.3			27.6	128.1	6.2				368.3
	Measure R 35% TIFIA Loan[1]					340.7	305.7	184.9	24.7						856.0
	Lease Revenues	19.0				32.3			34.3					(47.9)	37.8
	Repayment of Capital Projects Fund 3562	57.8	6.9	6.1		3.4	1.5	0.0	21.2	(27.0)	5.2	(13.1)	(22.0)		39.9
	Local Agency Funds						1.3	-	-	5.0	25.0	22.0	22.0		75.3
	Regional Improvement Program	2.6													2.6
	CMAQ & RSTP[4]			1.6	7.5	3.0									12.2
	Section 5309 New Starts	65.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	85.0	1,250.0
	5309 Capital Grant Rcpt Rev Bonds Proceeds	115.2	228.5	289.5	243.7	29.5	-	-	87.8	43.2	2.2	-			1,039.6
	5309 Capital Grant Rcpt Rev Bonds Repay & Int	(65.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(37.1)	(1,202.1)
	Other State & Federal[5]	0.4													0.4
	Total	394.1	239.3	297.2	254.2	415.2	308.5	184.9	195.6	149.3	38.6	8.9	0.0	0.0	2,485.7
Mar 2015	**As of Mar 2015**														
	Other Local	5.9													5.9
	Proposition A 35%														-
	Proposition C 25%														-
	Measure R 35%	32.9	221.6	124.5	0.9	(97.5)	16.1	28.9	143.7	99.2	8.3	45.6	15.0	(0.4)	638.8
	Measure R 35% TIFIA Loan[1]					340.7	305.7	184.9	24.7						856.0
	Lease Revenues		19.0								18.7				37.8
	Repayment of Capital Projects Fund 3562	57.9	6.9	6.1			1.5	0.0	24.6	(27.0)	5.2	(13.1)	(22.0)		40.0
	Local Agency Funds						1.3	-	-	5.0	25.0	22.0	22.0		75.3
	Regional Improvement Program	2.6													2.6
	CMAQ & RSTP[4]			1.6	7.5	3.0									12.2
	Section 5309 New Starts	45.8	119.2	115.0	112.0	118.0	115.0	100.0	100.0	100.0	100.0	55.0	85.0	85.0	1,250.0
	5309 Capital Grant Rcpt Rev Bonds Proceeds		115.2	228.5	289.5	243.7	29.5	-	-	87.8	43.2	2.2	-	-	1,039.6
	5309 Capital Grant Rcpt Rev Bonds Repay		(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(84.6)	(1,184.6)
	Other State & Federal[5]	0.5													0.5
	Total	145.6	381.9	375.6	310.0	507.9	369.1	213.8	193.0	165.1	100.4	11.6	0.0	0.0	2,773.9
Change	**Change[6]**														
	Other Local	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Proposition A 35%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Proposition C 25%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Measure R 35%	(160.2)	217.6	124.5	(2.1)	(103.7)	16.1	28.9	116.1	(28.9)	2.1	45.6	15.0	(0.4)	270.5
	Measure R 35% TIFIA Loan[1]	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Lease Revenues	(19.0)	19.0	-	-	(32.3)	-	-	(34.3)	-	18.7	-	-	47.9	-
	Repayment of Capital Projects Fund 3562	0.0	-	-	-	(3.4)	(0.0)	-	3.4	-	-	-	-	-	0.0
	Local Agency Funds	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Regional Improvement Program	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CMAQ & RSTP[4]	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Section 5309 New Starts	(19.2)	19.2	15.0	12.0	18.0	15.0	-	-	-	-	(45.0)	(15.0)	-	-
	5309 Capital Grant Rcpt Rev Bonds Proceeds	(115.2)	(113.3)	(61.1)	45.9	214.1	29.5	-	(87.8)	44.6	41.0	2.2	-	-	(0.0)
	5309 Capital Grant Rcpt Rev Bonds Repay	65.0	-	-	-	-	-	-	-	-	-	-	-	(47.5)	17.5
	Other State & Federal[5]	0.1	-	-	-	-	-	-	-	-	-	-	-	-	0.1
	Total	(248.5)	142.5	78.4	55.8	92.7	60.6	28.9	(2.6)	15.8	61.8	2.7	-	-	288.2

Fiscal Stability Overview and Funding Commitments Inventory

Westside Purple Line Extension Project Funding Comparison (Section 2)

	($ in millions)	Prior	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	2024 2025	2025 2026	2026 2027	Total
SRTP Mar 2014	**As of March 2014**															
	Planning/Environmental															-
	Proposition A 35%															-
	Proposition C 25%															-
	Measure R 35%	9.3	4.8	64.0	115.9	200.1	103.9	36.1	69.5	106.6	48.6	42.1	114.6	7.6		923.3
	Measure R 35% TIFIA Loan															-
	Lease Revenues															-
	Repayment of Capital Projects Fund 3562	14.8					-	33.1	8.0							55.9
	Local Agency Funds						54.5									54.5
	Regional Improvement Program						49.4									49.4
	CMAQ & RSTP				27.0	15.5	-	55.7								98.2
	Section 5309 New Starts						32.0	100.0	100.0	100.0	100.0	100.0	100.0	30.6		662.6
	5309 Capital Grant Rcpt Rev Bonds Proceeds															-
	5309 Capital Grant Rcpt Rev Bonds Repay & Int															-
	Other State & Federal															-
	Total	24.1	4.8	64.0	142.9	215.6	239.9	224.8	177.5	206.6	148.6	142.1	214.6	38.2	0.0	1,843.9
Mar 2015	**As of Mar 2015**															
	Planning/Environmental															-
	Proposition A 35%															-
	Proposition C 25%															-
	Measure R 35%	3.8	1.0	1.1	47.2	47.8	63.7	168.7	67.3	96.8	50.3	1.3	2.7	(85.0)		466.7
	Measure R 35% TIFIA Loan			-	146.0	61.0	100.0									307.0
	Lease Revenues															-
	Repayment of Capital Projects Fund 3562	14.8	33.1						41.1							89.0
	Local Agency Funds									54.5						54.5
	Regional Improvement Program															-
	CMAQ & RSTP				11.0	2.0	30.0	56.0	44.0		26.0					169.0
	Section 5309 New Starts			66.0	134.0	100.0	100.0	100.0	147.0	147.0	147.0	115.0	36.0	95.0		1,187.0
	5309 Capital Grant Rcpt Rev Bonds Proceeds															-
	5309 Capital Grant Rcpt Rev Bonds Repay & Int															-
	Other State & Federal															-
	Total (including increase of $374.3 plus $55 for ca	18.6	34.1	67.1	338.2	210.8	293.7	324.7	299.4	298.3	223.3	116.3	38.7	10.0	0.0	2,273.2
Change	**Change**															
	Planning/Environmental	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Proposition A 35%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Proposition C 25%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Measure R 35%	(5.5)	(3.9)	(62.9)	(68.7)	(152.3)	(40.2)	132.6	(2.2)	(9.8)	1.7	(40.8)	(111.9)	(92.6)	-	(456.6)
	Measure R 35% TIFIA Loan[(1)]	-	-	-	146.0	61.0	100.0	-	-	-	-	-	-	-	-	307.0
	Lease Revenues	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Repayment of Capital Projects Fund 3562	-	33.1	-	-	-	-	(33.1)	33.1	-	-	-	-	-	-	33.1
	Local Agency Funds	-	-	-	-	-	(54.5)	-	-	54.5	-	-	-	-	-	(0.0)
	Regional Improvement Program	-	-	-	-	-	(49.4)	-	-	-	-	-	-	-	-	(49.4)
	CMAQ & RSTP[(4)]	-	-	-	(16.0)	(13.5)	30.0	0.4	44.0	-	26.0	-	-	-	-	70.9
	Section 5309 New Starts	-	-	66.0	134.0	100.0	68.0	-	47.0	47.0	47.0	15.0	(64.0)	64.4	-	524.4
	5309 Capital Grant Rcpt Rev Bonds Proceeds	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	5309 Capital Grant Rcpt Rev Bonds Repay	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Other State & Federal[(5)]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Total $374.3 plus $55 for cars = $429.3)	(5.5)	29.3	3.1	195.3	(4.8)	53.8	99.9	121.9	91.7	74.7	(25.8)	(175.9)	(28.2)	-	429.4

Fiscal Stability Overview and Funding Commitments Inventory

Eastern and Southwest Yards (not in project budgets) - Funding Comparison

	($ in millions)	Prior	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	Total
SRTP Mar 2014	**As of March 2014**												
	Prop A 35%	231.0	60.5	42.6	4.3								338.4
	Prop C 40%				10.8								10.8
	Measure R 35%												-
	Measure R 2%	26.8	30.0										56.8
	Lease Revenues												-
	Repayment of Capital Projects Fund 3562												-
	Proposition 1B PTMISEA[3]												-
	Regional Improvement Program												-
	CMAQ & RSTP[4]	39.0		7.7									46.7
	Total	296.8	90.5	50.3	15.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	452.7
Mar 2015	**As of Mar 2015**												
	Prop A 35%	137.9	29.9	25.8	26.5	32.5	12.9						265.5
	Prop C 40%												-
	Measure R 35%												-
	Measure R 2%		1.2	68.3	2.4		15.8						87.7
	Lease Revenues												-
	Repayment of Capital Projects Fund 3562												-
	Proposition 1B PTMISEA[3]												-
	Regional Improvement Program												-
	CMAQ & RSTP[4]												-
	Total	137.9	31.1	94.1	28.9	32.5	28.7	0.0	0.0	0.0	0.0	0.0	353.2
Change	**Change[6]**												
	Prop A 35%	(93.1)	(30.6)	(16.8)	22.2	32.5	12.9	-	-	-	-	-	(72.9)
	Prop C 40%	-	-	-	(10.8)	-	-	-	-	-	-	-	(10.8)
	Measure R 35%	-	-	-	-	-	-	-	-	-	-	-	-
	Measure R 2%	(26.8)	(28.8)	68.3	2.4	-	15.8	-	-	-	-	-	30.9
	Lease Revenues	-	-	-	-	-	-	-	-	-	-	-	-
	Repayment of Capital Projects Fund 3562	-	-	-	-	-	-	-	-	-	-	-	-
	Proposition 1B PTMISEA[3]	-	-	-	-	-	-	-	-	-	-	-	-
	Regional Improvement Program	-	-	-	-	-	-	-	-	-	-	-	-
	CMAQ & RSTP[4]	(39.0)	-	(7.7)	-	-	-	-	-	-	-	-	(46.7)
	Total	(158.9)	(59.4)	43.8	13.8	32.5	28.7	-	-	-	-	-	(99.5)

Note: SRTP total was overstated by $110 million due to prior year amount being overstated.

Fiscal Stability Overview and Funding Commitments Inventory

P3010 Light Rail Vehicles - Funding Comparison

	($ in millions)	Prior	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	Total
SRTP Mar 2014	**As of March 2014**												
	Prop A 35%	19.8	67.2	18.8	29.7								135.4
	Prop C 40%												-
	Measure R 35%	33.2		9.3	22.0								64.5
	Measure R 2%		2.0		6.0								8.0
	Lease Revenues												-
	Other Local												-
	Proposition 1B PTMISEA[3]	87.3	5.1										92.4
	Regional Improvement Program	4.6		7.7	0.0	114.4	90.6						217.3
	CMAQ & RSTP[4]	56.1					66.9						123.0
	Total	201.0	74.3	35.8	57.7	114.4	157.5	0.0	0.0	0.0	0.0	0.0	640.6
Mar 2015	**As of Mar 2015**												
	Prop A 35%	11.5		17.4	50.1	56.6							135.6
	Prop C 40%												-
	Measure R 35%	0.2	22.9	28.4	10.8	2.1							64.5
	Measure R 2%	10.2		2.0		1.2	2.0	2.0					17.5
	Lease Revenues												-
	Other Local	0.1											0.1
	Proposition 1B PTMISEA[3]	5.2	2.5	51.8	23.3	0.2							83.0
	Regional Improvement Program	7.1	122.4				87.7						217.2
	CMAQ & RSTP[4]	21.9	13.8		20.1			67.0					122.8
	Total	56.3	161.6	99.5	104.4	60.1	89.7	69.0	0.0	0.0	0.0	0.0	640.6
Change	**Change[6]**												
	Prop A 35%	(8.3)	(67.2)	(1.4)	20.5	56.6	-	-	-	-	-	-	0.1
	Prop C 40%	-	-	-	-	-	-	-	-	-	-	-	-
	Measure R 35%	(33.0)	22.9	19.1	(11.2)	2.1	-	-	-	-	-	-	(0.0)
	Measure R 2%	10.2	(2.0)	2.0	(6.0)	1.2	2.0	2.0	-	-	-	-	9.5
	Lease Revenues	-	-	-	-	-	-	-	-	-	-	-	-
	Other Local	0.1	-	-	-	-	-	-	-	-	-	-	0.1
	Proposition 1B PTMISEA[3]	(82.1)	(2.6)	51.8	23.3	0.2	-	-	-	-	-	-	(9.4)
	Regional Improvement Program	2.6	122.4	(7.7)	(0.0)	(114.4)	(2.9)	-	-	-	-	-	(0.1)
	CMAQ & RSTP[4]	(34.2)	13.8	-	20.1	-	(66.9)	67.0	-	-	-	-	(0.2)
	Total	(144.7)	87.3	63.7	46.7	(54.2)	(67.8)	69.0	-	-	-	-	0.0

Fiscal Stability Overview and Funding Commitments Inventory

Interstate 5 North Carpool Lanes from State Route 170 to State Route 134 Project Funding Comparison

	($ in millions)	Prior	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019	2019 2020	2020 2021	Total
SRTP Mar 2014	**As of March 2014**									
	Proposition C 25%	43.4	11.3	121.0	72.6					248.3
	Proposition C 10%									-
	Measure R 20%									-
	Local Agency Funds									-
	Proposition 1B CMIA[7]	64.7								64.7
	Proposition 1B SLPP[8]	13.1								13.1
	Proposition 1B Highway-Railroad Crossing Safety									-
	Traffic Congestion Relief Program									-
	CMAQ & RSTP[4]	22.0	80.0							102.0
	Regional Improvement Program	109.4	30.0							139.3
	Other State & Federal[5]	16.0	25.0							41.0
	Total	268.6	146.3	121.0	72.6	0.0	0.0	0.0		608.4
Mar 2015	**As of Mar 2015**									
	Proposition C 25%	50.3								50.3
	Proposition C 10%									-
	Measure R 20%	33.2		18.5	61.6	53.6	49.8	11.7		228.5
	Local Agency Funds									-
	Proposition 1B CMIA[7]	33.2	8.8	22.7						64.7
	Proposition 1B SLPP[8]	13.1								13.1
	Proposition 1B Highway-Railroad Crossing Safety									-
	Traffic Congestion Relief Program									-
	CMAQ & RSTP[4]	20.5	42.0	35.7						98.2
	Regional Improvement Program	109.7	30.0							139.7
	Other State & Federal[5]	0.4	18.2	20.9						39.5
	Total	260.3	99.0	97.8	61.6	53.6	49.8	11.7		633.9
Change	**Change[6]**									
	Proposition C 25%	6.9	(11.3)	(121.0)	(72.6)	-	-	-	-	(198.0)
	Proposition C 10%	-	-	-	-	-	-	-	-	-
	Measure R 20%	33.2	-	18.5	61.6	53.6	49.8	11.7	-	228.5
	Local Agency Funds	-	-	-	-	-	-	-	-	-
	Proposition 1B CMIA[7]	(31.5)	8.8	22.7	-	-	-	-	-	0.0
	Proposition 1B SLPP[8]	(0.0)	-	-	-	-	-	-	-	(0.0)
	Proposition 1B Highway-Railroad Crossing Safety	-	-	-	-	-	-	-	-	-
	Traffic Congestion Relief Program	-	-	-	-	-	-	-	-	-
	CMAQ & RSTP[4]	(1.5)	(38.0)	35.7	-	-	-	-	-	(3.8)
	Regional Improvement Program	0.3	-	-	-	-	-	-	-	0.3
	Other State & Federal[5]	(15.6)	(6.8)	20.9	-	-	-	-	-	(1.5)
	Total	(8.2)	(47.3)	(23.2)	(11.0)	53.6	49.8	11.7	-	25.5

Fiscal Stability Overview and Funding Commitments Inventory

Interstate 5 South from Orange County Line to Interstate 605 (includes Carmenita Interchange) Project Funding Comparison

	($ in millions)	Prior	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019	2019 2020	2020 2021	2021 2022	Total
SRTP Mar 2014	**As of March 2014**										
	Proposition C 25%	52.8	13.7	103.1	160.9	154.6	54.8	52.5			592.5
	Proposition C 10%										-
	Measure R 20%										-
	Local Agency Funds	0.5									0.5
	Proposition 1B CMIA[7]	89.3	165.9	59.8							315.0
	Proposition 1B SLPP[8]	14.9									14.9
	Proposition 1B Highway-Railroad Crossing Safety										-
	Traffic Congestion Relief Program	156.3	19.8	19.8							196.0
	CMAQ & RSTP[4]	106.7	10.4	78.9							196.0
	Regional Improvement Program	334.7	46.4		54.1						435.2
	Other State & Federal[5]	87.3	7.0				50.0				144.3
	Total	842.6	263.3	261.6	215.0	154.6	104.8	52.5	0.0	0.0	1,894.3
Mar 2015	**As of Mar 2015**										
	Proposition C 25%	42.8			23.4	65.0	50.2	30.8	6.0		218.1
	Proposition C 10%										-
	Measure R 20%	49.7	40.2	120.0							209.9
	Local Agency Funds	0.5									0.5
	Proposition 1B CMIA[7]	67.9	45.0	113.9	88.3						315.1
	Proposition 1B SLPP[8]	14.9		0.0							14.9
	Traffic Congestion Relief Program	156.3	10.2	9.6	19.8						196.0
	CMAQ & RSTP[4]	148.5		77.3	35.7	34.5					296.0
	Regional Improvement Program	394.5	150.8	0.2							545.5
	Other State & Federal[5]	20.3	39.0	35.0			50.0				144.3
	Total	895.4	285.3	356.0	167.2	99.5	100.2	30.8	6.0	0.0	1,940.3
Change	**Change[6]**										
	Proposition C 25%	(10.1)	(13.7)	(103.1)	(137.5)	(89.6)	(4.6)	(21.7)	6.0	-	(374.3)
	Proposition C 10%	-	-	-	-	-	-	-	-	-	-
	Measure R 20%	49.7	40.2	120.0	-	-	-	-	-	-	209.9
	Local Agency Funds	-	-	-	-	-	-	-	-	-	-
	Proposition 1B CMIA[7]	(21.5)	(120.9)	54.1	88.3	-	-	-	-	-	0.0
	Traffic Congestion Relief Program	-	(9.6)	(10.2)	19.8	-	-	-	-	-	-
	CMAQ & RSTP[4]	41.8	(10.4)	(1.6)	35.7	34.5	-	-	-	-	100.0
	Regional Improvement Program	59.8	104.4	0.2	(54.1)	-	-	-	-	-	110.3
	Other State & Federal[5]	(67.0)	32.0	35.0	-	-	-	-	-	-	0.0
	Total	52.8	22.0	94.3	(47.8)	(55.1)	(4.6)	(21.7)	6.0	-	46.0

Fiscal Stability Overview and Funding Commitments Inventory

Interstate 10 Carpool Lanes from Interstate 605 to State Route 57 Project Funding Comparison

