

Metro

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



Agenda - Final

Wednesday, September 14, 2016

2:00 PM

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

Planning and Programming Committee

Hilda Solis, Chair

Paul Krekorian, Vice Chair

Michael Antonovich

James Butts

Ara Najarian

Carrie Bowen, non-voting member

Phillip A. Washington, Chief Executive Officer

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

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

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

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

APPROVE Consent Calendar items: 7 and 8.

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

CONSENT CALENDAR

7. RECEIVE AND FILE the **Regional Rail Update for April through June 2016**. [2016-0634](#)

Attachments: [Attachment A-1](#)
 [Attachment A-2](#)
 [Attachment B -- Metrolink Ridership and Revenue Report](#)
 [Attachment C -- LOSSAN Map](#)
 [Attachment D](#)

8. RECEIVE AND FILE the **Los Angeles River Bike Path Gap Closure Feasibility Study** Report (Attachment A). [2016-0311](#)

Attachments: [Attachment A- Los Angeles River Bike Path Gap Closure Executive Summary](#)
 [Attachment B - Metro Board Motion 67](#)
 [Attachment C - City of Los Angeles Council Motion 14-0711](#)
 [Attachment D - Project Area Map](#)
 [Attachment E - Metro Board Report Item 27](#)
 [Presentation](#)

NON-CONSENT

9. CONSIDER awarding and programming a total of \$4.14 million for Cycle Two (2) of the **Open Streets Grant Program per the Metro Board Motion 72** (Attachment A) and programmatic support as follows: [2016-0527](#)

- A. AWARDING \$4.04 million to 17 new Open Street events scheduled through December 2018 (Attachment B-1);
- B. PROGRAMMING the Cycle One (1) 626 Golden Street event with up to \$200,000 of supplemental funds to execute the event due to postponement from the June Reservoir and Fish fires. The costs to stage the 626 Golden Streets event will not exceed the \$393,600 amount as was originally allocated by the Board; and
- C. REPROGRAMMING \$100,000 from canceled Cycle One Open Street event Car Free Carson towards Cycle Two.

Attachments: [Attachment A June 19 2013 Metro Board Motion 72](#)
 [Attachment B-1 Summary and Funding Recommendation](#)
 [Attachment B-2 Open Streets Grant Program Cycle Two Map](#)
 [Attachment C - March 16, 2016 Metro Board Approved Cycle Two Application a Presentation](#)

11. CONSIDER: [2016-0566](#)

- A. APPROVING the establishment of 16 contract agreements under the **Joint Development Bench, solicited as Request for Information and Qualification** (RFIQ) No. PS26132, with the contractors recommended in Attachment A-1 for a three-year period with two one-year options for professional services not-to-exceed a cumulative total value of \$6 million; and
- B. AUTHORIZING the CEO to award Task Orders within the approved not-to-exceed cumulative total value of \$6 million.

Attachments: [Attachment A - Procurement Summary](#)
 [Attachment A1 - Recommended Firms by Discipline](#)
 [Attachment B - DEOD Summary](#)

12. AUTHORIZE the Chief Executive Officer (CEO) to:

[2016-0571](#)

- A. AWARD AND EXECUTE a four-year firm fixed price Contract No. AE5999300 to Parsons Brinckerhoff, Inc., inclusive of all options, in the amount of up to \$12,189,477 to complete the environmental clearance study for the **West Santa Ana Branch (WSAB) Transit Corridor**.
- B. APPROVE contract modification authority specific to Contract No. AE5999300 in the amount of \$1,828,422 (15%) due to the complexity of the environmental clearance study;
- C. AWARD AND EXECUTE a four-year firm fixed price Contract No. PS2492300 to Arellano Associates, LLC, inclusive of all options, in the amount of up to \$861,067 to perform the environmental clearance study community outreach for the WSAB Transit Corridor; and
- D. APPROVE entering into a four-year Funding Agreement (FA) with the Gateway Cities Council of Governments (COG), to be led by the Eco-Rapid Transit Joint Powers Authority (JPA) for WSAB Transit Corridor Third Party Administration to work with the 13 cities along the corridor for participation in the environmental clearance study, in an amount not-to-exceed \$700,000.

Attachments:

[Attachment A-1 - Procurement Summary AE5999300](#)

[Attachment A-2 - Procurement Summary PS2492300](#)

[Attachment B - West Santa Ana Transit Corridor Study Area Map](#)

[Attachment C-1 - DEOD Summary for A-1](#)

[Attachment C-2 - DEOD Summary for A-2](#)

Adjournment

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.