	($ in millions)	Prior	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	Total
SRTP Mar 2014	**As of March 2014**												
	Proposition C 25%	2.1				41.5	35.4						79.0
	Proposition C 10%												-
	As of March 2014												-
	Local Agency Funds												-
	Proposition 1B CMIA[7]												-
	Traffic Congestion Relief Program (TCRP)*	58.5	10.3	10.3	10.3								89.4
	TCRP LONP*	(30.9)	(10.3)	(10.3)	(10.3)								(61.8)
	CMAQ & RSTP[4]	62.7	-	37.3	63.1	55.3	14.3						232.7
	Regional Improvement Program	167.8	17.4	18.0	-								203.2
	Other State & Federal[5]	24.6	61.9										86.5
	Total	284.8	79.3	55.3	63.1	96.8	49.8	0.0	0.0	0.0			629.0
Mar 2015	**As of Mar 2015**												
	Proposition C 25%	2.1			0.1	35.7	42.9	37.1	14.8				132.7
	Proposition C 10%												-
	As of March 2014												-
	Local Agency Funds												-
	Proposition 1B CMIA[7]												-
	Traffic Congestion Relief Program (TCRP)*	58.5	10.3	10.3	10.3								89.4
	TCRP LONP*	(30.9)	(10.3)	(10.3)	(10.3)								(61.8)
	CMAQ & RSTP[4]	59.8		27.6	54.5	24.6	6.3		21.0				193.8
	Regional Improvement Program	167.9	7.6	27.9									203.4
	Other State & Federal[5]	1.4	19.9	28.6	29.8	6.7							86.4
	Total	258.8	27.5	84.1	84.4	67.0	49.2	37.1	35.8	0.0			643.9
Change	**Change[6]**												
	Proposition C 25%	-	-	-	0.1	(5.8)	7.5	37.1	14.8	-	-	-	53.7
	Proposition C 10%	-	-	-	-	-	-	-	-	-	-	-	-
	Measure R 20%	-	-	-	-	-	-	-	-	-	-	-	-
	Local Agency Funds	-	-	-	-	-	-	-	-	-	-	-	-
	Proposition 1B CMIA[7]	-	-	-	-	-	-	-	-	-	-	-	-
	Traffic Congestion Relief Program (TCRP)*	0.0	-	-	-	-	-	-	-	-	-	-	0.0
	TCRP LONP*	-	-	-	-	-	-	-	-	-	-	-	-
	CMAQ & RSTP[4]	(2.9)	-	(9.7)	(8.6)	(30.7)	(8.0)	-	21.0	-	-	-	(38.9)
	Regional Improvement Program	0.1	(9.8)	9.9	-	-	-	-	-	-	-	-	0.2
	Other State & Federal[5]	(23.2)	(42.0)	28.6	29.8	6.7	-	-	-	-	-	-	(0.1)
	Total	(26.0)	(51.8)	28.8	21.3	(29.8)	(0.6)	37.1	35.8	-	-	-	14.9

Fiscal Stability Overview and Funding Commitments Inventory

Interstate 405 Northbound Carpool Lanes from Interstate 10 to US-101 Project Funding Comparison

	($ in millions)	Prior	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019	2019 2020	Total
SRTP Mar 2014	**As of March 2014**								
	Proposition C 25%	7.0	82.0						89.0
	Proposition C 10%								-
	Measure R 20%								-
	Local Agency Funds	2.6	3.7						6.3
	Proposition 1B CMIA[7]	640.1							640.1
	Proposition 1B SLPP[8]								-
	Proposition 1B Highway-Railroad Crossing Safety								-
	Traffic Congestion Relief Program	66.0	8.0	8.0	8.0				90.0
	CMAQ & RSTP[4]	9.2							9.2
	Regional Improvement Program								-
	Other State & Federal[5]	314.9							314.9
	Total	1,039.8	93.7	8.0	8.0	0.0	0.0	0.0	1,149.5
Mar 2015	**As of Mar 2015**								
	Proposition C 25%	7.0		82.0					89.0
	Proposition C 10%								-
	Measure R 20%								-
	Local Agency Funds	2.6	3.7						6.3
	Proposition 1B CMIA[7]	640.0							640.0
	Proposition 1B SLPP[8]								-
	Proposition 1B Highway-Railroad Crossing Safety								-
	Traffic Congestion Relief Program	66.0	8.0	8.0	8.0				90.0
	CMAQ & RSTP[4]	9.2	90.0						99.2
	Regional Improvement Program								-
	Other State & Federal[5]	306.9							306.9
	Total	1,031.7	101.7	90.0	8.0	0.0	0.0	0.0	1,231.4
Change	**Change[6]**								
	Proposition C 25%	(0.0)	(82.0)	82.0	-	-	-	-	(0.0)
	Proposition C 10%	-	-	-	-	-	-	-	-
	Measure R 20%	-	-	-	-	-	-	-	-
	Local Agency Funds	-	-	-	-	-	-	-	-
	Proposition 1B CMIA[7]	(0.1)	-	-	-	-	-	-	(0.1)
	Proposition 1B SLPP[8]	-	-	-	-	-	-	-	-
	Proposition 1B Highway-Railroad Crossing Safety	-	-	-	-	-	-	-	-
	Traffic Congestion Relief Program	-	-	-	-	-	-	-	-
	CMAQ & RSTP[4]	-	90.0	-	-	-	-	-	90.0
	Regional Improvement Program	-	-	-	-	-	-	-	-
	Other State & Federal[5]	(7.9)	-	-	-	-	-	-	(7.9)
	Total	(8.1)	8.0	82.0	-	-	-	-	81.9

Fiscal Stability Overview and Funding Commitments Inventory
SR-710 North Project Funding Comparison

	($ in millions)	Prior	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	2024 2025	2025 2026	2026 2027	2027 2028	2028 2029	2029 2030	2030 2031	2031 2032	2032 2033	2033 2034	2034 2035	2035 2036	2036 2037	2037 2038	2038 2039	Total
SRTP Mar 2014	**As of March 2014**																										
	Proposition C 25%																										-
	Measure R 20%	42.6	17.3	13.1	7.0	0.0	0.0	20.0	20.0	10.0	0.0	100.0	200.0	200.0	100.0	50.0											780.0
	Local Agency Funds																										-
	Traffic Congestion Relief Program																										-
	CMAQ & RSTP[4]															31.0	0.2	0.8	8.7	2.1	58.0	27.7	27.2	16.3			171.8
	Regional Improvement Program	8.8															29.9	47.6	25.0	20.3				1.5			133.1
	Other State & Federal[5]	18.3																									18.3
	TBD Highway Strategy Funding		25.0	18.0	0.0	0.0	0.0	0.0	0.0	667.0	667.0	667.0	667.0	666.0	666.0	242.0	241.9											4,526.9
	Total	69.7	42.3	31.1	7.0	0.0	0.0	20.0	20.0	677.0	667.0	767.0	867.0	866.0	766.0	323.0	272.0	48.4	33.7	22.4	58.0	27.7	27.2	17.8	0.0	0.0	0.0	5,630.1
Mar 2015	**As of Mar 2015**																										
	Proposition C 25%																										-
	Measure R 20%	37.7	6.3	5.5	30.6			20.0	20.0	10.0	7.0	124.4	36.3				27.1	45.4	101.1	61.0	56.0	86.2	66.2	39.4			780.0
	Local Agency Funds																										-
	Traffic Congestion Relief Program																										-
	CMAQ & RSTP[4]															18.2	0.2	0.8	8.7	11.6	60.0	34.7	27.2	7.3		3.2	171.8
	Regional Improvement Program	8.8															29.9	47.6	25.0	20.3				1.5			133.1
	Other State & Federal[5]	18.3																									18.3
	TBD Highway Strategy Funding		25.0	18.0						667.0	667.0	667.0	667.0	866.0	766.0	183.9											4,526.9
	Total	64.8	31.3	23.5	30.6	0.0	0.0	20.0	20.0	677.0	674.0	791.4	703.3	866.0	766.0	202.1	57.2	93.8	134.8	92.9	116.0	120.8	93.4	48.2	0.0	0.0	3.2	5,630.1
Change	**Change[6]**																										
	Proposition C 25%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Measure R 20%	(4.9)	(11.0)	(7.6)	23.5	-	-	-	-	-	7.0	24.4	(163.7)	(200.0)	(100.0)	(50.0)	27.1	45.4	101.1	61.0	56.0	86.2	66.2	39.4	-	-	-	(0.0)
	Local Agency Funds	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Traffic Congestion Relief Program	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CMAQ & RSTP[4]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(12.8)	-	-	0.0	9.5	2.1	7.0	-	(9.0)	-	-	3.2	(0.0)
	Regional Improvement Program	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	0.1
	Other State & Federal[5]	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0
	TBD Highway Strategy Funding	-	-	-	-	-	-	-	-	-	-	-	-	200.0	100.0	(58.1)	(241.9)	-	-	-	-	-	-	-	-	-	-	-
	Total	(4.9)	(11.0)	(7.6)	23.5	-	-	-	-	-	7.0	24.4	(163.7)	-	-	(120.9)	(214.8)	45.4	101.1	70.5	58.1	93.1	66.2	30.4	-	-	3.2	0.0

Fiscal Stability Overview and Funding Commitments Inventory
Interstate 710 South Project Funding Comparison

	($ in millions)	Prior	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	2024 2025	2025 2026	2026 2027	2027 2028	2028 2029	2029 2030	2030 2031	2031 2032	2032 2033	2033 2034	2034 2035	2035 2036	2036 2037	2037 2038	2038 2039	2039 2040	Total
SRTP Mar 2014	**As of March 2014**																											
	Proposition C 25%	2.5																											2.5
	Measure R 20%	14.8	22.0					2.0	5.0					11.0	20.0	20.0	10.0	10.0	25.0	57.0	65.0	28.0	141.0						430.8
	Local Agency Funds	0.9																											0.9
	Traffic Congestion Relief Program																												-
	CMAQ & RSTP[4]						30.9	10.2											4.7	47.0	19.1	19.2	14.2	19.0	18.8	14.6			197.6
	Regional Improvement Program							52.6																					52.6
	Other State & Federal[5]																												-
	TBD Highway Strategy Funding		235.0	757.0	767.0	522.0	523.0	523.0	523.0	210.0	210.0	210.0	210.0	210.0	210.0														5,110.0
	Total	18.2	257.0	757.0	767.0	522.0	553.9	587.8	528.0	210.0	210.0	210.0	210.0	221.0	230.0	20.0	10.0	10.0	29.7	104.0	84.1	47.2	155.2	19.0	18.8	14.6	0.0	0.0	5,794.4
Mar 2015	**As of Mar 2015**																												
	Proposition C 25%	2.5	1.3				13.2	26.2																					43.2
	Measure R 20%	0.6	8.0	12.0	8.0	6.0	10.0	8.6						11.8	20.0	20.0	10.0	10.0	25.0	57.0	65.0	28.0	130.0						430.0
	Local Agency Funds	0.9																											0.9
	Traffic Congestion Relief Program																												-
	CMAQ & RSTP[4]																		20.9	39.6	14.7	14.8	14.2	14.5	14.3	10.1	3.5	9.9	156.5
	Regional Improvement Program							53.0																					53.0
	Other State & Federal[5]																												-
	TBD Highway Strategy Funding			270.0	300.0	145.0	535.0	535.0	535.0	500.0	500.0	400.0	400.0	50.0	50.0														4,220.0
	Total	4.1	9.3	282.0	308.0	151.0	558.2	622.8	535.0	500.0	500.0	400.0	400.0	61.8	70.0	20.0	10.0	10.0	45.9	96.6	79.7	42.8	144.2	14.5	14.3	10.1	3.5	9.9	4,903.6
Change	**Change[6]**																												
	Proposition C 25%	0.0	1.3	-	-	-	13.2	26.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40.7
	Measure R 20%	(14.2)	(14.0)	12.0	8.0	6.0	10.0	6.6	(5.0)	-	-	-	-	0.8	-	-	-	-	-	-	-	-	(11.0)	-	-	-	-	-	(0.8)
	Local Agency Funds	(0.0)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(0.0)
	Traffic Congestion Relief Program	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CMAQ & RSTP[4]	-	-	-	-	-	(30.9)	(10.2)	-	-	-	-	-	-	-	-	-	-	16.2	(7.4)	(4.4)	(4.4)	-	(4.5)	(4.5)	(4.5)	3.5	9.9	(41.2)
	Regional Improvement Program	-	-	-	-	-	-	0.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.4
	Other State & Federal[5]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	TBD Highway Strategy Funding	-	(235.0)	(487.0)	(467.0)	(377.0)	12.0	12.0	12.0	290.0	290.0	190.0	190.0	(160.0)	(160.0)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(890.0)
	Total	(14.1)	(247.7)	(475.0)	(459.0)	(371.0)	4.3	35.1	7.0	290.0	290.0	190.0	190.0	(159.2)	(160.0)	-	-	-	16.2	(7.4)	(4.4)	(4.4)	(11.0)	(4.5)	(4.5)	(4.5)	3.5	9.9	(890.8)

Fiscal Stability Overview and Funding Commitments Inventory
2015 & Future Call For Projects (CFP) and ATP

	($ in millions)	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	2024 2025	2025 2026	2026 2027	2027 2028	2028 2029	2029 2030	2030 2031	Total
SRTP Mar 2014	**As of March 2014**																		
	Proposition C 25%					13.4	236.9	99.8	74.0	227.2	166.4	160.6	175.7	186.0	211.2	196.4	186.3	0.0	1,933.8
	Proposition C 10%						5.0	5.0	5.0	5.0	5.9	8.8	9.7	13.5	15.3	6.2			79.4
	Repayment of Capital Projects Fund 3562																		-
	Transportation Alternatives (TAP)																		-
	Regional Improvement Program							102.9	136.4	24.7	85.5	88.6	63.3	51.2	50.0	16.3			618.8
	Active Transportation Program (ATP)						27.0	27.0	27.0	27.0	27.0	27.0	27.0	27.0	27.0	27.0	27.0		297.0
	CMAQ & RSTP[4]						0.3	22.0											22.3
	Total	0.0	0.0	0.0	0.0	13.4	269.2	256.7	242.4	283.9	284.8	285.0	275.7	277.7	303.4	245.8	213.3	0.0	2,951.2
Mar 2015	**As of Mar 2015**																		
	Proposition C 25%						47.9	116.5	64.3	188.6	142.0	138.3	162.1	171.0	185.5	190.0	228.2	205.0	1,839.3
	Proposition C 10%						5.1	5.1	5.1	5.1	5.9	8.8	9.7	13.0	14.5	6.2	0.9		79.3
	Repayment of Capital Projects Fund 3562						3.9	11.3	19.9			9.8							44.9
	Transportation Alternatives (TAP)																		-
	Regional Improvement Program						0.0		88.9	24.7	85.5	78.1	63.3	51.2	50.0	16.3			458.0
	Active Transportation Program (ATP)						30.3	30.3	30.3	30.3	30.3	30.3	30.3	30.3	30.3	30.3	30.3		333.3
	CMAQ & RSTP[4]						9.6	0.0	71.8	31.6	16.6	15.1	14.9	14.8	0.0	37.6	20.9		232.8
	Total	0.0	0.0	0.0	0.0	0.0	96.7	163.2	280.3	280.3	280.3	280.3	280.3	280.3	280.3	280.3	280.3	205.0	2,987.5
Change	**Change[6]**																		
	Proposition C 25%	-	-	-	-	(13.4)	(189.0)	16.7	(9.7)	(38.7)	(24.4)	(22.4)	(13.6)	(15.0)	(25.7)	(6.4)	42.0	205.0	(94.5)
	Proposition C 10%	-	-	-	-	-	0.1	0.1	0.1	0.1	-	(0.1)	(0.0)	(0.5)	(0.8)	0.0	0.9	-	(0.1)
	Repayment of Capital Projects Fund 3562	-	-	-	-	-	3.9	11.3	19.9	-	-	9.8	-	-	-	-	-	-	44.9
	Transportation Alternatives (TAP)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Regional Improvement Program	-	-	-	-	-	0.0	(102.9)	(47.5)	-	-	(10.5)	0.0	0.0	0.0	0.0	-	-	(160.8)
	Active Transportation Program (ATP)	-	-	-	-	-	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	-	36.3
	CMAQ & RSTP[4]	-	-	-	-	-	9.3	(22.0)	71.8	31.6	16.6	15.1	14.9	14.8	-	37.6	20.9	-	210.6
	Total	-	-	-	-	(13.4)	(172.5)	(93.5)	37.9	(3.6)	(4.5)	(4.7)	4.6	2.6	(23.1)	34.5	67.0	205.0	36.3

Fiscal Stability Overview and Funding Commitments Inventory

Notes

(1) TIFIA= Transportation Infrastructure Finance And Innovation Act
(2) Other Local includes Lease Revenues, Local Transportation Funds and Transportation Development Act.
(3) PTMISEA= Public Transportation Modernization, Improvement, and Service Enhancement Account
(4) CMAQ= Congestion Mitigation and Air Quality; RSTP= Regional Surface Transportation Program.
(5) Other State & Federal includes High Speed Rail Bonds, Section 5309 Bus & Bus-Related, Section 5339, Metro and Caltrans American Recovery and Reinvestment Act of 2009 funds, State Highway Operation and Protection Program (SHOPP), Transportation Enhancements, and Interregional Improvement Program (IIP).
(6) Changes include LACMTA Board of Directors directed changes (by specific action or policy) and CEO delegated authority changes.
(7) CMIA= Corridor Mobility Improvement Account
(8) SLPP= State-Local Partnership Program Account

Short Range Transportation Plan (SRTP)

Fiscal Stability and Funding Commitments Inventory

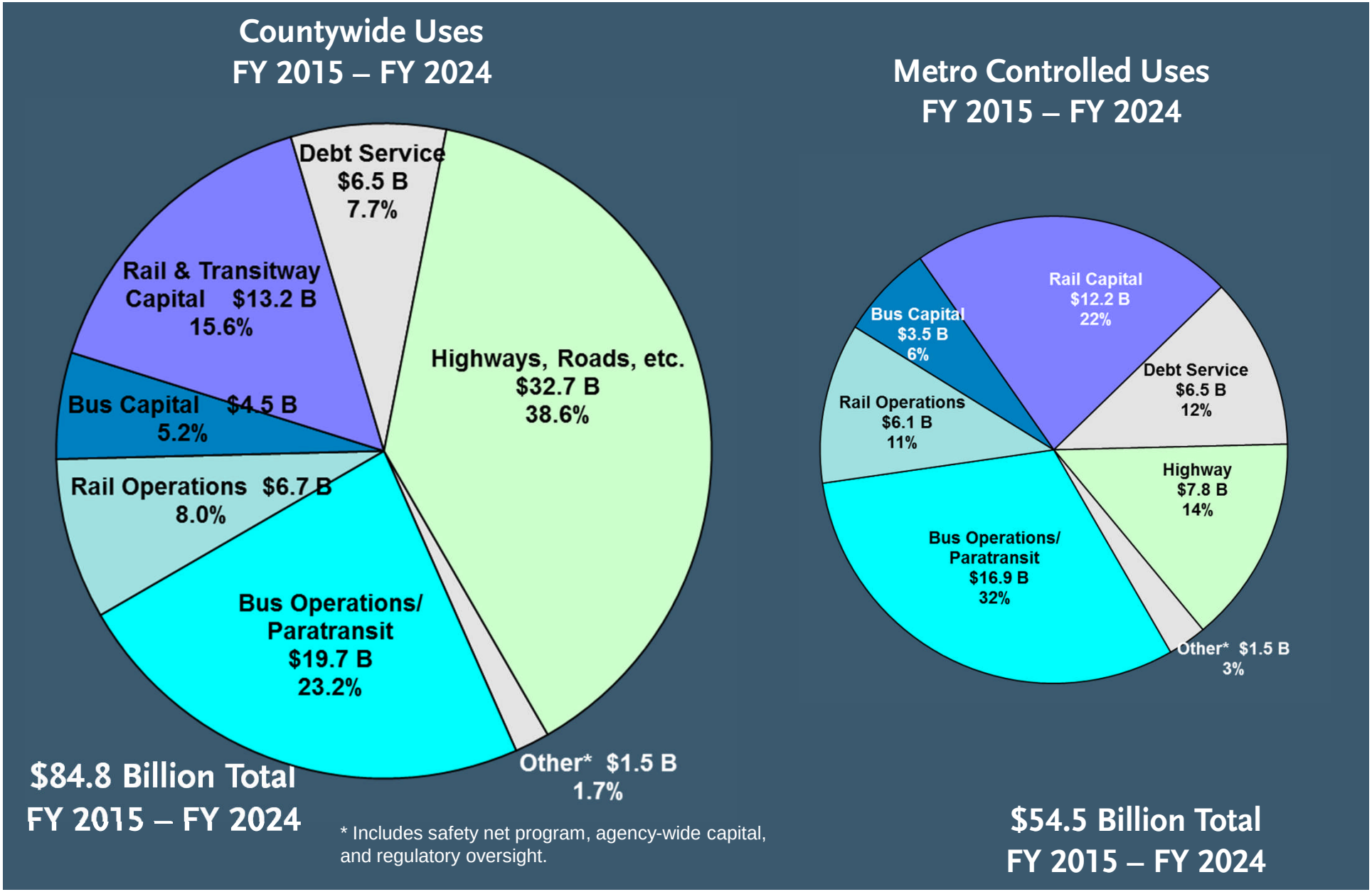
FY 2015 through FY 2024

Finance, Budget and Audit Committee (Item 5)
Planning and Programming Committee (Item 19)
June 25, 2015

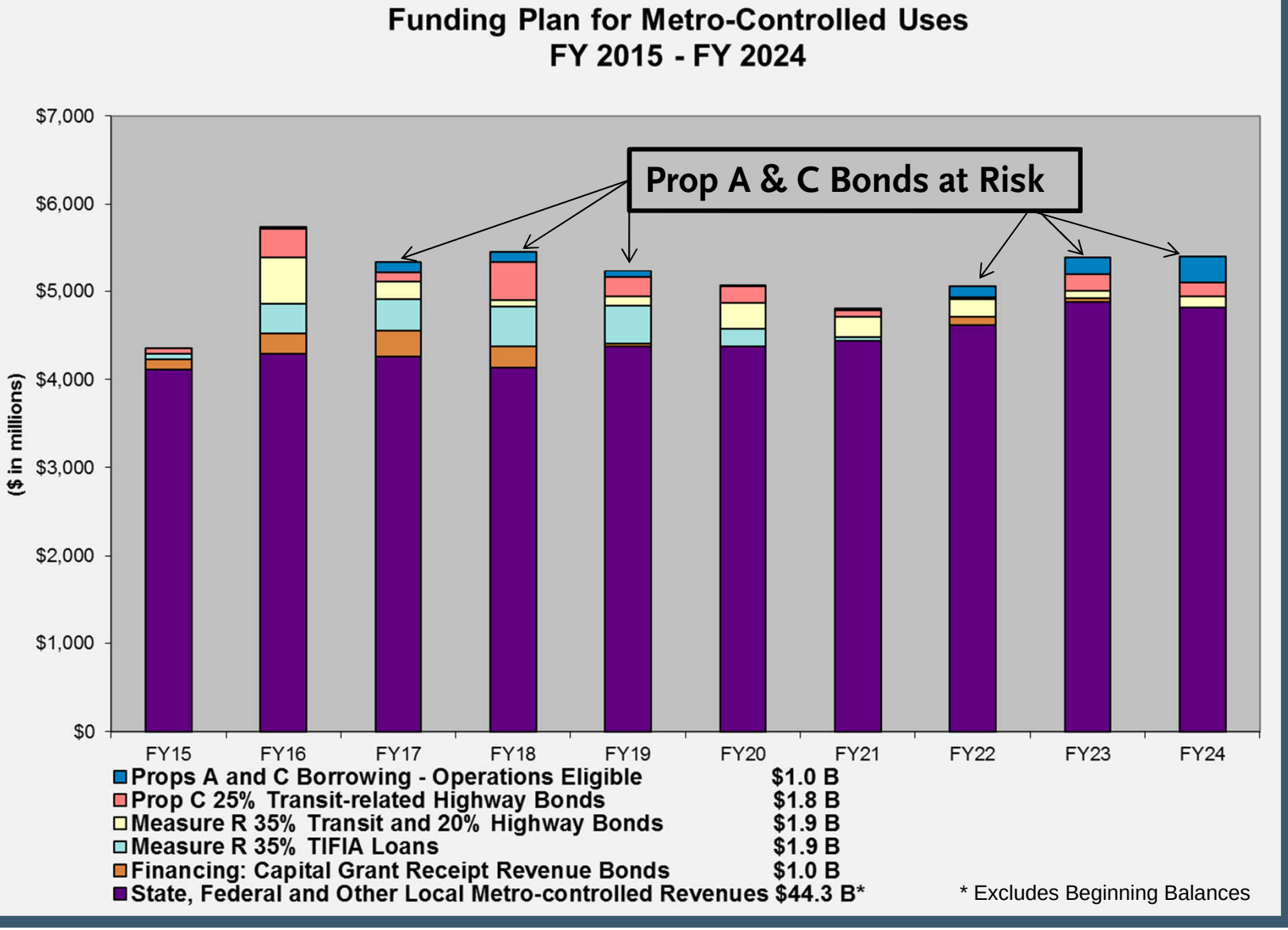
Metro

Excerpts from Attachment M

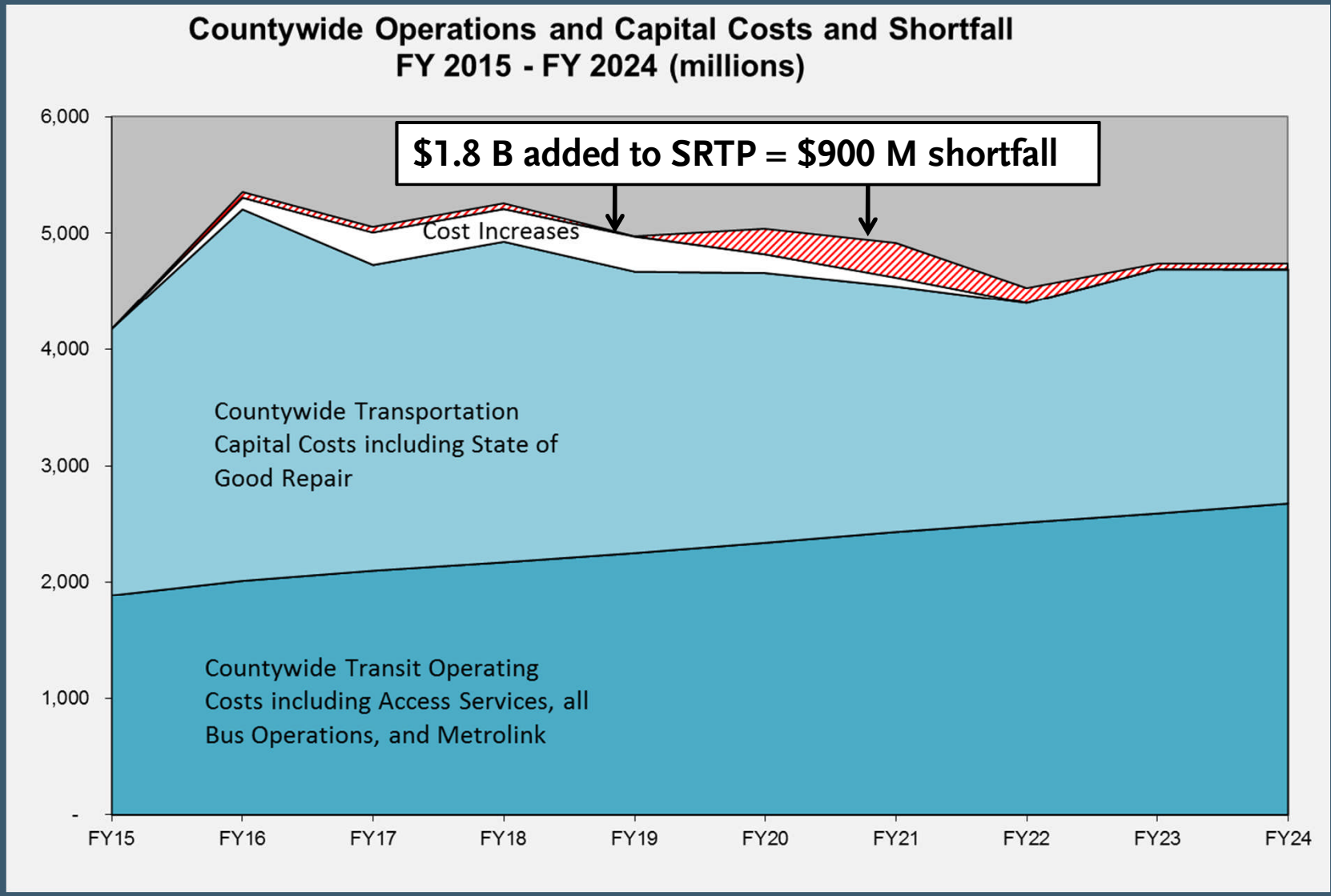
Transportation Public Investments by Mode:
Countywide and Metro Controlled Spending Forecast



Borrowing Key to Transformative Plan



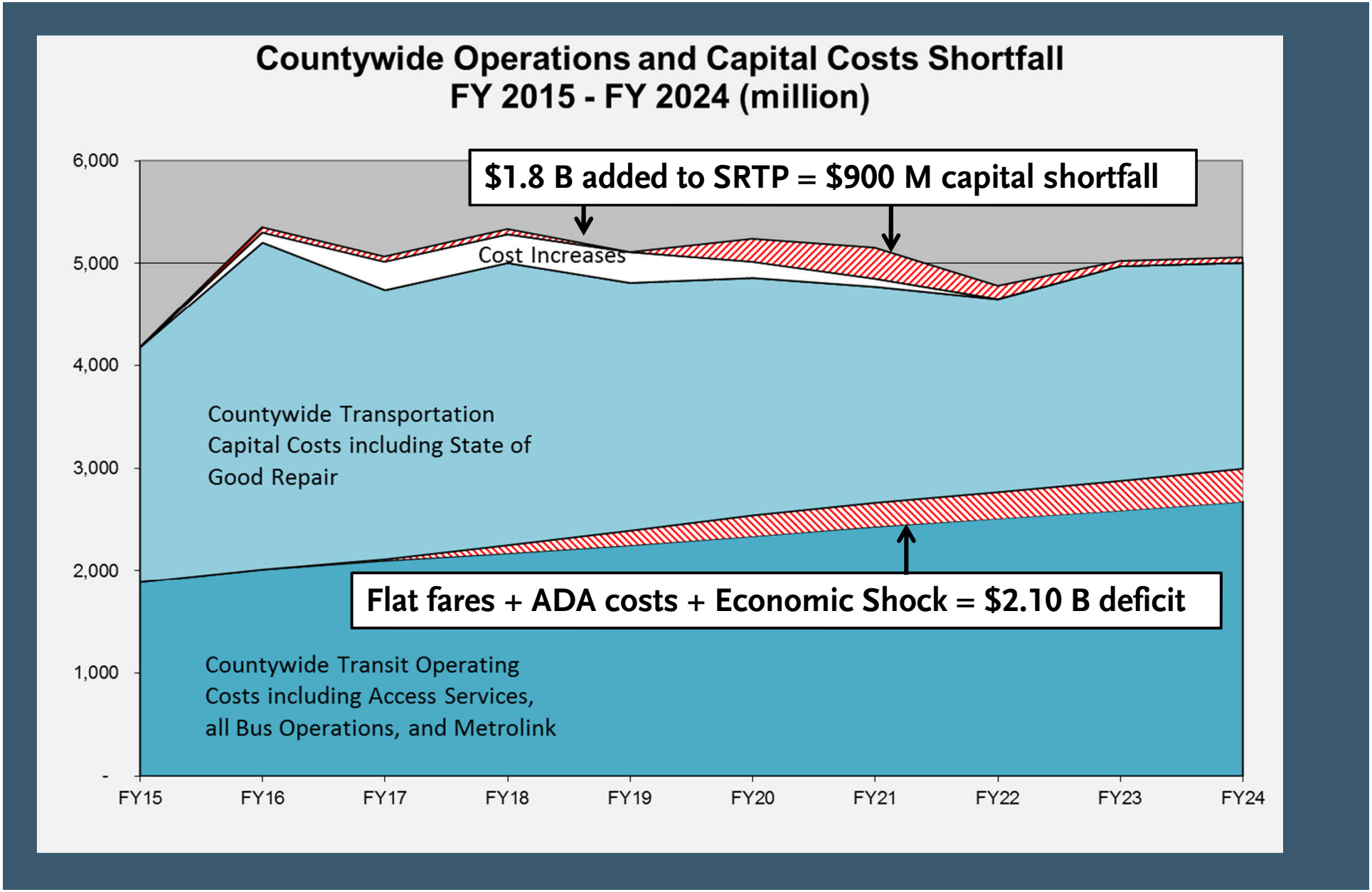
Countywide Forecast: SRTP Has $900 M Shortfall



Metro's Worst Case: Could be Far Worse

- **Periodic economic shocks expected**
  - Higher bids and other cost increases occurring now
  - Economic recession could occur during plan period
- **Borrowing strategies are at risk**
  - Transit operating costs rise faster than CPI
  - Fares not keeping pace with costs
  - Access Services demand growing
- **New revenue sources are important**
  - Federal funding increase needed in reauthorization
  - State Cap & Trade needed for SRTP greenhouse gas reductions

Perfect Storm: Flat Fares, ADA Costs, & Economic Shock



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

File #: 2015-0339, **File Type:** Policy **Agenda Number:** 20.

PLANNING AND PROGRAMMING COMMITTEE
JUNE 17, 2015

SUBJECT: DORAN STREET AND BROADWAY/BRAZIL SAFETY AND ACCESS PROJECT

ACTION: ADOPT LOCALLY PREFERED ALTERNATIVE

RECOMMENDATION
APPROVED AS AMENDED BY Najarian Motion:

A. receiving the **Doran Street and Broadway/Brazil Safety and Access Project Study Report Equivalent** (PSRE); and

B. adopting Locally Preferred Alternative (LPA) 2 from the PSRE to advance into the Final Environmental Document.

ISSUE

The Project Study Report for the Doran Street and Broadway/Brazil Safety and Access Project (Project) was completed in March, 2015. Three alternatives are proposed. It is the recommendation to proceed with Alternative 2 as the Locally Approved Alternative to advance into the Final Environmental Document.

DISCUSSION

The Los Angeles County Metropolitan Transportation Authority (Metro) is working towards improving safety, mobility and quality of life for the Glendale and Los Angeles communities by closing the Doran Street at-grade crossing. As with any at-grade railroad crossing, safety is of significant importance. Furthermore, a unique combination of limited access, high traffic volumes, adjacent industrial uses, and residential interests, make mobility improvements important to this Project. Doran Street has 13 incidents on record resulting in two fatalities and one injury since 1976. These safety statistics have made the Doran Street crossing the subject of safety hearings and arbitrations by the California Public Utilities Commission (CPUC). The at-grade crossing of Doran Street with the Metro owned right-of-way operated by Metrolink has been the subject of concern for several years. Additionally, this crossing has significant truck and vehicle traffic as well as 90 passenger and freight trains per day.

In May 2011, the Metro Board authorized $6.6 million for improving the safety of the intersection of

Doran Street and the Metro owned right-of-way. A portion of these funds is being used to fund the engineering and environmental work necessary for the grade separation of this intersection. Since the Board motion was passed, additional funding has been obtained that will fund the construction of the grade separation of this roadway. Since the crossing is located along the route of the proposed California High Speed Rail Project, staff has worked with the California High Speed Rail Authority (CHSRA) and the Federal Railroad Administration (FRA) to gain additional funding. This project has been ranked as number seven in the region in the Advance Investment Memorandum of Understanding with the CHSRA.

Since the Metro Board action, staff has been working towards the advancement of a solution to the challenges related to this crossing. This has included examining several grade separation alternatives that will provide the maximum safety benefit while minimizing impacts to the communities. This analysis has included existing and the proposed future uses of the railroad corridor. The first phase of the project was completed in April, 2015 and the key deliverable was the Project Study Report Equivalent highlighting three alternatives to close Doran Street and/or Broadway/Brazil crossings.

Community Outreach

A comprehensive community outreach program is underway to inform the public about the Doran Street and Broadway/Brazil Safety and Access Project. Metro has hosted two rounds of community outreach meetings and presented at 19 meetings hosted by other stakeholders.

For the two rounds of Metro hosted Community Outreach meetings, residents were notified of the public process through mailings, direct calls to businesses within the project area, Metro Daily Briefs, Metro's The Source, email blasts, a public telephone hotline, fact sheets, and a dedicated webpage on Metro's website. The project received media coverage in the Glendale News Press, Los Angeles Times, and NBC Los Angeles with a total of eight stories written about the project. Communication also went out in local newsletters and distribution lists for the City of Glendale and other local stakeholder organizations.

Community Meetings: Round 1 (February 6, 2014)

Two community workshops were held in Atwater Village on February 6, 2014, 3-5pm and 6-8pm, to accommodate participation from all stakeholders, including businesses and residents. Notification of the meeting was sent to more than 1,500 owners and tenants using the Los Angeles County Assessor's database. Three email notifications were sent out to the project stakeholder database. Individual phone calls were also placed to 69 businesses within the area. An additional eight stakeholder meetings were held prior to Feb. 6th including individual business owners, Pelanconi Estates HOA, the Atwater Village NC and staff from the Cities of Glendale and Los Angeles.

A total of 60 stakeholders attended the February 6th workshops and Metro received 63 comments. Issues raised included access for first responders, traffic and circulation for vehicles and trucks, safety, and impacts to residential and business areas.

Community Meetings: Round 2 (December 9, 2014)

Two community workshops were held in Atwater Village (3-5pm) and Glendale (6-8pm) on December 9, 2014. Notification of the meeting was sent to nearly 2,000 owners and tenants using an updated list pulled from the Los Angeles County Assessor's database. Two email notifications were sent out to individuals in the exiting project stakeholder database. Individual phone calls were also placed to 100 businesses within the area. An additional six stakeholder meetings were held prior to Dec. 9th including Council District 13, business owners, Pelanconi Estates HOA, Atwater Village Neighborhood Council, Walk Bike Glendale and the Los Angeles River Cooperating Committee. After the meeting, Metro held additional briefings with legislative representatives and business owners who were unable to attend the meeting on December 9th.

A total of 89 stakeholders participated at the workshops. Metro received 68 comments. The Stakeholders were shown several alternatives at the workshop. Input from the Stakeholders regarding additional alternatives. These alternatives were evaluated. Aspects of some of these alternatives were incorporated into the ultimate designs. Overall, the comments touched on safety, points of access to North Atwater Village, eminent domain, pedestrian and bicycle access, traffic in the residential areas of Glendale, the timeline for High-Speed Rail, property impacts, air quality, Glendale's Riverwalk Bike project, and the need for a grade separation following the recent improvements to Broadway/Brazil. Business and property owners within the project area expressed concerns about potential impacts and property takings.

There will be additional opportunities for the public to comment during the environmental phase of the project.

ALTERNATIVES FROM PROJECT STUDY REPORT (EQUIVALENT) (PSRE)

During the Alternative Analysis portion of the study, several alternatives were examined that would provide the benefit of closing the Doran Street crossing while minimizing the impacts to the communities. During the study it became apparent that the Broadway/Brazil crossing was closely related to the Doran Street crossing and alternatives considered had to address this relationship. As part of the analysis, the railroad corridor was examined to raise or lower the railroad tracks to cross under or over Doran Street and Broadway/Brazil. These alternatives are not feasible due to the constraints of the I-134 Freeway, Colorado Blvd. and Verdugo Wash.

In addition, grade separations that would lower the roadway under the railroad were eliminated due to the community impacts of several roadway and railroad detours needed to complete the construction.

The following alternatives were carried forward with the PSRE.

No Build: This alternative would keep Doran Street and Broadway/Brazil as at-grade crossings. However, this does not meet the requirements of the CPUC Order to take steps to close the Doran Street crossing.