Board Report

File #: 2016-0634, **File Type:** Informational Report

Agenda Number: 7.

PLANNING AND PROGRAMMING COMMITTEE SEPTEMBER 14, 2016

SUBJECT: REGIONAL RAIL UPDATE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the **Regional Rail Update for April through June 2016**.

ISSUE

The Regional Rail unit of the Program Management Department is responsible for providing overall coordination, management, and the programming of funds for Los Angeles County Metropolitan Transportation Authority's (Metro) commitment to the commuter, intercity, and high speed rail networks serving Los Angeles County. This unit also coordinates and manages capital improvement projects along the Metro owned commuter rail right-of-way.

DISCUSSION

Background

Metro is the largest member agency for the Southern California Regional Rail Authority (SCRRA), the operator of the Metrolink commuter rail network. Metrolink carries approximately 42,000 riders per day throughout the southern California Region. Metro is also a member of the Los Angeles - San Diego - San Luis Obispo (LOSSAN) Rail Corridor Agency. This Joint Powers Authority (JPA) coordinates the passenger rail services of the three carriers (Amtrak, Metrolink, and COASTER) within this intercity rail corridor. Metro Regional Rail is instrumental in planning and coordination efforts within the County of Los Angeles for the future high speed rail program connecting northern California to southern California. Regional Rail coordinates and manages capital improvement projects for the Metro owned and Metrolink operated right-of-way and is involved with regional and statewide groups working to develop integrated passenger rail service in the state.

Capital Projects

The Regional Rail unit has 11 capital improvement projects that it is actively managing. These projects range from environmental and planning studies to the design of capacity and safety related projects.

1. Bob Hope Airport/Hollywood Way Station, Antelope Valley Line

This project will add a new Metrolink station on the Antelope Valley Line, to provide a vital plane to train connection and enhance transit access to the Bob Hope Airport. The Invitation for Bids (IFB) was re-issued on August 8, 2016. If the City of Burbank approves the operation and maintenance of the new Metrolink Station, construction is anticipated to begin by December with a groundbreaking ceremony by early November 2016. The Burbank Glendale Pasadena Airport Authority transferred approximately \$2.7 million of Surface Transportation Uniform Relocation Assistance Act (STURAA) funds (previously designated by the Burbank Airport Authority) for the construction of the new station. The increase in STURAA funds (from \$2.6 million to \$2.7 million) reduces the Measure R funds programmed for the project by approximately \$100,000. The \$15 million life of project budget is not impacted.

2. Bob Hope Airport Pedestrian Grade Separation, Ventura Line

This project will construct an elevated walkway to enhance safety and directly link the existing station to the airport. After completion of the 90 percent design and environmental clearances, the project will be put on hold as the State Interregional Transportation Improvement Program (ITIP) funds in the amount of \$7 million have been deferred to FY 20/21.

3. Brighton to Roxford Double Track

This project will add 10.95 mile of a second main line track along the Antelope Valley Line between Burbank and Sylmar. Once completed, Metrolink will be able to significantly improve on time performance and operational reliability on the Antelope Valley Line. This project includes construction of three new railroad bridges, modification of fifteen at-grade crossings, and modifications to two stations including a pedestrian grade underpass. The project will be designed to include quiet zone ready improvements and pedestrian safety improvements as well as be compatible with the potential future high speed rail alignment. Once completed, there will be continuous double track between Los Angeles Union Station and CP Balboa, in the Sylmar area.

The Metro Board awarded the contract for design on July 23, 2015. Notice to Proceed (NTP) was issued on September 1, 2015. The 30% Phase-1 Design Documents were submitted on August 8, 2016. and the consultant is currently working on Phase-2 Design Documents (65% PS&E) which is targeted for submittal on April 2017. (The utility notification letters were sent out to impacted utility companies and the consultant has been receiving as-builts and other information from utility companies and compiling key information on a Utilities Matrix. The ROW impact exhibits has been developed and was submitted to Metro's real estate for acquisition process. The exhibit also included a series of businesses in the Metro ROW under Metro lease along the east side of the ROW, between Bledsoe St. and Polk St. that are in direct conflict with the proposed second track and will have to be vacated. Metro has selected Arellano Associates (AA) as the Public Outreach firm. AA submitted a public participation plan which included series of planned public meetings during the length of the project. CPUC Field Diagnostics with Metro, SCRRA, CPUC, City of L.A. Department of Transportation (LADOT), City of L.A. Bureau of Engineering (LABOE) and City of San Fernando were conducted in April 2016. The consultant is currently working on Phase-2 Design Documents (65%

PS&E) which is targeted for submittal on April 2017.