Alternative 1: Doran Overpass: Alternative 1 proposes to raise Doran Street over San Fernando

Road, the rail tracks, and West San Fernando Road. The existing intersection of Doran Street and San Fernando Road will be replaced with a new signalized intersection at a widened and realigned Commercial Street. This will facilitate traffic movements between San Fernando Road, Doran Street and the State Route 134 ramps. Milford Street will tie to Commercial Street in a tee-intersection. West San Fernando Road will pass under the Doran Street overpass bridge and connect to Doran Street. This alternative will close the Doran Street at-grade crossing while Broadway/Brazil will remain open as an at-grade crossing. Refer to Figure 1 of Attachment A - Executive Summary for a conceptual layout of this alternative.

Alternative 2: Fairmont Connector and Salem/Sperry Overpass: Alternative 2 has two components, the first consists of a connector road that extends West San Fernando Road to the Fairmont Avenue bridge and the second is an overpass crossing over San Fernando Road, the rail tracks, and West San Fernando Road in the vicinity of Salem Street and Sperry Street. This alternative will also consider two options for providing multi-modal movements over the Verdugo Wash as planned in the City of Glendale River Walk project. Alternative 2 will close both the Doran Street and Broadway/Brazil at-grade crossings. Refer to Figure 2 of Attachment A - Executive Summary for a conceptual layout of this alternative.

Alternative 3: Fairmont Connector and Zoo Drive Connector: Alternative 3 utilizes the same connector road from West San Fernando Road to the Fairmont Avenue Bridge as Alternative 2. However, this alternative proposes to construct this road in conjunction with a road that connects Doran Street across the Los Angeles River to Zoo Drive. Similar to Alternative 2, this alternative includes an option to construct a bridge to extend the Glendale River Walk across the Verdugo Wash. Alternative 3 will close the Doran Street at-grade crossing while Broadway/Brazil will remain an at-grade crossing. Refer to Figure 3 of Attachment A - Executive Summary for a conceptual layout of this alternative.

EVALUATION OF OPTION DISCUSSED AT MAY 20 PLANNING AND PROGRAMMING COMMITTEE MEETING

Alternatives 2 and 3 contained within the Project Study Report (Equivalent) (PSRE), dated May 18, 2015, include the Fairmont Connector which will extend West San Fernando Road to connect to the Fairmont Avenue bridge over the Verdugo Wash. The Fairmont Connector is planned to be striped for one lane of traffic in each direction and have a signalized intersection at Fairmont Avenue. During public comments at the Glendale Council Meeting on May 19, 2015, a community member suggested an option of making the Fairmont Connector available for first responders only and closed to the general public. The option is intended to address the CPUC and first responder's requirement to provide access for emergency vehicles to the northern Atwater Village area in the City of Los Angeles. The option would close the Doran Street at-grade crossing, facilitating a future quiet zone. The Metro Planning and Programming Committee confirmed the desire to evaluate this community option at their meeting on May 20, 2015 prior to selecting a preferred alternative for the Project. This

section summarizes the findings from the evaluation.

CONSIDERATIONS

The following considerations were factored into the evaluation of the option:

First Responders: Discussions with the first responders, both police and fire from the cities of Glendale and Los Angeles, were conducted via email and telephone in order to receive their input, feedback, and requirements on the proposed option.

LOSSAN Expansion: The LOSSAN Corridor Agency Strategic Implementation Plan will increase daily rail traffic from 84 trains to 124 trains by 2030, a 50% increase. This will result in additional vehicular delays at remaining at-grade crossings, such as Broadway/Brazil.

Los Angeles River: The cities of Glendale and Los Angeles voted to adopt Alternative 20 of the L.A. River Revitalization as the Locally Preferred Alternative (LPA). In May of 2014, the US Army Corps of Engineers adopted Alternative 20 and it is currently being advanced through the environmental clearance process. A goal of this project is to avoid or mitigate any encroachment into the Alternative 20 footprint.

Traffic Growth: The projected traffic forecast on Fairmont Avenue and in the vicinity of the eastbound and westbound SR-134 ramps is due primarily to the expansion of the Disney Grand Central Creative Campus (CG3).

Traffic Circulation: Overall circulation within the Atwater Village area must be considered with adequate Level of Service (LOS). The ability to reroute traffic and mitigate impacts of doing so will be challenging as existing right-of-way is narrow, 50-feet in width on most streets, and points of access to this area are limited.

CONCLUSION

The community option addresses a singular issue, providing access for first responders to the northern Atwater Village area that would address the CPUC and first responders concerns. The intent of this community option is to close the current Doran Street at-grade crossing, leading to a quiet zone.

The larger issue with the closure of the Doran Street at-grade crossing is the traffic circulation within Atwater Village and the ability to move traffic and goods through the West San Fernando Road/Brazil Street and San Fernando Road/Broadway intersections. Both of these intersections will be significantly impacted.

In summary, the closure of the Doran Street at-grade crossing, while it provides emergency responder access only, results in:

1. Closure of the Doran Street at-grade crossing that will result in 80% of the parcels in Atwater Village area, north of Colorado Street, being solely reliant upon the West San Fernando Road/Brazil Street intersection as the lifeline for their business.

- Degradation of the West San Fernando Road/Brazil Street intersection from a Level of Services (LOS) D to LOS F.
- Queuing in both the southbound and eastbound directions at the West San Fernando Road/Brazil Street intersection effectively gridlocks traffic to the west and north of this intersection.
- Southbound left-turn queuing would require over 650 feet of turn pocket length where only 100 feet is available. Any queuing beyond 100 feet blocks through movements as well.

2. San Fernando Road/Broadway intersection remains a LOS F however operations are further impacted. Level of service is determined through Synchro analysis and is reflective of the signal operations. It does not, however, account for train delays. Inclusion of train delays will reduce available capacity resulting in even further degradation of the intersection operations.

- Significant increase in southbound right-turn movement from San Fernando Road to Brazil Street (from 56 vehicles per hour (vph) to 452 vph in the AM peak hour), far exceeding capacity. This will significantly reduce capacity of the through traffic as the #2 southbound lane will be blocked by the right-turn queue.
- To avoid the long queue and delay from the excessive southbound right-turn movement from San Fernando Road to Brazil Street, it could be expected that drivers will seek other routes with the most direct being Concord Avenue as a bypass to and from the SR-134 and Broadway.

3. If built in conjunction with Alternative 2 Salem/Sperry Overpass, excessive queuing would still exist and an additional lane of traffic at each intersection of the overpass would be required to address the turning movements. This will increase the right-of-way and construction costs.

4. If built in conjunction with Alternative 3 Zoo Drive Connector, the existing at-grade intersection would remain at Broadway/Brazil. While the Zoo Drive Connector redirects some traffic towards the I-5 Interchange, the remaining traffic still significantly impacts the West San Fernando Road/Brazil Street and San Fernando/Broadway intersections.

Based on the evaluation, the $15 million expenditure for an emergency access only bridge does not outweigh the resultant impacts that closing the Doran Street at-grade crossing would have on overall traffic operations, local businesses, and the potential bypass traffic in Glendale. Staff does not recommend adopting this option.

RECOMMENDATION FROM METRO STAFF

A quantitative analysis was conducted to compare the three alternatives. A constraints analysis matrix was developed as part of this analysis. The constraints matrix included design considerations like cost/fundability, right-of-way impacts, environmental considerations, traffic circulation and diversion, constructability, railroad impacts, geometrics, utility impacts, consistency with the L.A. River revitalization plan and overall programmatic outlook keeping in mind future community impact. Please see Attachment B - Constraints Matrix Analysis for additional information about the development of the matrix.

Issue	Alt 1	Alt 2	Alt 3
Permanently closes Doran crossing	✓	✓	✓
Permanently closes Broadway/Brazil crossing		✓	
No future grade separation required		✓	
Keeps traffic on arterials	✓	✓	
Both crossings open during construction		✓	✓
Consistent with L.A. River Revitalization		✓	
Consistent with funding sources	✓	✓	

Figure 1: Alternatives Comparison

Metro Staff recommend Alternative 2 because it achieves the optimal safety goal to permanently close both Doran Street and Broadway/Brazil at-grade crossings. It eliminates the cumulative effects of constructing two separate grade separations at two different times. If a grade separation is constructed at only Doran Street right now, we anticipate another grade separation soon to improve safety at the Broadway/Brazil crossing. This will be required because of increased service levels from Metrolink and Amtrak and the proposed use of this corridor for high speed trains.

The effects of constructing two grade separations at two different times in Alternatives 1 and 3 will include cumulative impact on right-of-way because of the need for additional land acquisition and business relocation. This additional right-of-way need for Alternatives 1 and 3 in the future will be the same as the current need for the Salem/Sperry Overpass. Attachment C - Cumulative Right-of-Way Impact illustrates the cumulative right-of-way impacts for the three alternatives.

The overall programmatic costs accrued from adopting each alternative is shown in figure 2 below. In addition to the overall programmatic cost savings accrued from adopting alternative 2, significant cost savings are anticipated from economies of scale if a single grade separation is constructed to replace the two at-grade crossings. Alternative 2 ensures traffic stays on the arterials in the permanent condition, and keeps both crossing open during construction. Finally, this alternative is consistent with L.A. River Revitalization Plan and the requirements of the funding sources. A summary chart highlighting how each alternative meets the project objectives is shown in attachment D - Alternatives Comparison

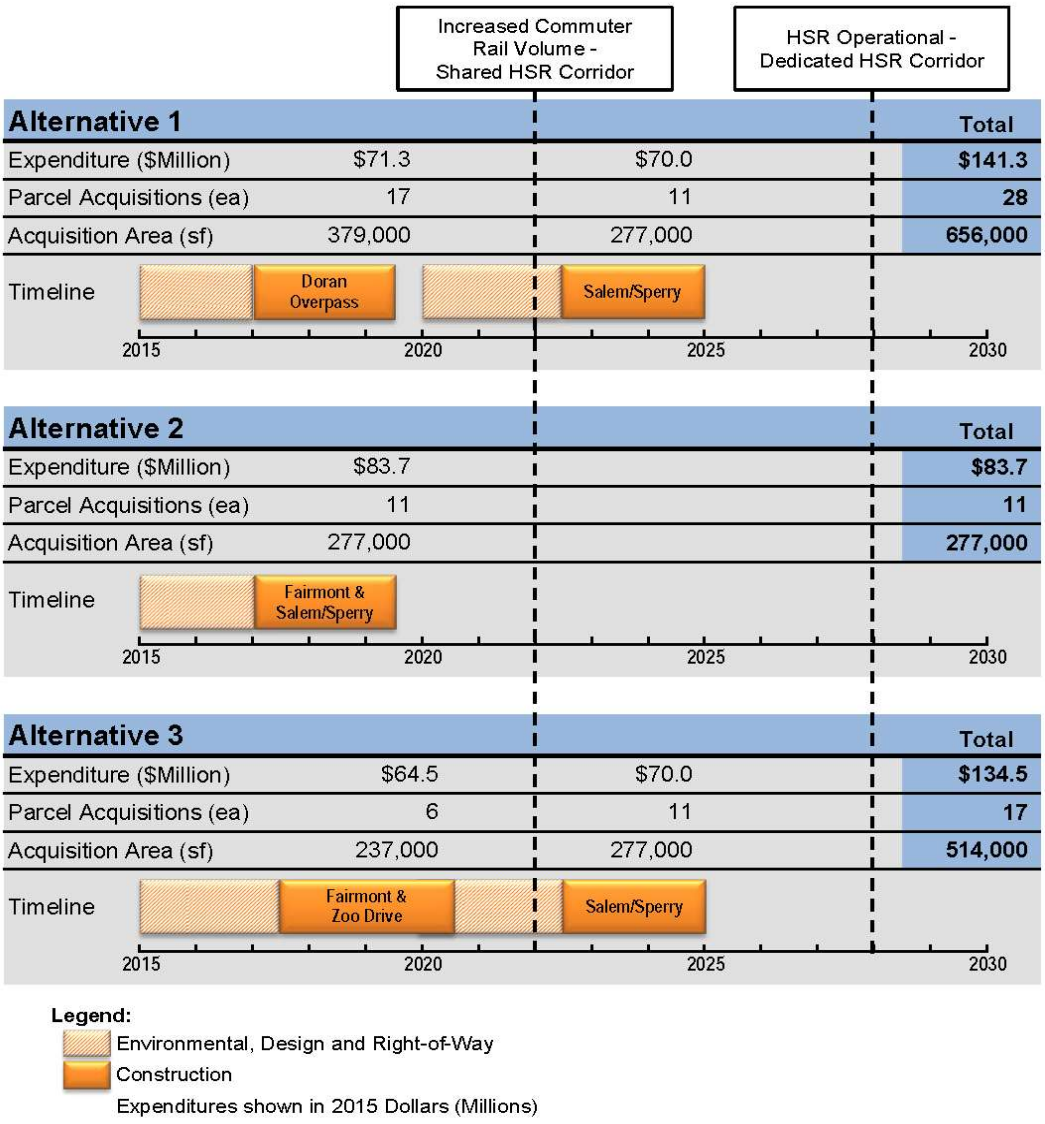


Figure 2: Project Programmatic Overview

DETERMINATION OF SAFETY IMPACT

Due to the urgent need to improve safety at this crossing, an Administrative Law Judge (ALJ) has ruled that the Doran Street at-grade crossing be closed permanently. However, there is a requirement to provide two points of access for emergency responders into the area west of the railroad corridor during an emergency. To accomplish this requirement, the ALJ required that Doran Street be converted to a one-way westbound movement until the crossing can be closed permanently.

The Broadway/Brazil at-grade crossing, located less than a half mile from the Doran Street crossing, has a similar safety record. Broadway/Brazil has 9 incidents resulting in five fatalities and three injuries. Broadway/Brazil was upgraded in December, 2014 as part of the mitigation agreement between the city of Glendale and other agencies and the CPUC. In addition, Metro staff been

involved with hearings and arbitrations initiated by the CPUC.

Irrespective of safety improvements adopted, at-grade crossings will always have the potential conflict between rail and vehicles, trucks and/or pedestrians. With a grade separation or closure, this conflict is eliminated. Over the coming years, Metrolink and Amtrak passenger service is expected to increase along this corridor. This further highlights the urgency to close these at-grade crossings. In addition to the increased service levels from Metrolink and Amtrak, the California High Speed Rail Authority (CHSRA) is also proposing this railroad corridor for their Palmdale/Los Angeles segment that is expected to be in service by 2022. In order for high speed rail to utilize this corridor, all at-grade crossings will have to be grade separated or closed.

This project has support from the Federal Railroad Administration (FRA), Caltrans, CPUC, Metrolink, Amtrak, and the CHSRA. The project comprises four phases: Alternative Analysis, Environmental Studies & Preliminary Engineering, Final Design, and Construction.

The project area includes a second at-grade crossing less than half mile south of Doran Street at Broadway/Brazil. With the two at-grade crossings being near each other, there is a higher chance for an accident occurring in the project area. Moreover, the number of incidents in Los Angeles County has continued to increase in the last five years, as shown in the Table 1 below. The ultimate safety enhancement would be to close both crossings and separate the vehicles and pedestrians from the trains.

Table 1: Los Angeles County Incident Table
(Source Federal Railroad Administration)

Year	Accidents	Fatalities	Injuries
2009	24	5	4
2010	20	6	9
2011	21	5	11
2012	20	9	19
2013	32	12	35
Totals	**117**	**37**	**78**

FINANCIAL IMPACT

$2.5 million of Measure R 3% funding for design and construction of this project is included in cost center 2415, Regional Rail FY16 Budget in Project 460091 Doran Street Grade Separation. Since this is a multi-year contract, the Executive Officer, Regional Rail will be accountable to budget the costs in future years.

Impact to Budget

Table 2: Summary of Funding Sources	
FUNDING SOURCE	AMOUNT
Local Measure R 3%	$6.6 Million
State Proposition 1A	$45.0 Million
Federal American Recovery and Reinvestment Act (ARRA)	$15.8 Million
CHSRA and other sources	$19.6 Million
TOTAL	$87.0 Million

Measure R 3% funds are designated for Metrolink commuter rail capital improvements in Los Angeles County. These funds are not eligible to be used for Metro bus/rail operating or capital budget expenses. This programming action has no impact to the Proposition A and C, TDA or Measure R administration budgets.

The three alternatives studied have the following estimated project costs see table 3 below and the attached Project Study Report for additional information.

Table 3: Summary of Project Costs for Alternatives	
ALTERNATIVE	TOTAL PROJECT CO
1 Doran Overpass	$71.31 Million
2 Fairmont Connector and Salem / Sperry Overpass	$83.73 Million
3 Fairmont Connector and Zoo Drive Connector	$64.49 Million

ALTERNATIVES CONSIDERED

The Board could choose not to select a locally preferred alternative. This alternative is not recommended due to the safety concerns at this crossing. The two at-grade crossings will still have the possibility of vehicle-train collisions. After several hearings and arbitrations with the CPUC, and the attempts by that agency to close the crossing, it was determined that there is a significant need to move to a grade separation.

NEXT STEPS

Upon selection of a locally preferred alternative by the Board, we will commence the environmental studies and preliminary engineering.

Upon approval of the request to program additional funds, Metro CEO will negotiate a design fee with Contractor HNTB Inc. and approve Modification 2 for signal engineering.

ATTACHMENTS

Attachment A - Project Study Report - Executive Summary
Attachment B - Constraints Analysis Matrix

Attachment C - Cumulative Right-of-Way Impact
Attachment D - Alternatives Comparison

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Chief Executive Officer

I. EXECUTIVE SUMMARY

The Los Angeles County Metropolitan Transportation Authority (Metro) is looking to enhance the safety, mobility and quality of life for the Glendale and Los Angeles community by closing the Doran Street at-grade crossing with the Metro-owned railroad corridor. To accomplish this goal, the project intends to construct a grade separation. To fully understand the needs of the community, it was important to study the project area to observe the traffic patterns, identify land uses, and determine local business operations. It is unavoidable that the construction of grade separation in a fully developed area will have impacts on right-of-way and the community. It is the objective of Metro to explore alternatives that will minimize these impacts while improving safety and mobility of the project area.

The project area includes a second at-grade crossing a half mile south of Doran Street at Broadway/Brazil. With the two at-grade crossings being in close proximity, there is an increased chance for an incident to occur in the project area. Moreover, the number of incidents County-wide has continued to increase in the last five years, as shown in Table 1below. The ultimate safety enhancement would be to close both crossings and separate the vehicles and pedestrians from the trains. It is also important to note that emergency responders will require ingress and egress across the railroad tracks in a similar manner as they do today. This means that a new access point for each crossing closed will be required. The Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Agency has a planned service expansion and the California High Speed Rail Authority is also proposing this railroad corridor for their Palmdale/Los Angeles segment. This will increase future rail traffic by 50%, and ultimately, the high speed rail to utilize a dedicated corridor which will require all at-grade crossings to be either grade separated or closed.

With the potential for two grade separations in close proximity, the impacts to right-of-way and the community would be doubled. Therefore, Metro expanded the alternative analysis to evaluate opportunities to close both crossings with a single grade separation while still providing the necessary points of ingress and egress for emergency responders and local businesses.

Table 1: Los Angeles County Incident Table

Year	Accidents	Fatalities	Injuries
2009	24	5	4
2010	20	6	9
2011	21	5	11
2012	20	9	19
2013	32	12	35
Totals	**117**	**37**	**78**

Source: Federal Railroad Administration

This Project Study Report (Equivalent) evaluates feasible alternatives for the construction of a grade separation in order to close the at-grade crossings at Doran Street and Broadway/Brazil Street. The preferred alternative(s) will move forward into the environmental clearance phase.

Alternatives

No Build: This alternative would keep Doran Street and Broadway/Brazil as at-grade crossings. However, this does not meet the requirements of the CPUC Order that will take steps to close the Doran Street crossing. One such requirement is to modify this crossing to a one-way westbound direction only. Therefore, for this PSRE, the No Build Alternative will consist of the one-way westbound Doran Street crossing and Broadway/Brazil functioning as it does today.

Alternative 1: Doran Overpass: Alternative 1 proposes to raise Doran Street over San Fernando Road, the rail tracks, and West San Fernando Road. The existing intersection of Doran Street and San Fernando Road will be replaced with a new signalized intersection at a widened and realigned Commercial Street. This will facilitate traffic movements between San Fernando Road, Doran Street and the State Route 134 ramps. Milford Street will tie to Commercial Street in a tee-intersection. West San Fernando Road will pass under the Doran Street overpass bridge and connect to Doran Street. This alternative will close the Doran Street at-grade crossing while Broadway/Brazil will remain an at-grade crossing. Refer to Figure 1 for a conceptual layout of this alternative.

Alternative 2: Fairmont Connector and Salem/Sperry Overpass: Alternative 2 has two components, the first consists of a connector road that extends West San Fernando Road to the Fairmont Avenue bridge and the second is an overpass crossing over San Fernando Road, the rail tracks, and West San Fernando Road in the vicinity of Salem Street and Sperry Street. This alternative will also consider options for potentially providing a pedestrian and bicyclist crossings of the Verdugo Wash, as planned in the City of Glendale River Walk project, and over San Fernando Road and the railroad tracks in the vicinity of Doran Street. Alternative 2 will close both the Doran Street and Broadway/Brazil at-grade crossings. Refer to Figure 2 for a conceptual layout of this alternative.

Alternative 3: Fairmont Connector and Zoo Drive Connector: Alternative 3 utilizes the same connector road from West San Fernando Road to the Fairmont Avenue bridge as Alternative 2. However, this alternative proposes to construct this road in conjunction with a road that connects Doran Street across the Los Angeles River to Zoo Drive. This alternative will also consider options for potentially providing a pedestrian and bicyclist crossings of the Verdugo Wash, as planned in the City of Glendale River Walk project, and over San Fernando Road and the railroad tracks in the vicinity of Doran Street. Alternative 3 will close the Doran Street at-grade crossing while Broadway/Brazil will remain an at-grade crossing. Refer to Figure 3 for a conceptual layout of this alternative.

Figure 1: Alternative 1 Doran Overpass

Figure 2: Alternative 2 Fairmont Connector and Salem/Sperry Overpass

Figure 3: Alternative 3 Fairmont Connector and Zoo Drive Connector

Alternatives Withdrawn from Consideration: The team evaluated additional alternatives that were ultimately withdrawn from consideration due to their feasibility and significance of their impacts. These included raising or lowering the rail tracks, a roadway underpass, and an overpass at California/Cutter.

Summary of Alternatives

The following table summarizes each of the three feasible alternatives selected along with the estimated project costs.

Table 2: Executive Summary Table

Alternative	Summary	Construction Costs*	Right-of-Way Costs*	Total Project Costs**
1 Doran Overpass	• Closes the Doran Street at-grade crossing • Will require a future grade separation at Broadway/Brazil • Proposed traffic routes most closely resemble existing traffic routes • Impacts sixteen (17) commercial/ industrial parcels – 379,000 sq ft	$26.99M	$37.03M	$71.31M
2 Fairmont Connector and Salem / Sperry Overpass	• Closes both Doran Street and Broadway/Brazil at-grade crossings • Will not require a future grade separation • Most consistent with proposed L.A. River Revitalization • Impacts eleven (11) commercial/ industrial parcels – 277,000 sq ft	$29.73M	$45.97M	$83.73M
3 Fairmont Connector and Zoo Dr Connector	• Closes the Doran Street at-grade crossing • Will require a future grade separation at Broadway/Brazil • Significant increase in construction and staging cost • No temporary impacts to rail operations • Will require environmental impact statement due to L.A. River impacts • Impacts six (6) industrial parcels – 237,000 sq ft	$30.85M	$25.31M	$64.49M

* Construction and right-of-way costs include a 20% contingency

** Total cost includes design, environmental and construction management. See Appendix I for complete breakdown.

Constraint Analysis Matrix

In order to provide a quantitative comparison of the three proposed alternatives, a Constraint Analysis Matrix has been prepared. Ten main design considerations were identified during the alternative analysis process and selected for the comparison within the matrix due to their potential impact on the feasibility of an alternative. Each main design consideration consists of subcategories to further define and rank the considerations. Each consideration is also weighted depending on the level of significance as shown in Table 3. Following is a brief description of the ten main design considerations:

1. **Cost/Fundability:** Compares the estimated alternative costs to the initial budgeted estimate of $40 million per grade crossing to be closed while also being consistent with the main funding sources.
2. **Right-of-Way:** Compares the three alternatives to each other in regards to the total square footage of acquisition, impact to land uses that are difficult to relocate and the number of businesses that will be relocated.
3. **Environmental Considerations:** Evaluates each alternative based upon the level of impact to the Los Angeles River, Verdugo Wash, parcels with potential for hazardous materials, and parcels of historical sensitivity.
4. **Traffic Circulation and Diversion:** Evaluates each alternative based upon maintaining traffic on primary streets and on how significant of a diversion from the existing traffic patterns the proposed routes will cause.
5. **Constructability:** Evaluates each alternative based upon the complexity of construction, the need for extensive staging requirements, and the ability to maintain traffic operations and access during construction.
6. **Railroad Impacts:** Evaluates each alternative based upon impacts to railroad operations for both during and post construction.
7. **Geometrics:** Evaluates each alternative on meeting design requirements of the applicable jurisdictions, meeting the latest Americans with Disabilities Act requirements, and providing accommodations for pedestrians and cyclists.
8. **Utility Impacts:** Compares the three alternatives to each other in regards to the number of utilities requiring relocation as well as the estimated costs for those relocations.
9. **L.A. River Revitalization Plan Consistency:** Evaluates each alternative based upon the size of the area of encroachment into the L.A. River Revitalization Plan footprint and the alternative's ability to mitigate that encroachment.
10. **Programmatic Outlook and Future Community Impacts:** Evaluates each alternative based upon a programmatic view of the corridor taking into consideration future projects, including increased rail service, expected within the project area and rating the alternative on the overall impacts to the community.

The complete matrix along with a detailed explanation of each consideration, subcategories and the findings is provided in Appendix J. The weight factors shown below are the maximum scores possible for each consideration. A higher score within a consideration means that an alternative closely meets the goals of that consideration. Therefore, the alternative with the highest overall score has best met the ten main design considerations.

Table 3: Constraint Analysis Matrix Summary

Item No.	Consideration	Weight Factor	Alternative 1 Score	Alternative 2 Score	Alternative 3 Score
1	Cost/Fundability	15	10	13	5
2	Right-of-Way	15	9	12	11
3	Environmental Considerations	15	13	10.5	6.5
4	Traffic Circulation and Diversion	10	9	8	6
5	Constructability	5	3	5	1
6	Railroad Impacts	5	2	4	3
7	Geometrics and Safety	10	8	7	5
8	Utility Impacts	5	2	4	3
9	L.A. River Revitalization Plan Consistency	10	5	10	2
10	Programmatic Outlook and Community Impacts	10	5	10	5
	TOTAL	**100**	**66**	**83.5**	**47.5**

Cumulative and Programmatic Impact

When developing a project it is important to understand how that project fits into overall plans for the corridor as well as the cumulative impacts. This approach will ensure that projects will fit together seamlessly, avoiding duplicative expenditures (ie. throwaway costs), and results in an overall program that minimizes overall impacts to the community and reduces costs while providing the most benefit. The Doran Street and Broadway/Brazil Safety and Access Project is just one of many projects through this corridor, and must account for the Los Angeles River Revitalization, Glendale Narrows Riverwalk, Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Agency service expansion and California High Speed Rail (HSR).

While the alternatives have addressed the L.A. River Revitalization and Glendale Narrows Riverwalk projects, of primary concern in a cumulative and programmatic viewpoint is the planned increase in rail service through this corridor from both the LOSSAN service expansion and HSR.

LOSSAN Corridor Agency developed a Strategic Implementation Plan in April 2012 which reflects a planned service expansion in this corridor (Burbank-Bob Hope Airport to Los Angeles Union Station). This expansion will increase the train trips from 84 (current volume) to 124 trains per day by 2030, inclusive of Amtrak (12 to 16 trains per day), Metrolink (61 to 90 trains per day) and freight (11 to 18 trains per day). This is a 50% increase in trains being implemented over the next 15 years. With this expansion, at-grade crossings along the corridor will see increased vehicular delays.

HSR is accelerating their program to have an operational segment from Palmdale to Burbank-Bob Hope Airport station, just north of our project corridor, by 2022. With that segment in operation, commuter rail volume will increase in the project corridor by 2022 through the use of a shared corridor with HSR in order to connect from the terminus station in Burbank to Union Station in downtown Los Angeles. By 2028, it is anticipated that HSR will be operating in a dedicated corridor which would require all crossings to be grade separated.

The challenge is two-fold. First, with the increase in rail volume by 2022 from the LOSSAN service expansion and the HSR terminus in Burbank, at-grade crossings within the corridor will see increased delay and potential for incidents. The Broadway/Brazil crossing already experiences considerable delays, a condition that will be significantly worsened with the increased rail volumes. Second, by 2028 all at-grade crossings will need to be grade separated to accommodate a dedicated HSR corridor.

Alternative 2 is the only alternative that addresses the impacts of the LOSSAN service expansion and HSR in both the 2022 and 2028 conditions. Alternatives 1 and 3 only close the Doran Street at-grade crossing. As a result, a future grade separation would be required in the vicinity of Broadway/Brazil, similar to the Salem/Sperry Overpass shown in Alternative 2, creating cumulative impacts as discussed below.

Construction: It is expected that construction would commence in 2017 for any of the alternatives being evaluated in this report. Construction duration for Alternatives 1 and 2 are 2.5 years; Alternative 3 would be 3 years in length.

As Alternatives 1 and 3 would require a future grade separation similar to the Salem/Sperry Overpass, a second construction period of 2.5 years is expected and could commence as early as 2022. Over an 8 year period between 2017 and 2025, the community would be subjected to the following cumulative period of construction:

Alternative 1 + Future Grade Separation = 5 years of construction

Alternative 2 + (not applicable) = 2.5 years of construction

Alternative 3 + Future Grade Separation = 5.5 years of construction

Right-of-Way: As Alternatives 1 and 3 require the construction of a future grade separation, resulting in a cumulative impact on right-of-way through the need for additional acquisition and business relocation. This additional right-of-way need is the same as the Alternative 2 need for the Salem/Sperry Overpass. Figure 4 reflects the cumulative right-of-way impacts for the three alternatives. Table 4 quantifies the increase in both acquisition and affected parcels.

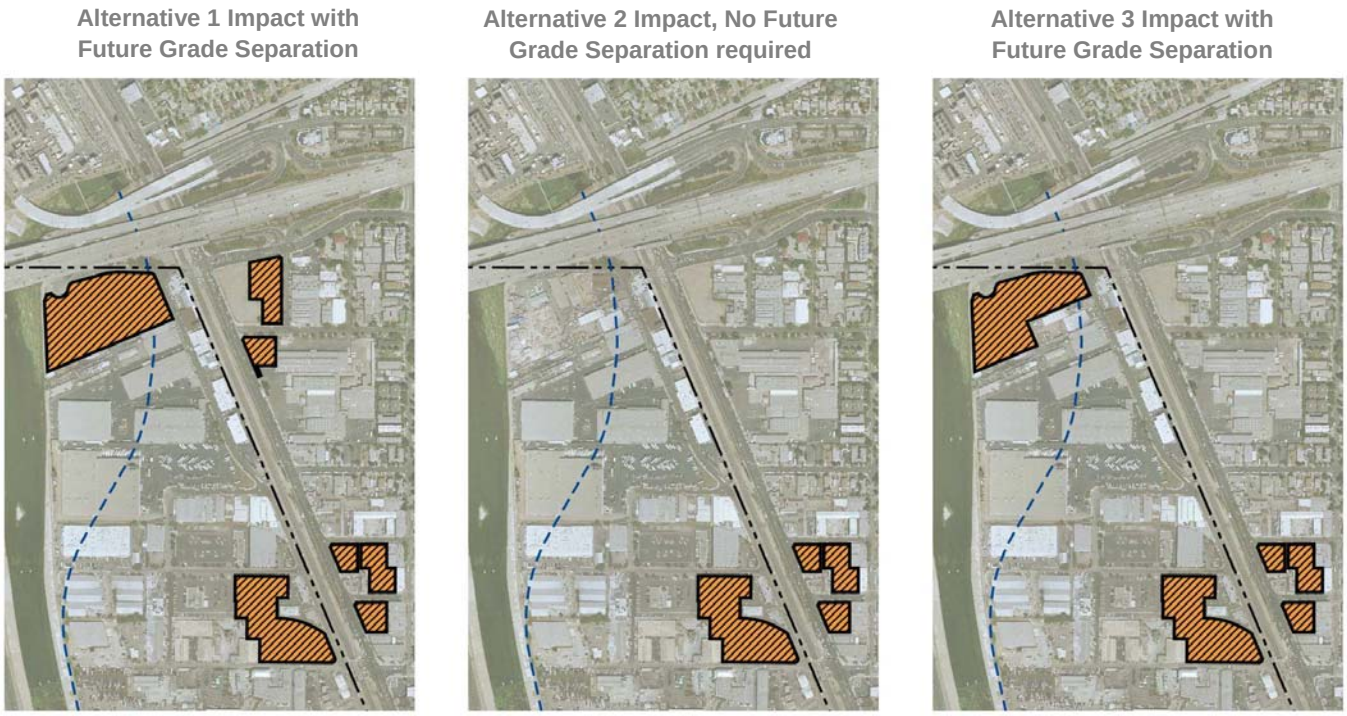


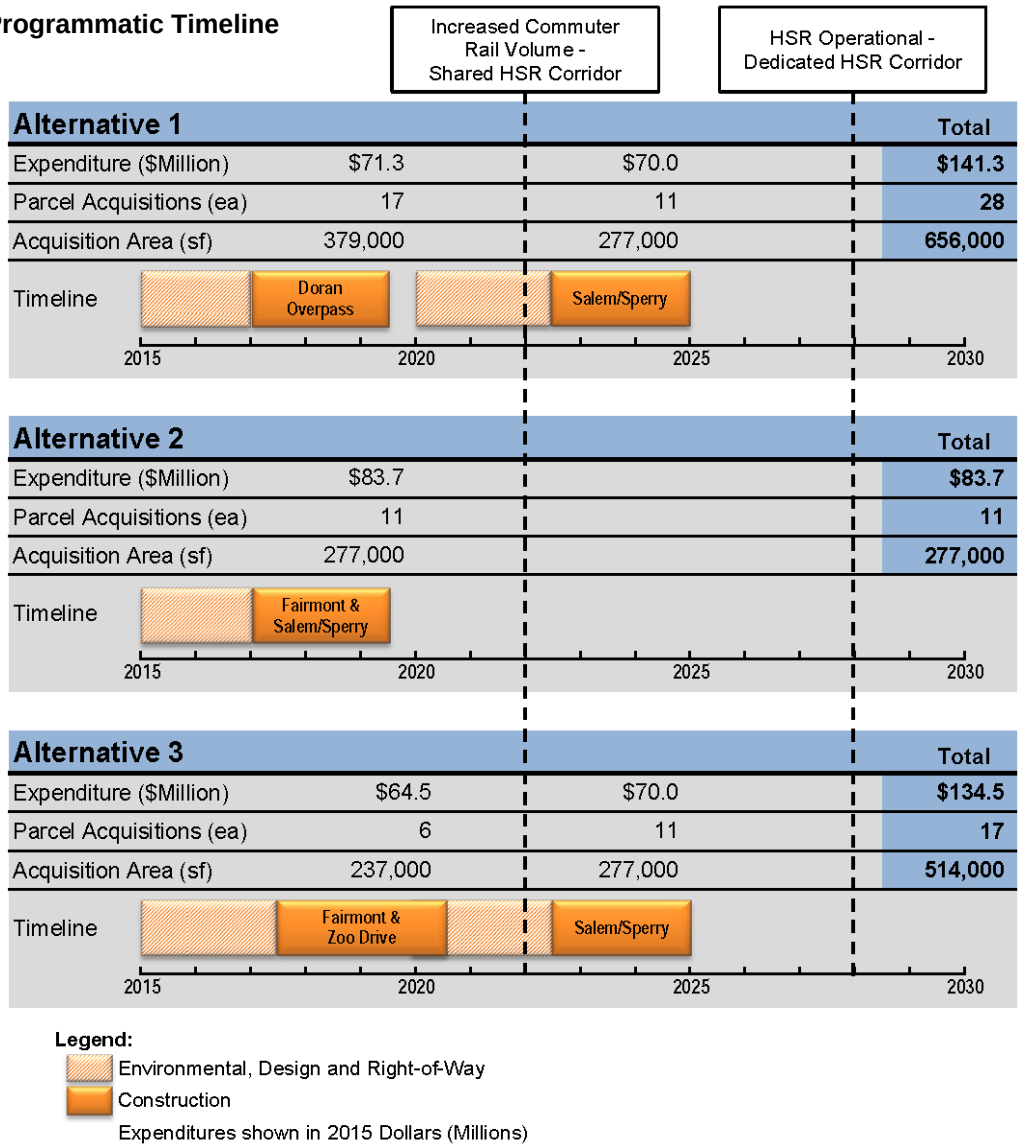
Figure 4: Programmatic Right-of-Way Impacts

Environmental: The increase in commuter rail traffic in 2022 will result in additional delays at the Broadway/Brazil crossing, a crossing that is already experiencing noticeable delays in its current configuration. The increase in idling cars is detrimental to air quality.

As Alternatives 1 and 3 require the construction of a second grade separation, the temporary impacts are compounded with a second round of heavy construction. As noted above, the community could experience over 5 years of construction over an 8 year period. Common environmental challenges, though temporary, during construction include noise, air quality, dust control, traffic delays and detours.

Fiscal Implications: Programming of grade separations in fully developed corridors require substantial funds due to construction and right-of-way costs. Regardless of funding sources, the ability to close two at-grade crossings with a single grade separation is the fiscally prudent approach. Alternatives 1 or 3 will result in an additional $70 million in program costs due to the need for the future grade separation. These impacts are reflected in Table 4 below.

Table 4: Programmatic Timeline



Recommendation

Construction of a grade separation in a fully developed area inherently impacts the community, right-of-way, and traffic during construction. This Project Study Report (Equivalent) details the thorough analysis of three feasible alternatives, evaluating their impacts, with the intent to select a preferred alternative. The preferred alternative should best meet the goals and objectives that were set forth by Metro, and conferred with the Cities. These goals and objectives are incorporated into the Constraint Analysis Matrix design considerations.

Alternative 2 clearly provides the best overall solution to the corridor for the following reasons:

- Ranked highest by a considerable margin in a direct comparison to Alternatives 1 and 3 in the Constraints Analysis
- Provides the largest safety enhancement with the closure of two at-grade crossings
- Results in two points of uninterrupted access for residents, businesses and first responders across the rail corridor
- Addresses the future needs for the corridor including the LOSSAN service expansion and the High Speed Rail
- Eliminates the need for a future grade separation and thus avoids additional construction impacts to the community that would result in over 5 years of construction in an 8 year period
- Provides significant programmatic benefit as the most fiscally prudent solution while eliminating the need for additional right-of-way acquisition and relocation of businesses

Based on all these factors, Alternative 2 best supports the Project goals and objectives, and provides the largest long-term benefit to the cities and community. It is recommended that Alternative 2 be advanced into the environmental clearance phase of the project development.

ATTACHMENT B

DORAN STREET AND BROADWAY/BRAZIL SAFETY AND ACCESS PROJECT

CONSTRAINT ANALYSIS CONSIDERATIONS

The Constraint Analysis Matrix is a list of design considerations that was used to conduct a quantitative comparison of the three proposed alternatives. Within the matrix, there are 10 main design considerations with subcategories to further define and rank the considerations. The following descriptions are a means of defining how each alternative was ranked against each other within each subcategory. The matrix includes a column for comments which is to be used for clarifying, or justifying, the score being provided for each alternative.