4. Doran Street and Broadway/Brazil Safety and Access Project

The Doran and Broadway/Brazil grade crossing has been identified by the California Public Utilities Commission as one of the most hazardous crossings on the Metrolink system. This project separates the rail from the vehicles and pedestrians and thereby enhancing safety and mobility into the area. A portion of the locally preferred Alternative 2 was approved by the Board in June 2015 provided that staff replaced the proposed Fairmont Connector option near the Doran crossing with an option that meets the needs of the community. In December 2015, a California Environmental Quality Act (CEQA) notice of exemption was filed with the Los Angeles county Clerk's office for the interim one-way westbound construction for Doran Street.

The traffic circulation for the Doran and Broadway/Brazil Grade Separation and the Fairmont Connector are directly linked together and infeasible to separate. Therefore, the project including the interim conditions on Doran Street is currently on hold. Staff is currently working with the cities of Glendale and Los Angeles to study options for a solution to the Fairmont Connector. Staff has engaged a new traffic consultant to re-analyze the traffic circulation with the grade separation and closure of Doran Street. Staff intends to meet with key stakeholders and hold community meetings in November 2016 to discuss the results of the new traffic analysis. Staff will then return back to the Board in January 2017 on the recommendation for the preferred alternative.

5. L.A. County Grade Crossing and Corridor Safety Program

This is a comprehensive at-grade crossing and corridor safety program, including 110 at-grade crossings along the 160 miles of Metro owned and Metrolink operated right-of-way. An implementation strategy for the enhancements to the at-grade crossings and the railroad corridors will be part of the work. The program will include recommendations for advancing grade crossings for grade separation.

The team has met with cities along the rail corridors and received feedback from each city on issues or concerns with respect to grade crossings, as part of an extensive data collection effort. The team has completed data collection and developed a grade crossing inventory. The team is in the process of analyzing the data and determining priority for improvements based on the methodology developed earlier this year. The types of improvements considered include raised medians, four quadrant gates, pavement striping, traffic signal enhancements and pedestrian treatments. Also as part of the scope, the team has analyzed the latest available technology for safety at grade crossings and along the corridor and provided recommendations on integrating technology into proposed treatments.

The results of the study will include priority ranking of 110 grade crossings for improvements to address severe queuing, enhance pedestrian safety improvements including recommendations for grade separation. Upon completion of the study in December 2016, Staff will return to the board with the recommendations.

6. Raymer to Bernson Double Track

The Raymer to Bernson Double Track Project is on hold, subject to further Board direction. This Project proposes to increase regional mobility along the Metrolink Ventura Subdivision and the Los

Angeles-San Diego-Luis Obispo (LOSSAN) corridor by providing a second mainline track, approximately 6.4 miles in length, between Control Point (CP) Raymer to CP Bernson . The Ventura Subdivision is used by Metrolink Ventura Line, Amtrack Pacific Surfliner, Amtrak Coast Starlight and Union Pacific freight trains. This project is located in the rail corridor owned by Union Pacific Railroad (UPRR) and Metro. As part of this work, nine at-grade rail crossings and two bridges will be reconstructed including a new second side platform and a new grade separated pedestrian crossing at the existing Northridge Metrolink Station. As of June 2016, Caltrans has ended the funding contract for the design phase of the project and Metro has placed the Project on hold.

There are currently two mainline tracks between Los Angeles Union Station and CP Raymer. North of CP Raymer, it is a single track with passing sidings located along the corridor through Ventura County. When northbound and southbound train schedules require a meet in the single-track corridor, one train must wait in a siding location for the other train to pass. This not only delays service but also results in trains idling in the sidings. Since CP Bernson to CP Topanga currently has two mainline track, the double track project as originally proposed would then allow for a continuous double-track railroad for additional 8.7 miles north of CP Raymer to CP Topanga, near the Chatsworth Metrolink station, to improve the regional mobility, increase the reliability of train services and reduce greenhouse gas emissions from idling trains

In response to concerns of residents adjacent to the project site, Metro has engaged WSP Parsons Brinkerhoff to analyze an alternative configuration of a partial double track that consist of leaves in-place the existing 1.5 miles of single track by the residential neighborhood between Lindley Avenue and Balboa Boulevard (north of CP Raymer) and provides 5 miles of a new second mainline track between Balboa Boulevard to CP Bernsen. The purpose of the study is to determine the operational benefits of the existing condition compared to the “partial double track” alternative and the full double track alignment. Staff will return to the Board on the results of the study by December 2016.