1. COST/FUNDABILITY

a. Cost effectiveness – Max points: 10
The scoring is based upon the relationship of the initial cost estimate in comparison to the established budget of $40 million per grade crossing to be closed.

b. Fundability within existing sources – Max points: 5
The main funding sources for the project include ARRA, through the FRA, and CHSRA, therefore it must be demonstrated that the alternatives directly support their goals to maintain funding eligibility.

2. RIGHT-OF-WAY

a. Area (SF) needing acquisition – Max points: 6
The alternatives are scored in direct comparison to each other based upon the total square footage of acquisition. Provide the same score to multiple alternatives if the estimated areas are in close proximity to each other.

b. Land uses that are difficult to relocate – Max points: 5
A full score is achieved if an alternative does not acquire, or impact, a parcel that would require the relocation of a business type that is known to be challenging to relocate, such as businesses that have the potential to cause contamination or difficulty in finding compatible land use designations. Score is reduced based upon the number of impacts to such parcels or businesses.

c. Number of businesses requiring relocation – Max points: 4
The alternatives are scored in direct comparison to each other. Provide the same score to multiple alternatives if the number of relocations is in close proximity to each other.

3. ENVIRONMENTAL CONSIDERATIONS

a. L.A. River – Max points: 5
Points are earned for the following items:

- 1.5 points for consistency with the L.A. River Ecosystem Restoration Integrated Feasibility Report
- 0.5 point for avoiding the need for Individual or Nationwide Permits from the U.S. Army Corps of Engineers under Section 404 of the federal Clean Water Act

- 0.5 point for avoiding the need for Water Quality Certification from the Regional Water Quality Control Board under Section 401 federal Clean Water Act
- 0.5 point for avoiding the need for an Agreement for Alteration of Lake or Stream pursuant to Section 1600 of the State Fish and Game Code
- 1.0 point for avoiding impacts to plant and wildlife species listed under the federal or state Endangered Species Act
- 0.5 point for avoiding impacts to native resident or migratory fish or wildlife species
- 0.5 point for avoiding the need to mitigate impacts to native resident or migratory fish or wildlife species

b. Verdugo Wash – Max points: 4

Points are earned for the following items:

- 0.5 point for consistency with the L.A. River Ecosystem Restoration Integrated Feasibility Report
- 0.5 point for avoiding the need for Individual or Nationwide Permits from the U.S. Army Corps of Engineers under Section 404 of the federal Clean Water Act
- 0.5 point for avoiding the need for Water Quality Certification from the Regional Water Quality Control Board under Section 401 federal Clean Water Act
- 0.5 point for avoiding the need for an Agreement for Alteration of Lake or Stream pursuant to Section 1600 of the State Fish and Game Code
- 1.0 point for avoiding impacts to plant and wildlife species listed under the federal or state Endangered Species Act
- 0.5 point for avoiding impacts to native resident or migratory fish or wildlife species
- 0.5 point for avoiding the need to mitigate impacts to native resident or migratory fish or wildlife species

c. Hazardous Material – Max points: 3

Points are earned for the following items:

Sensitive Receptors

- 0.5 point for having no schools located within one-quarter mile of project alternative
- 0.5 point for having no other sensitive receptors (i.e., hospitals, day care centers, convalescence facilities, or residential properties) within one-quarter mile

Indicators of Potential Sources of Soil and Groundwater Contamination

- 0.5 point for having no sites with known or potential contamination issues, hazardous wastes sites, landfills, or sites with registered and/or leaking Underground Storage Tanks

- 0.5 point for having no parcels adjacent to proposed project alignment with the potential for soil or groundwater contamination
- 0.5 point for not having one to three parcels in or adjacent to proposed project alignment with the potential for soil or groundwater contamination
- 0.5 point for not having four or more parcels in or adjacent to proposed project alignment with the potential for soil or groundwater contamination

d. Historical Sensitivity – Max points: 3

Within the project area, San Fernando Road has been identified as part of the "Historic U.S. Highway 99", while the parcel on West San Fernando Road at Sperry Street containing art deco buildings is potentially eligible for historical sensitivity. This parcel is referred to as the "art deco" parcel.

Points are earned for the following items:

- 1.0 point for avoiding historic resources that are listed or are potentially eligible for listing on the California Register of Historical Resources (CRHR) or the National Register of Historic Places (NRHP)
- 0.5 point for not affecting the setting of any historic resources that are listed or are potentially eligible for listing on the CRHR or the NRHP
- 0.5 point for providing an opportunity to enhance the setting for buildings potentially eligible for listing in the CRHR or the NRHP
- 1.0 point for avoiding or minimizing effects on the alignment of segments of San Fernando Road designated as "Historic U.S. Highway 99"

4. TRAFFIC CIRCULATION AND DIVERSION

a. Maintain traffic on arterial streets – Max points: 4

The arterial streets within the project area are defined as Fairmont Avenue west of the SR-134 ramps; Doran Street between San Fernando Road and the SR-134 ramps; San Fernando Road; and Broadway. A full score is achieved if an alternative in the final condition keeps the traffic on these arterial streets. The score is reduced as an alternative utilizes lower classified streets as a main route for the traffic.

b. Minimal diversion from current routes – Max points: 6

Upon completion of an alternative, a full score is achieved if the route has minimal diversion from the existing traffic routes using the at-grade crossings to travel between San Fernando Road and West San Fernando Road. The score is reduced if diversions will not be intuitive or meet expectations of the driver and the extent and effectiveness of signage required.

5. CONSTRUCTABILITY

a. Complexity and staging requirements – Max points: 3

A full score is achieved if an alternative does not increase the complexity of construction or requires extensive staging that can impact the construction costs and schedule. This can include staging to maintain traffic on arterial streets for bridge construction and utility

relocations; seasonal construction requirements within waterways; and such items as isolation casings needed for the extra deep bridge foundations for the future L.A. River Revitalization Alternative 20. The score is reduced as the complexities and staging requirements cause an increase in construction costs and schedule.

b. **Impact to traffic operations or at-grade crossing closure – Max points: 2**
A full score is achieved if an alternative can be constructed with minimal interruption of traffic operations. The score is reduced depending on the number and duration of required detours/closures.

6. RAILROAD IMPACTS

a. **Impact to railroad operations during construction – Max points: 2**
A full score is achieved if an alternative has no impacts to railroad operations. The score is reduced with the need for any interference of operations such as during construction.

b. **Impact to current and future railroad/CHSRA operations – Max points: 3**
A full score is achieved if an alternative not only has no permanent impact on the existing Metrolink tracks once constructed but also provides for a sealed corridor for high speed rail. The score is reduced as an alternative's final condition does not fully support Metrolink or high speed rail.

7. GEOMETRICS

a. **Meets jurisdictional geometric standards – Max points: 5**
A full score is achieved if an alternative meets the design requirements of the applicable jurisdiction including but not limited to the cities of Glendale and Los Angeles, Caltrans, AASHTO, Metrolink, CHSRA. In regards to design speed, the city of Glendale requires a 30 MPH design speed to be posted at 25 MPH, while the city of Los Angeles requires a 35 MPH design speed to be posted at 25 MPH. The score will be reduced as the number of exceptions to design standards needed increases.

b. **Meets ADA requirements – Max points: 2**
A full score is achieved if both the horizontal layout and the vertical profile meet all of the latest Americans with Disabilities Act (ADA) requirements. The score is reduced if an alternative does not, or partially meets the horizontal and/or the vertical design requirements.

c. **Active transportation elements (bikes/peds) – Max points: 3**
A full score is achieved when an alternative includes accommodations for pedestrians and cyclists and also keeps their proposed routes similar to their existing routes. As every alternative being considered includes accommodations for active transportation, the score is reduced as their routes deviate further from their existing routes.

8. UTILITY IMPACTS

a. **Quantity of utilities requiring relocation – Max points: 2**
A full score is achieved if an alternative does not require major relocation of utilities, based upon length and type or size of facility requiring relocation. This would typically include large diameter (greater than 24 inches) transmission facilities or high voltage power lines (66kV or higher). Minimal impacts to utilities is expected and does not

impact scoring, and can include such items as a minor relocation of a utility for a limited distance to avoid a bridge bent, a retaining wall or other proposed improvement. The score is reduced if major relocations are required.

b. Costs associated with relocations – Max points: 3
A full score is achieved if the alternative has the lowest costs for utility relocations of the three build alternatives being considered, with the next lowest losing a point, and so forth.

9. L.A. RIVER REVITALIZATION PLAN CONSISTENCY

For this comparison, the Verdugo Wash has been excluded from consideration as it is at the outer limit of Alternative 20 footprint.

a. Encroachment into Alternative 20 footprint – Max points: 6
A full score is achieved if the alternative does not encroach into the footprint of the Army Corps approved Alternative 20 of the Los Angeles River Revitalization Plan. The score is reduced as the amount of an alternative's encroachment into Alternative 20 increases.

b. Ability to mitigate encroachment – Max points: 4
A full score is achieved if an alternative is able to mitigate encroachment into the footprint of Alternative 20 or if an alternative got a full score in the above subcategory. The score is reduced as an alternative is able to mitigate encroachments but still have (negative) impacts on the Alternative 20 improvements.

10. PROGRAMMATIC OUTLOOK AND FUTURE COMMUNITY IMPACTS

a. Programmatic outlook – Max points: 6
The scoring is based upon a programmatic view of the corridor that includes the consideration of future projects expected or required within the project area. This includes the LOSSAN rail service expansion and accommodating the high speed rail. A full score is achieved by being a good custodian of public funds by providing cost effective solutions to close both at-grade crossings.

b. Future community impacts – Max points: 4
A full score is achieved if an alternative does not require the construction of a future grade separation to close the Brazil/Broadway grade separation that would create another round of impacts to the surrounding community. Such impacts include another major construction project, right-of-way acquisitions, business relocations and traffic detours.

DORAN STREET AND BROADWAY/BRAZIL SAFETY AND ACCESS PROJECT

ALTERNATIVE CONSTRAINT ANALYSIS MATRIX

				ALTERNATIVE 1: DORAN OVERPASS		ALTERNATIVE 2: FAIRMONT AND SALEM/BRAZIL OVERPASS		ALTERNATIVE 3: FAIRMONT AND ZOO DRIVE CONNECTOR	
ITEM No.	CONSIDERATIONS	WEIGHT FACTOR	SUB FACTOR	SCORE	RANK	SCORE	RANK	SCORE	RANK
1	**Cost/Fundability**	**15**		**10**	**2**	**13**	**1**	**5**	**3**
	Cost effectiveness		10	6		8		3	
	Fundability within existing sources		5	4		5		2	
2	**Right-of-Way**	**15**		**9**	**3**	**12**	**1**	**11**	**2**
	Area (SF) of acquisition		6	5		5		6	
	Land uses that are challenging to relocate		5	2		5		2	
	Number of businesses to be relocated		4	2		2		3	
3	**Environmental Considerations**	**15**		**13**	**1**	**10.5**	**2**	**6.5**	**3**
	L.A. River		5	5		5		1	
	Verdugo Wash		4	4		1		1	
	Hazardous Materials		3	1.5		2.5		1.5	
	Historical Sensitivity		3	2.5		2		3	
4	**Traffic Circulation and Diversion**	**10**		**9**	**1**	**8**	**2**	**6**	**3**
	Maintain traffic on arterials streets		4	3		4		2	
	Minimal diversion from current routes		6	6		4		4	
5	**Constructability**	**5**		**3**	**2**	**5**	**1**	**1**	**3**
	Complexity and staging requirements		3	2		3		0	
	Impact to traffic operations or at-grade crossing closure		2	1		2		1	
6	**Railroad Impacts**	**5**		**2**	**3**	**4**	**1**	**3**	**2**
	Impact to railroad operations during construction		2	1		1		2	
	Permanent impact to current and future railroad/CHSRA operations		3	1		3		1	
7	**Geometrics**	**10**		**8**	**1**	**7**	**2**	**5**	**3**
	Meets jurisdictional geometric standards		5	3		3		2	
	Meets ADA requirements		2	2		2		2	
	Active transportation elements (bikes/peds)		3	3		2		1	

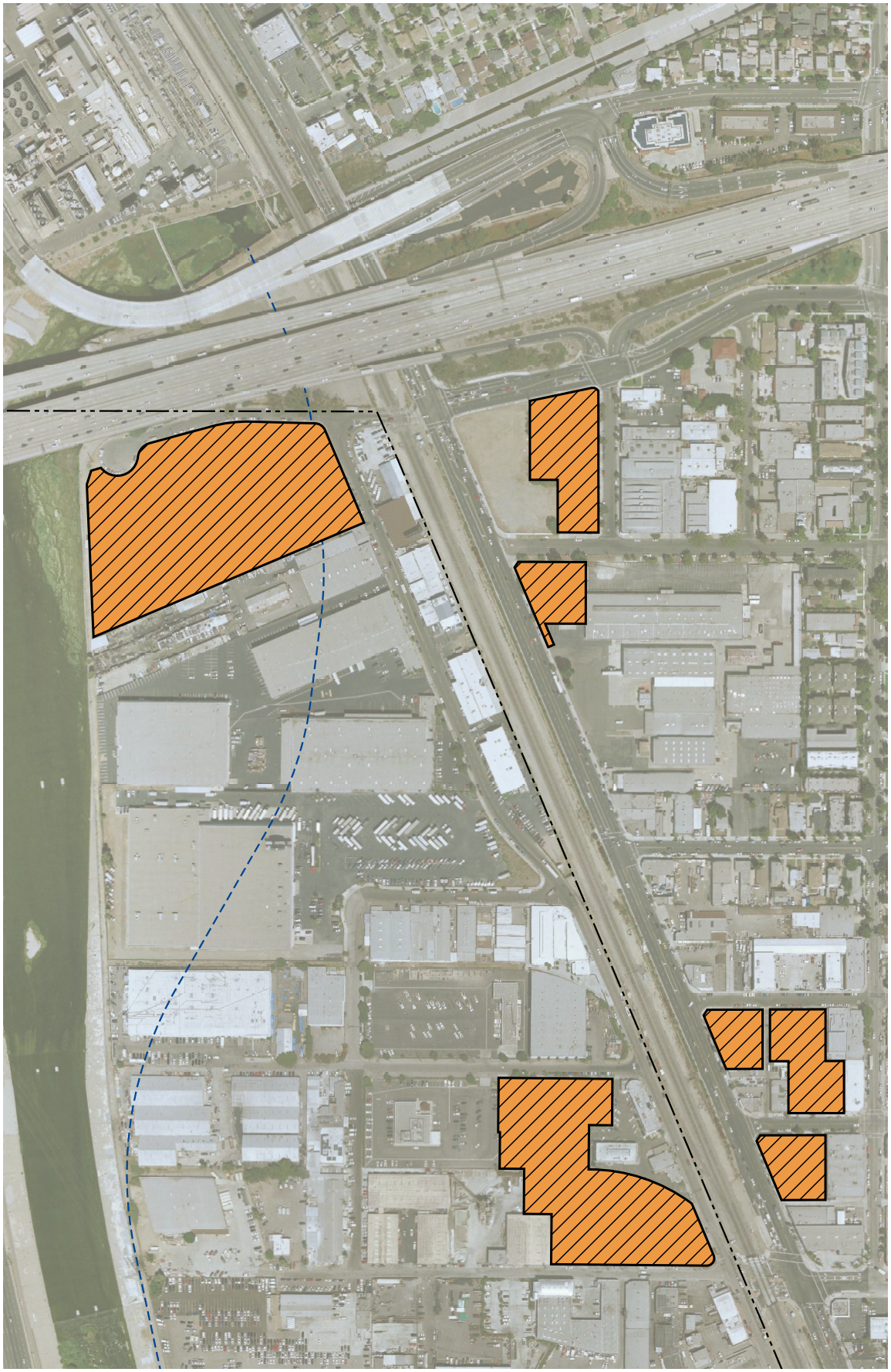
DORAN STREET AND BROADWAY/BRAZIL SAFETY AND ACCESS PROJECT

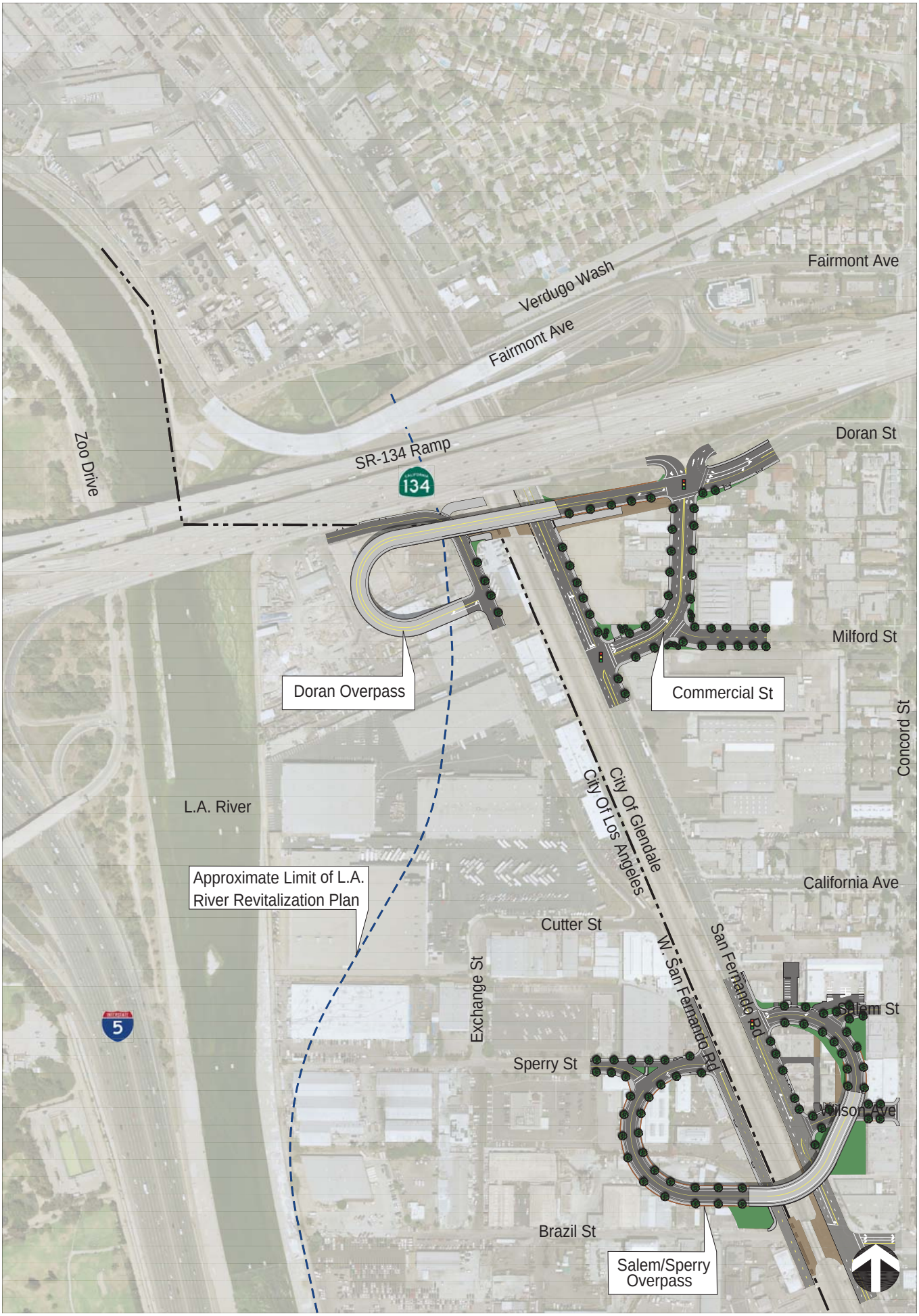
ALTERNATIVE CONSTRAINT ANALYSIS MATRIX

				ALTERNATIVE 1: DORAN OVERPASS		ALTERNATIVE 2: FAIRMONT AND SALEM/BRAZIL OVERPASS		ALTERNATIVE 3: FAIRMONT AND ZOO DRIVE CONNECTOR	
ITEM No.	CONSIDERATIONS	WEIGHT FACTOR	SUB FACTOR	SCORE	RANK	SCORE	RANK	SCORE	RANK
8	**Utility Impacts**	**5**		**2**	**3**	**4**	**1**	**3**	**2**
	Quantity of utilities to be relocated		2	0		1		2	
	Costs associated with relocations		3	2		3		1	
9	**L.A. River Revitalization Plan Consistency**	**10**		**5**	**2**	**10**	**1**	**2**	**3**
	Encroachment into future Alt 20 footprint		6	3		6		1	
	Ability to mitigate encroachment		4	2		4		1	
10	**Programmatic Outlook and Community Impacts**	**10**		**5**	**2**	**10**	**1**	**5**	**2**
	Good custodian of public funds		6	3		6		3	
	Future community impacts		4	2		4		2	
	Totals:	**100**	**100**	**66**	**2**	**83.5**	**1**	**47.5**	**3**
	Total #1 Rankings:			**3**	**2**	**6**	**1**	**0**	**3**