7. Rosecrans/Marquardt Grade Separation

This project will grade separate the existing at-grade crossing at the Rosecrans and Marquardt intersection in Santa Fe Springs, which has been ranked No. 1 on the California Public Utilities Commission (CPUC) Section 190 list as the most hazardous crossing in the state. In addition to this significant safety enhancement, this project will also facilitate the completion of the 14.7 mile triple track project that the BNSF Railway is constructing in the area. The triple track project will add capacity to the corridor, relieving a significant operational constraint in the corridor. Currently, with over 60 freight and 52 passenger trains daily, there are 21 cumulative hours of traffic warning gate down time per week at this crossing.

In advance of construction of the Grade Separation, BNSF is proposing to construct the third main track through the existing Rosecrans/Marquardt Avenue at-grade crossing.

Construction of the third track at this location is the last remaining element of the LA to Fullerton Triple Track project, enabling both Amtrak and Metrolink to ultimately increase service between Los Angeles, San Diego and the Inland Empire. The addition of the third track will enhance operational efficiency throughout the corridor, but until this final section can be built there will remain bottle neck that prevents any increase in service. As an additional benefit, having an operational third track during construction of the grade separation would eliminate the occasional need of reducing capacity

from two tracks to one. This will help create a safer and more efficient working environment, lessen impacts on all rail operations, and will reduce potential construction delays. CPUC has stated that they require a formal application (GO 88-B) for adding the third track. The consultant is currently preparing exhibits of conceptual design for the third track with additional pedestrian safety improvements and will submit it to CPUC for review.

The project is currently at 35% design plans. Metro is currently working on securing a funding agreement with all the funding partners such as California High Speed Rail, City of Santa Fe Springs and BNSF. Metro is also working on a master cooperative agreement with City of Santa Fe Springs. Metro's real estate is also working on property appraisals for the full take properties anticipated to be completed by early September. Utility meetings with the 3rd party utility owners have been taking place. City has invoked all the franchise agreements for the utilities that are in franchise with the City, and that the relocation would be at utility owners cost.

8. Link Union Station (Link US)

The Link US project will reconfigure the railyard at Los Angeles Union Station (LAUS) to enhance operational flexibility by creating new run through tracks leaving LAUS to the south over US 101, and meeting mainline tracks along the Los Angeles River and creating a northern loop track. In addition, Link US will include a new passenger concourse to accommodate the volume of patrons expected in the near future and provide a better customer experience with enhanced wayfinding and amenities such as retail. Up to ten tracks will be extended across the 101 freeway, and along with the completed loop, trains can enter and exit the station from either the north or the south, as opposed to the current terminal configuration. With this project, the capacity of the station will be significantly increased by up to 50% and greenhouse gases associated with idling locomotives at LAUS will be reduced significantly.

The project is currently in the Preliminary Engineering and Environmental Clearance phase. The Draft EIR/EIS is scheduled to be released to the public in May 2017 and FRA's Record of Decision is scheduled for November 2017. Staff will report to the Board in December with a recommendation on the Preferred Alternative that will be included in the Draft EIR/EIS.

Since the Public Scoping meeting on June 2, 2016, staff and the project team have been reaching out to various community groups (neighborhood councils, business improvement districts, chambers of commerce, etc.) and key stakeholders within the project area to provide information regarding the project. The team will follow up with the same groups later this year to provide an update on the alternatives analysis.

Staff is continuing to coordinate the development of Link US with the California High Speed Rail Authority (CHSRA). Regular meetings are occurring between the Link US team and the CHSRA about accommodating the high speed rail program into the footprint of Union Station. Modeling has been done that shows that future high speed rail service can be accommodated at LAUS with up to four dedicated tracks and two dedicated platforms.