ATTACHMENT C - CUMULATIVE RIGHT-OF-WAY

ALTERNATIVE 1 IMPACT WITH FUTURE GRADE SEPARATION





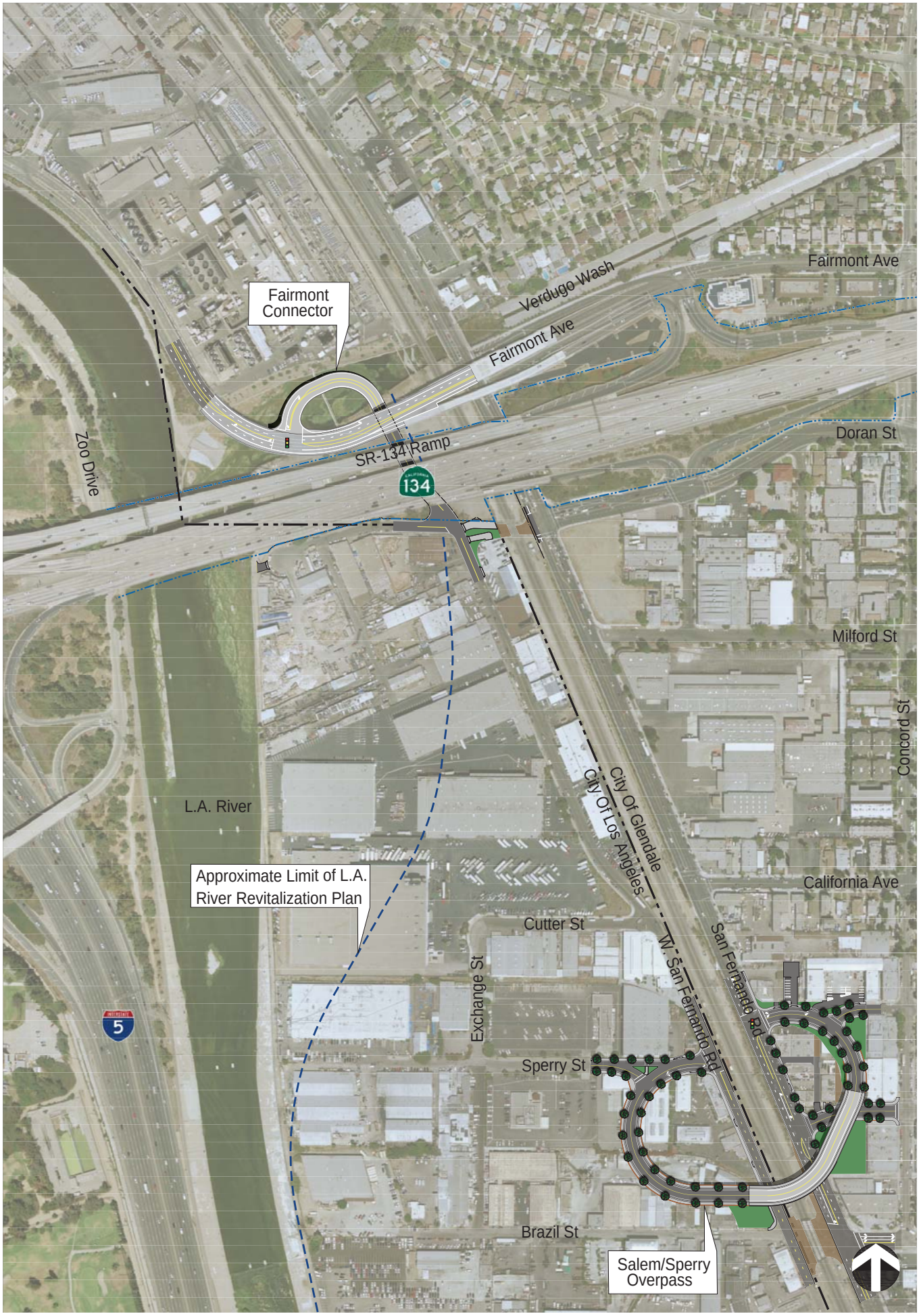
Doran Street and Broadway/Brazil Safety and Access Project

Alternative 1 Impact with Future Grade Separation

Metro

HNTB

ALTERNATIVE 2 IMPACT, NO FUTURE GRADE SEPARATION REQUIRED



Doran Street and Broadway/Brazil Safety and Access Project

Alternative 2 Impact, No Future Grade Separation

Metro

HNTB

ALTERNATIVE 3 IMPACT WITH FUTURE GRADE SEPARATION

Doran Street and Broadway/Brazil Safety and Access Project

Alternative 3 Impact with Future Grade Separation

Metro

HNTB

ATTACHMENT D

Alternative Comparison

Goal	Alt 1	Alt 2	Alt 3
Permanently closes Doran crossing	G	G	G
Permanently closes Broadway/Brazil crossing	R	G	R
No future grade separation required	R	G	R
Minimizes diversion of traffic	G	Y	R
Both crossings open during construction	R	G	G
Consistent with L.A. River Revitalization	Y	G	R
Consistent with funding sources	G	G	R

G Meets Goal

Y Partially Meets Goal

R Does Not Meet Goal

Metro

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

Metro

Board Report

File #: 2015-0680, **File Type:** Informational Report **Agenda Number:** 21.

PLANNING AND PROGRAMMING COMMITTEE
JUNE 18, 2015

SUBJECT: GOLD LINE FOOTHILL EXTENSION

ACTION: AMEND FUNDING AGREEMENT TO INCREASE FUNDING FOR CEQA AND NEPA COMPLIANCE, ENGINEERING AND PRECONSTRUCTION ACTIVITIES FOR PHASE 2B

RECOMMENDATION

APPROVED ON CONSENT CALENDAR amending the **Metro Gold Line Extension Phase 2A Funding Agreement** to increase funds for Phase 2B for environmental, engineering and preconstruction activities.

ISSUE

The October 2009 Long Range Transportation Plan (LRTP) identified $810.5 million associated with the Foothill Extension project (Pasadena to Claremont). Based on this amount, the Funding Agreement and subsequent amendments established an LOP budget for the Foothill Extension Phase 2A (Pasadena to Azusa) of $741 million. The balance of corridor funds remaining was $69.5 million for use on Phase 2A or Phase 2B (Azusa to Montclair) if authorized by the Board.

In January 2013 the Board amended the Funding Agreement to allow the Authority reimbursement of up to $36 million of the remaining $69.5 million for CEQA/NEPA compliance, preliminary engineering and planning for Phase 2B (Board Report Attachment A). Use of these funds was dependent on the Authority demonstrating that all work for Phase 2A could be constructed within the established LOP Budget of $741 million for Phase 2A. The Authority demonstrated that Phase 2A would be completed within the established LOP and was on schedule to achieve substantial completion in September 2015.

With the January 2013 Amendment, $33.5 million was left in unallocated corridor funds and available

for Phase 2B upon Board approval.

DISCUSSION

The Gold Line Foothill Extension is managed cooperatively between Metro and the Authority wherein the Authority is responsible for the design and construction of the project and Metro is responsible for funding, assuring the design and construction are compliant with the Metro Design Criteria, and operating the line upon completion. The responsibilities and guidelines for management of the project by the two agencies are established by a Funding Agreement and a Master Cooperative Agreement (MCA) between the two agencies.

Project Definition

The Metro Gold Line Foothill Extension takes the existing Metro Gold Line east from the City of Pasadena to the City of Montclair. The Eastern portion of the line to Montclair requires partnering and coordination with San Bernardino County. Extension will be constructed in two phases: Phase 2A is currently under construction and reaches from the Pasadena Sierra Madre Villa Station to the Azusa-Citrus Station in Azusa. Phase 2A is scheduled for Substantial Completion in September 2015 and Revenue Operations in early 2016.

Phase 2B reaches from Azusa to Montclair, and is not currently a funded project. If funded and approved by the Metro Board, Phase 2B service will extend from the Azusa-Citrus Station in the City of Azusa in Los Angeles County to the City of Montclair Transcenter, located just east of Monte Vista Avenue in Montclair in San Bernardino County. Phase 2B will include six new stations in the cities of Glendora, San Dimas, Laverne, Pomona, Claremont, and Montclair.

In order to further advance the federal environmental document, engineering, planning and preconstruction activities needed to bring the Foothill Extension Phase 2B closer to a ready for bid condition, additional funds are required. This Board action will revise the Funding Agreement to allocate the remaining corridor funds in the amount of $33.5 million for environmental, engineering, planning and preconstruction activities for Phase 2B. The total amount requested will not exceed $810.5 million identified in the Metro LRTP.

This action will modify the language currently in the Funding Agreement with conditions for payment based upon the milestones below:

(Note, Milestones 1, 2 and 3 remain unchanged from January 2013 Board Report, Attachment A)

Milestone 4: Completion of all the following events: (i) LACMTA has begun revenue operations of Phase 2A with set aside amounts to pay Phase 2A claims outstanding as of the date revenue operations began, and (ii) there is at least a $5M contingency remaining in Phase 2A to be set aside until project turnback as defined by the MCA. Upon the satisfaction of Milestone 4, the Authority

would be authorized to be reimbursed up to an additional $15M (if there are sufficient funds remaining from the $810.5 million) for environmental work and planning, design and preconstruction activities for the portion of Phase 2B located within Los Angeles County.

Milestone 5: Completion of a 60-day period after the Authority grants final acceptance (and the Authority files final completion notices with Los Angeles County) and turnback as defined in the Master Cooperative Agreement of all three design-build contracts used to complete Phase 2A. Upon the satisfaction of Milestone 5, the Authority would be authorized to be reimbursed up to an additional $18.5M (if there are sufficient funds remaining from the $810.5 million) for environmental work and planning, design and preconstruction activities for the portion of Phase 2B located within Los Angeles County.

Upon satisfaction of Milestones 4 and/or 5, Recipient shall be authorized to be reimbursed the corresponding amounts for environmental, engineering and preconstruction activities for Phase 2B (including administrative costs and overhead); provided no Measure R funds are used for environmental work, planning, design or preconstruction activities related to the portion of Phase 2B located outside of Los Angeles County. Nothing in this agreement prohibits Recipient from spending its own funds on environmental work, planning, design or preconstruction activities prior to meeting a Milestone. The milestones need not be completed sequentially.

Under the terms of the existing Funding Agreement, the Authority is prohibited from seeking federal New Start.

DETERMINATION OF SAFETY IMPACT

This report has no impact on safety.

FINANCIAL IMPACT

There is no increase in funding programmed for the Foothill Extension as a result of this action. The previously programmed funding for this project included the Proposition C 25% now proposed for use on Phase 2B. There is no impact to the approved FY16 budget and no impact is anticipated in FY 2017. This action would permit funding of future fiscal years, subject to the annual capital project budget process for Proposition C 25% funds. The Metro Board has not yet addressed a pre-existing capital program deficit in the amount of $900 million forecasted through the end of the SRTP in FY24. In dollars terms the shortfall may seem large, but may remain manageable given that it is 1.6% of the entire $54 billion forecasted in Metro controlled capital and operating funds embedded within the SRTP. While projects already under construction are not yet put at risk by the 1.6% shortfall, any project not yet awarded for construction could be deferred to help resolve the forecasted shortfall in the future. At this juncture, the Board has not set specific priorities that would enable Metro to defer any projects. If the shortfall appears in the future to be unmanageable without more concerted action, we will return to the Board with specific recommendations on how to proceed.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the milestones for release of additional Foothill Extension Phase 2B funds until later in the development of Phase 2A. This may delay the ability of the Authority to obtain federal environmental clearance for Phase 2B

NEXT STEPS

Upon Board approval, staff will work with the Authority to amend the Funding Agreement.

ATTACHMENT

Attachement A - Gold Line Foothill Extension Phase 2B - January 2013 Board Item 25

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PLANNING AND PROGRAMMING COMMITTEE
JANUARY 16, 2013
CONSTRUCTION COMMITTEE
JANUARY 17, 2013

SUBJECT: GOLD LINE FOOTHILL EXTENSION PHASE 2B

ACTION: AMEND FUNDING AGREEMENT TO INCREASE FUNDING FOR CEQA/NEPA COMPLIANCE, PRELIMINARY ENGINEERING AND PLANNING FOR PHASE 2B

RECOMMENDATION

Amend the Funding Agreement between the Gold Line Construction Authority ("Authority") and the MTA for Phase 2A to increase funds associated with CEQA/NEPA compliance, preliminary engineering and planning for Phase 2B along with revised conditions for payment of such funds based upon milestones.

ISSUE

The October 2009 Long Range Transportation Plan (LRTP) identified $810.5 million associated with the Foothill Extension project (Pasadena to Claremont). Based on this amount, the Funding Agreement and subsequent amendments established an LOP budget for the Foothill Extension (Phase 2A) from Pasadena to Azusa of $741 million. Currently $69.5 million is remaining for the Foothill Extension.

The Funding Agreement allows the Authority to be reimbursed up to $6 million of the $810.5 million for CEQA/NEPA compliance, preliminary engineering and planning for Phase 2B once the Authority demonstrates that Phase 2A can be constructed within the established LOP Budget (the "Phase 2B test"). The $6 million currently allocated is insufficient to perform all of these activities and additional funds of $30 million are being requested for a total of $36M. The amount requested is comparable with similar activities on MTA projects. This would leave an additional $33.5 million for future Foothill Extension costs (Phase 2A or 2B).

The California State Legislature has recently redefined Phase 2B to terminate in Montclair, rather than in Claremont. The Funding Agreement will be further amended to reflect the new limits for Phase 2B (Azusa to Montclair). No Measure R funds will be used for environmental, preliminary engineering, and planning work relating to the portion of Phase 2B located outside of Los Angeles County.

DISCUSSION

The Gold Line Foothill Extension is being managed cooperatively between MTA and the Authority wherein the Authority is responsible for the design and construction of the project while Metro is funding, overseeing the design and construction, and operating the project upon completion. The collaboration between the two agencies is guided by the Funding Agreement and MCA. The Funding Agreement provides the guidelines and mechanism by which Metro will fund the project while the MCA provides the guidelines and mechanism by which Metro oversees the design, construction, testing, and start-up of the project.

The Metro Gold Line system currently extends from Los Angeles to Pasadena serving cities and communities along the alignment corridor. The Metro Gold Line Foothill Extension is a phased project that extends the existing Metro Gold Line, from the City of Pasadena to the City of Montclair. The extension will be constructed in two phases. Construction of the first phase (Phase 2A) from the Pasadena Sierra Madre Villa Station to the Azusa-Citrus Station is underway with anticipated completion in 2016. The Gold Line Foothill Extension has three components: the I-210 bridge in Arcadia, alignment and O&M facility, and parking facilities. The I-210 bridge is complete. The alignment and O&M facility are in design and a design-build contract for the parking facilities is expected to be awarded in early 2013.

The second phase (Phase 2B) from Azusa to Montclair would extend the Gold Line alignment to the east and include six new stations in the cities of Glendora, San Dimas, Laverne, Pomona, Claremont, and Montclair. The project would provide service from the Azusa-Citrus Station in the City of Azusa in Los Angeles County to the City of Montclair Transcenter, located just east of Monte Vista Avenue in Montclair in San Bernardino County.

In August 2012, the Authority released the Phase 2B Draft EIR for public review and comment. MTA provided comments on the Draft EIR. The Authority currently plans to seek their board approval of the EIR in early 2013. In order to begin the federal environmental process in accordance with NEPA, as well as preliminary engineering and other planning activities additional funds are required.

This action seeks to revise the Funding Agreement to allocate a total of $36 million, in lieu of the original $6 million, to perform the CEQA/NEPA compliance, preliminary engineering and planning for Phase 2B. This would leave an additional $33.5 million

for future Foothill Extension costs (Phase 2A or 2B). No Measure R funds will be used for environmental, preliminary engineering, and planning work relating to the portion of Phase 2B located outside of Los Angeles County. In addition, this action seeks to replace the "Phase 2B Test" language currently in the Funding Agreement with conditions for payment based upon the milestones set forth below. Consistent with "Phase 2B Test" language currently in the Funding Agreement, the milestones ensure that adequate funds exist for the completion of Phase 2A:

1. Milestone 1: Completion of all of the following events: (i) all Phase 2A design-build contracts are awarded, (ii) contingency for Phase 2A is equal to or greater than 7.5% of remaining Phase 2A design-build contract values, and (iii) the Final EIR for Phase 2B has been certified by the Construction Authority Board, Upon satisfaction of Milestone 1, the Authority would be authorized to be reimbursed up to $6M (if there are sufficient funds remaining from the $810.5 million) for CEQA/NEPA compliance, preliminary engineering and planning for Phase 2B (including retroactive reimbursement).

2. Milestone 2: Completion of all of the following events: (i) Phase 2A construction at 50% complete, and (ii) contingency for Phase 2A is equal to or greater than 5% of remaining Phase 2A design-build contract value.. Upon satisfaction of Milestone 2, the Authority would be authorized to be reimbursed up to an additional $14M (if there are sufficient funds remaining from the $810.5 million) for CEQA/NEPA compliance, preliminary engineering and planning for Phase 2B. The maximum the Authority would receive for CEQA/NEPA compliance, preliminary engineering and planning for Phase 2B once Authority meets Milestone 1 and Milestone 2 would be $20M.

3. Milestone 3: Completion of all of the following events: (i) Phase 2A has achieved substantial completion with set aside amounts to pay Phase 2A outstanding claims , and (ii) there is at least a $5M contingency remaining in Phase 2A until project turnback as defined by the Master Cooperative Agreement. . Upon the satisfaction of Milestone 3, the Authority would be authorized to be reimbursed up to an additional $16M (if there are sufficient funds remaining from the $810.5 million) for CEQA/NEPA compliance, preliminary engineering and planning for Phase 2B. The maximum the Authority would receive for CEQA/NEPA compliance, preliminary engineering and planning for Phase 2B once Authority meets Milestone 1, Milestone 2 and Milestone 3 would be $36M.

Under the terms of the existing Funding Agreement, the Authority is prohibited from seeking federal New Start funds for Phase 2A or 2B of the Foothill Extension.

DETERMINATION OF SAFETY IMPACT

This report has no impact on safety.

FINANCIAL IMPACT

There is no increase in funding programmed for the Foothill Extension as a result of this action.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the milestones for release of additional Foothill Extension Phase 2B funds until later in the development of Phase 2A. This may delay the ability of the Authority to obtain federal environmental clearance for Phase 2B.

NEXT STEPS

Upon Board approval, staff will work with the Authority to amend the Funding Agreement.

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File #: 2015-0756, **File Type:** Informational Report **Agenda Number:** 30.

PLANNING AND PROGRAMMING COMMITTEE
JUNE 17, 2015
SYSTEM SAFETY, SECURITY & OPERATIONS COMMITTEE
JUNE 18, 2015

SUBJECT: ALL-DOOR BOARDING PILOT AND OFF-BOARD FARE PAYMENT

ACTION: RECEIVE AND FILE PRELIMINARY RESPONSE TO MOTION #24

RECOMMENDATION

RECEIVE AND FILE this update on the **Wilshire Bus Rapid Transit (BRT) All-Door Boarding Pilot and the Off-Board Fare Payment study** in response to the April Board Motion 24.

ISSUE

At the April 30, 2015 meeting, the Board directed staff to report to the June Planning and Programming Committee with a preliminary analysis of the opportunities and challenges of implementing an All-Door Boarding and/or Off-Board Fare Payment program to support Metro's Countywide BRT expansion. The motion (Attachment A) further directed staff to conduct a study using the Wilshire BRT or other appropriate corridors to assess the practical challenges and opportunities of an All-Door Boarding and/or Off-Board Fare Payment. This report responds to the Board directive.

DISCUSSION

Background

The Federal Transit Administration (FTA) identifies several major elements in developing Bus Rapid Transit (BRT), including running ways, transit priority, branding, station amenities, and expedited fare payment and boarding. Incorporating these elements is critical in achieving the objectives of BRT service, such as travel time savings, improved reliability, branding to attract new markets, enhanced safety and security, enhanced capacity (passenger throughput), and accessibility. When implemented in June 2000, the Wilshire Metro Rapid Line 720 incorporated several key BRT elements, but did not include dedicated bus lanes and/or right-of-way and expedited fare payment.

When the Wilshire BRT Project's construction is completed in August 2015, Wilshire Boulevard will have a total of 7.7 miles of dedicated peak period bus lanes (6.8 miles currently operational). While

the lanes allow buses to operate at higher speeds through the congested corridor, excessive dwell times at key stops continue to impact travel time. All Door Boarding and/or Off Board Fare Payment would further improve service quality by expediting boardings at heavy stops.

Motion 24 directs staff to conduct a study using the Wilshire BRT corridor or other appropriate corridors to fully assess the practical challenges and opportunities of implementing an All-Door Boarding and/or Off-Board Fare Payment program in support of planned Countywide BRT expansion projects.

All-Door Boarding Pilot

As a first step towards evaluating All-Door Boarding and/or Off-Board Fare Payment, staff from the Office of Management and Budget (OMB) and TAP are leading an agency wide effort, in conjunction with Communications, Countywide Planning, Operations, and Security, to pilot All-Door Boarding on the Wilshire BRT corridor (Metro Rapid Line 720). The Pilot commenced on Monday, May 18, 2015 and is expected to extend through July 10, 2015 (eight weeks), weekdays only. During this time, mobile Stand Alone Validators (SAVs) are being placed at two of Line 720's busiest bus stops:

- Wilshire/Vermont, westbound, from 6:00 AM to 11:00 AM
- Wilshire/Westwood, eastbound, from 2:00 PM to 7:00 PM

Passengers with valid TAP cards are allowed to validate their card at an SAV and board at any door (front, middle, and rear). Passengers paying with cash, transfer, token, or requiring assistance are required to board through the front door.

TAP "Blue Shirt" ambassadors are on site throughout the test period to provide information on the pilot project and to remind passengers with valid TAP cards that they may board through any door. OMB and Revenue Department staff are also on site during the test to address any issues with the operation of the project, ensure equipment is functioning properly, and data is captured accurately from the TAP SAVs. Vehicle Operations Supervisors are present to monitor on-street operations, and security personnel are on hand to address any safety/security issues.

Prior to commencing the pilot, a comprehensive marketing and outreach effort was conducted, including the distribution of a number of marketing materials in various languages, and social and electronic media. Staff also visited affected Operating Divisions to solicit input from the bus Operators. OMB staff will provide an update at the June 17th Planning and Programming Committee meeting including initial findings to date, with a full evaluation report to be presented in the Fall.

Off-Board Fare Payment Study

As directed, OMB, TAP and Countywide Planning staff are developing a Scope of Work for an All-Door Boarding and Off-Board Fare Payment (OBFP) Study. The purpose of the study is to assess both the challenges and opportunities of implementing an All-Door Boarding and/or Off-Board Fare Payment program using industry best practices in technology, station design and enforcement. The study will include, but not be limited to:

- The impacts on bus dwell times, passenger convenience, fare evasion, and pedestrian accessibility and circulation
- Guidelines/criteria for implementing this type of program, including options for payment systems, required right-of-way, capital costs, and on-going support and/or maintenance
- A Cost/Benefit analysis
- Developing thresholds for ridership and/or boardings at stops that could benefit from all-door boarding and/or off-board fare payment
- Bus stop locations with right-of-way characteristics that are highly constrained and those with more ample space
- Best practices regarding off-board fare payment at peer transit agencies

The Request for Proposal (RFP) is expected be released to the Planning Bench in Summer 2015 with contract award anticipated in Fall 2015. It is estimated that the study will take approximately six months to complete from the Notice to Proceed.

As a concurrent activity, staff will engage with other agencies about their experience with All-Door Boarding and/or Off-Board Fare Payment to identify keys to success, lessons learned, and other critical information to help shape the consultant effort and future opportunities for implementing projects. This key BRT element will also be examined as part of the two technical studies that are in the procurement phase for the Vermont and North Hollywood to Pasadena corridors.

Transportation Investment Generating Economic Recovery Grant

Concurrently, OMB and TAP staff submitted an application for a 2015 Transportation Investment Generating Economic Recovery (TIGER) grant to support an All-Door Boarding and/or Off-Board Fare Payment program based on the results of the pilot and study. Final TIGER grant applications were due to the United States Department of Transportation (USDOT) by June 5, 2015.

NEXT STEPS

Immediate Next Steps include:

1) An evaluation report on the All-Door Boarding pilot, to be presented to the Board upon completion of the test period; and
2) Procurement of consultant services for the All-Door Boarding and Off-Board Fare Payment study.

ATTACHMENTS

Attachment A - April 30, 2015 Board Motion

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24

Motion by Directors Bonin, Garcetti and Kuehl
Amending Item # 24 Countywide Bus Rapid Transit

Planning & Programming Committee

April 15, 2015 - REVISED

Metro recently completed a Countywide BRT and Street Design Improvement study and is now embarking on the expansion of its BRT system to address regional mobility goals. BRT systems have proven highly advantageous to passengers, providing frequent, fast, reliable, high capacity service.

Metro has already implemented a range of BRT type improvements in the County from the Rapid system to Dedicated Bus Lane projects to the Orange Line. Travel time and service reliability could be improved through the proper application of off board fare payment and/or all door boarding.

The time needed to load all passengers through the front door and require on board fare payment can significantly slow bus operations, increasing dwell time at stops and potentially impacting schedule reliability.

Moving fare payment off the bus and/or using all doors for boarding offers the potential to reduce dwell time.

Off-board fare payment can present challenges in terms of technology, enforcement and the constrained right of way common in an urban environment. Nevertheless, if Metro is to pursue a world-class system of BRT, the advantages of off-board fare payment and/or all door boarding should not be ignored and should be studied concurrently with Metro BRT studies currently underway.

I THEREFORE MOVE that the Board direct the CEO to report back at the Planning and Programming meeting with a preliminary analysis of the opportunities and challenges of implementing an off-board fare payment program and/or all door boarding to support our Countywide BRT expansion, using industry best practices in technology, station design and enforcement as a guide.

I FURTHER MOVE that the Board direct the CEO to undertake an applied study using the Wilshire Boulevard BRT corridor or other appropriate corridors as an opportunity to fully assess the practical challenges and opportunities. The study should include, but not be limited to:

A. The impact of off board fare payment and all door boarding policy on bus dwell time, passenger convenience, and fare evasion
B. Guidelines and criteria for off board fare payment and all door boarding, including options for payment systems, requirements for right of way and utilities for each option, capital cost and ongoing support for each (i.e. maintenance, revenue collection, fare enforcement, etc.)
C. Cost/benefit analysis of implementing a program
D. Impacts to pedestrian accessibility and circulation
E. Station design, technology enhancements and enforcement
F. Recommendations on thresholds of ridership and/or boardings at specific stop locations that could benefit from off-board fare payment and/or all door boarding
G. Consideration of bus stop locations with right-of-way characteristics that are highly constrained and those with more ample space.

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File #: 2015-0433, **File Type:** Informational Report **Agenda Number:** 23.

PLANNING AND PROGRAMMING COMMITTEE
JUNE 17, 2015

SUBJECT: FIRST/LAST MILE STRATEGIC PLAN

ACTION: RECEIVE AND FILE REPORT ON IMPLEMENTATION OF THE FIRST/LAST MILE STRATEGIC PLAN

RECOMMENDATION

RECEIVE AND FILE report on implementation of the **First/Last Mile Strategic Plan.**

ISSUE

Metro Board Chair Garcetti requested staff provide an update regarding the implementation of the First/Last Mile Strategic Plan (Plan). This report details progress made to date since the adoption of the Plan.

DISCUSSION

Since the April 2014 Metro Board adoption of the First/Last Mile Strategic Plan, staff and local agency partners have made several strides in implementing first/last mile improvements.

Background
The Plan was adopted by the Metro Board of Directors in April 2014. The goals of the Plan are to expand the reach of transit through infrastructure improvements, maximize multi-modal benefits and efficiencies, and build on the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the Metro Countywide Sustainability Planning Policy (CSPP). Based on these goals, the Plan established a planning methodology to identify and correct barriers to accessing transit. Metro staff reported to the Ad Hoc Sustainability Committee in October 2014 regarding proposed implementation concepts (see Attachment A).

Award Recognition
Since Board adoption, the Plan has received three awards recognizing the value and benefits of the Plan. In April 2015, the American Planning Association awarded Metro the “National Planning Excellence Award for a Best Practice;” this is the highest planning award in the country for this category. The American Planning Association particularly called out the ease of use of the document, its focus on safety, and its commitment to making Los Angeles County more sustainable. In June 2014, the Los Angeles Chapter of the American Planning Association awarded Metro the Award of

Merit under the Best Planning Practice Category.

In May 2014, Metro was awarded the President's Award at the Southern California Association of Governments (SCAG) Annual Sustainability Awards Ceremony for the First/Last Mile Strategic Plan. This is the highest award SCAG confers upon member jurisdictions and recognized the innovative nature of the Plan as well as its ability to be applied throughout Southern California.

Implementation Progress

To date, Metro and our local partners have accomplished the following:

- Secured grant funding for pilot projects at Duarte and Expo/Bundy Metro Rail Stations;
- Secured grant funding to conduct first/last mile planning along the Metro Blue Line;
- Prioritized first/last mile projects in the Call for Projects;
- Developed draft Wayfinding Signage Grant Pilot Program Guidelines for Board consideration;
- Launched the Metro Car Share Pilot Program; and
- Initiated the First/Last Mile Training Program.

First/Last Mile Pilot Stations

Staff reported in October 2014 that Duarte and Expo/Bundy pilot station projects were selected for funding in Cycle 1 of the State Active Transportation Program. The Arcadia Station was originally identified for funding in the 2011 Call for Projects and will receive its original funding commitment. Staff is working with Santa Monica City staff to fund the 17th Street/Santa Monica City College Station pilot project.

Status for funded pilot stations is as follows:

- The City of Duarte received the PS&E Program Supplement Agreement (Master Agreement) from the State on April 2, 2015. The City of Duarte signed the Master Agreement on May 21, 2015 and the State executed the agreement on May 21, 2015. Duarte received a copy of the agreement on May 27, 2015. At this time, Duarte is currently soliciting for professional service for the PS&E of the proposed improvement and way-finding signs.

- For Expo/Bundy, Los Angeles City staff has received allocation and obligated the preliminary engineering funds and started the design process. Los Angeles City staff has had an initial meeting with Councilman Bonin's office to discuss outreach efforts and some scope items. Los Angeles City staff expects to have preliminary construction documents prepared by late Fall 2015 and environmental clearance by Winter 2016, Right-of-Way Certification by March 2016, and allocation of construction funds in in April for the June 2016 CTC meeting.

Metro Blue Line First/Last Mile Plan

Staff also submitted an ATP application to conduct first/last mile planning for all 22 Metro Blue Line Stations. The total budget for this planning effort is $280,000. This planning effort was selected for funding from the regional portion of the ATP. This effort will utilize the methodology described in the Plan which includes detailed mapping as well as walking audits of station areas. Staff intends to test enhanced public engagement formats in order to learn about access issues at a local scale. Staff anticipates initiating the study in Winter 2015.

First/Last Mile Prioritization in the Call for Projects

First/last mile improvements have been incorporated into the 2015 Call for Projects, in response to the Board motion of April 2014. This includes a new evaluation criterion worth up to five (5) points which gives priority to those projects providing first/last mile access to the regional transit system. Call for Projects funded improvements will facilitate access to transit stations and eliminate access and safety barriers to transit facilities. Implementation of first/last mile improvements is flexible and will vary across Los Angeles County and the seven modes in the Call.

Metro Wayfinding Signage Grant Pilot Program

At the November 2014 meeting, the Board directed the Chief Executive Officer (CEO) to create a two -year pilot Wayfinding Signage Grant Program to implement components of the Plan. The Grant Program provides $500,000 over two years, beginning in Fiscal Year (FY) 2015-16, to assist agencies in designing and implementing Wayfinding Signage systems that guide people to and from transit stations. Both years funding will be awarded during FY 2015-16. Since the Wayfinding Signage Grant Program is a two-year pilot program, an evaluation will be conducted at the end of the demonstration period to assess its needs and benefits. The Grant Program Guidelines are scheduled for Board consideration in a separate item in June 2015.

Additionally, Metro has developed Station Wayfinding Signage Guidelines to assist agencies who wish to develop signage and wayfinding improvements around Metro station areas. These guidelines were previously transmitted to agencies in December 2014 and posted on <http://www.metro.net/projects/call_projects> under the Guidelines and Manuals section.

Car Share Pilot Program

At the July 2014 Metro Board Meeting, the Metro Board approved a motion from Chair Garcetti to initiate a car share pilot program. At the October 2014 Metro Board Meeting, the Metro Board approved a motion by Director O'Connor clarifying the intent of the original motion to allow for more than one operator and to integrate existing car share programs into the Metro Car Share Program. Staff prepared a briefing to the Board regarding our recommended approach to initiate a permit program which would lease parking spaces at Metro-owned park-and-ride lots to qualified car share operators.

To implement the permit program, Metro will provide assigned car share parking spaces at 10 stations. These assigned spaces are reserved for the car share service vehicles, and car share members can easily pick up an available vehicle at our parking facilities after they get off the transit system. Patrons can also return their vehicles at any car share locations or any car share allocated parking spaces at the Metro stations. This service will reduce single personal own car trips to and from the transit stations. ZipCar is the first care share provider to sign up for the Metro program. ZipCar is also a car share provider with a fleet that meets the California Air Resources Board's standard for a Ultra Low Emission Vehicle II or Super Ultra Low Emissions Vehicle.

Metro First/Last Mile Training Program

At the January 2015 Ad Hoc Sustainability Committee Meeting, staff provided a briefing to the Committee on the Metro First/Last Mile Training Program. The aim of this program is to conduct trainings for local agency staff and elected officials in the various subregions of Los Angeles on

first/last mile issues, how to use the Plan, and how to develop a first/last mile project. Staff is awaiting budget authority to proceed with procuring professional services to develop a curriculum and facilitate the trainings. Staff anticipates starting the training program as soon as funding is available.

NEXT STEPS

Staff will continue to support and implement the efforts described above. Staff will be returning to brief the Board regarding the status of the Metro Blue Line First/Last Mile Plan, Wayfinding Signage Grant Program, Car Share Pilot Program, and First/Last Mile Training Program as these projects and programs hit major milestones.

ATTACHMENTS

Attachment A - First/Last Mile Strategic Plan Implementation Concepts
Attachment B - Metro Car Share Pilot Program Locations

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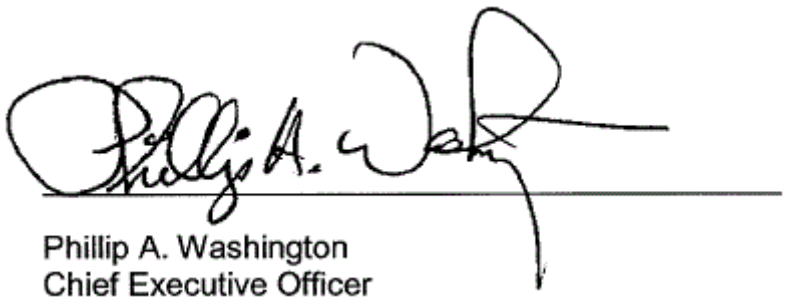

Phillip A. Washington
Chief Executive Officer

Table A-1: First/Last Mile Strategic Plan Implementation Concepts

Task	Subtask	Description
1. Identify, plan, and scope additional pilot project locations	1.1 Deliver pilot projects	Work with successful ATP project sponsors to implement their projects
	1.2 Refine and develop remaining pilot stations	Complete planning work and rework ATP applications for funding
	1.3 Identify future pilot stations	Utilize existing funding sources to implement temporary (a.k.a. pop-up) first/last mile projects
2. Facilitate private-sector involvement including bike, car, and ride share services	2.1 Implement car share pilot program	Solicit bids for operating car share and initiate pilot program
	2.2 Implement permanent car share program	Incorporate lessons learned from pilot and implement at new park and ride facilities
	2.3 Study integration with technology	Study and report on infrastructure and technological barriers and opportunities for first/last mile solutions
	2.4 Integrate first/last mile improvements in joint-development	Where feasible, include physical linkages to stations
	2.5 Convene private sector workgroup	Workgroup would focus on additional areas for private sector involvement in meeting first/last mile goals and objectives

Task	Subtask	Description
3. Conduct first/last mile planning on existing transit lines	3.1 Conduct first/last mile planning for Metro Blue Line	Seek allocation/obligation of ATP funds. Procure consultant and deliver final product
	3.2 Seek additional planning funds to conduct first/last mile planning on Metro fixed-guideway lines	Identify and seek additional funding from ATP and other sources
	3.3 Seek funding to initiate a grant program for local jurisdictions to conduct first/last mile planning for non-fixed guideway transit service	Identify opportunities to create a Metro-sponsored grant program. Funding TBD
4. Develop guidelines and criteria for future Measure R transit projects	4.1 Include first/last mile planning into planning budget for second and third decade Measure R transit projects	Conduct first/last mile planning as part of alternatives analysis
	4.2 When feasible, include first/last mile improvements as design elements of approved second and third decade Measure R transit projects	Provide design criteria and specifications for first/last mile improvements
5. Evaluate and refine first/last mile planning methodologies	5.1 Conduct before/after studies of pilot stations	Measure and document impact of first/last mile improvements including ridership and safety factors
	5.2 Update first/last mile planning methodology	Update methodology to include socio-economic indicators
	5.3 Conduct first/last mile planning trainings for local jurisdictions and organizations	Host trainings for interested jurisdictions and organizations about applying the planning methodology

Task	Subtask	Description
6. Develop and identify funding need and sources	6.1 Include estimated cost for first/last mile planning for existing Metro fixed-guideway system	Create funding need matrix for conducting first/last mile planning of existing Metro fixed-guideway system
	6.2 Estimate first/last mile construction funding needs based on results of 3.1 and 3.2	Once planning is complete, prepare cost estimates for the total construction funding need
	6.3 Prepare a funding strategy for first/last mile build-out	Develop funding and financial plan for first/last mile improvements
	6.4 Identify funding for first/last mile improvements to second and third decade Measure R transit projects	Identify and seek eligible funding for first/last mile improvements from sources including any future local transportation funding mechanism

Table B – 1: Metro Car Share Pilot Program Locations

Location	Number of Spaces
Willow S. Lot	2
La Cienega / Jefferson	2
Lincoln / Cypress	2
Indiana Parking Lot	2
Pierce College	2
Van Nuys	2
North Hollywood S. Lot	2
Universal City N. Lot	2
Westlake / MacArthur Parking Lot	2
El Segundo Lot	2
Total	**20**