9. Van Nuys North Platform

Currently, there is only one single side platform serving the two main line tracks at the

Amtrak/Metrolink Van Nuys station. There is a single track operational constraint at the station. A center platform will be constructed, along with a pedestrian underpass to the platform, providing safe access to both main tracks.

Preliminary engineering and environmental work were complete in 2013. In December 2013 LACMTA received an allocation of \$4M from the CTC for final design. Final design started in July 2014 and ready for bid documents were completed in November 2015. In January 2016, the CTC allocated \$30.5M to Metro to construct the Van Nuys Station.

In June 2016 both the Metro and SCRRA boards, plus the CTC, approved the transfer of the construction of this project from Metro to SCRRA. This is consistent with Metrolink's historic role in constructing class 1 commuter rail projects in Los Angeles County, on behalf of Metro. This will be a pilot project, and if successful, establish a path forward for Metrolink to manage the construction of future Metro class 1 commuter rail projects in Los Angeles County.

Metrolink is working on fiber relocation agreements, a construction and maintenance agreement for the station, and other third party agreements, and intends to release the RFP for construction in December 2016, award a contract in March 2017, and issue the construction NTP in April 2017. Construction is anticipated to take two years and be completed in early 2019.

10. Lone Hill to CP White Second Track

The Metrolink San Bernardino line is 70% single track. This project will add a 3.8 mile section of additional second track in the cities of La Verne and San Dimas. Once completed, this project will add capacity, reduce a bottle neck, enhance operational efficiency, and design quiet-zone ready improvements at grade crossings.

In March the Board awarded the contract for the environmental and preliminary engineering necessary to advance the project. This project is being led by a small business prime. NTP was issued May 2, 2016, and a kick off meeting held in May 2016. Survey work is mostly complete and the project is in the geotechnical, utility coordination and conceptual design phase. Community outreach will occur in late 2016. The project is scheduled to be completed Summer 2017.

11. Metrolink Station Feasibility Study

The Board approved the Metrolink Station Feasibility Study in May 2016 to improve access to Metrolink commuter train stations from populated areas, job centers and/or transit connections as well as encourage increased transit use. The stations under consideration for improvements, and therefore proposed to be studied are the El Monte, Northridge, Rio Hondo, and Montebello/Commerce Metrolink Stations. The objectives of the feasibility study consist of:

1. Analyzing the feasibility of relocating the El Monte, Northridge, and the Montebello/Commerce stations, and examine the feasibility of creating a new station at the base of Rio Hondo College along the Riverside Line; and
2. Assessing other options such as transforming the existing station to a transit hub, in addition

to or in lieu of relocation or creation of a station

The Request for Proposals was released in August 2016. Staff anticipates having a consultant on board by October 2016. The study will take approximately 6-8 months to complete.

Metrolink Commuter Rail Operations

1. BNSF Locomotive lease Update

As of August 15, 2016, Metrolink has 20 out of 40 BNSF leased locomotives in service. The lease expires November 1, 2016, and Metrolink has begun the process to return five to the BNSF. In July 2016, the Metrolink board approved retrofitting cab cars to address a safety concern, and to meet the November 1 lease termination date deadline.

2. Ticket Vending Machine Update

Metrolink has cancelled their TVM RFP that was issued last year and is expected to release their new TVM RFP in October 2016 due to system component compatibility issues. A Title VI Cashless TVM survey is currently being conducted. September 7, 2016, is the deadline for survey responses. Metro's TAP, OMB and Regional Rail departments were invited to provide input on the TVM RFP. Metro stressed our board's request for a TVM cash option in Los Angeles County with the actual quantity to be determined once the vendor selected provides TVM options. In regards to mobile ticketing, staff is working with SCRRA to test QR readers at our gate in the TAP lab.

Metrolink Financial Update

1. Regional Rail is hiring a consultant to verify the condition and state of good repair of Metro owned assets that Metrolink maintains and that exist on Metro owned right of way. The results of this exercise will assist Metro staff in determining the actual financial needs for rehabilitation and capitals assets. Metro staff expects this engagement to conclude in the Fall of 2016. Data gathered will be utilized in Metro's Metrolink 5 Year Funding Plan and will assist Metro staff in rehabilitation and capital project oversight.

2. FY 2014-2015 CAFR and Audit

Metro's auditors Simpson & Simpson have issued their draft audit report and are awaiting Metrolink's response to outstanding items. Metro staff will come back to the board when the final audit report is issued.

3. \$18 Million Loan

Metro received Metrolink's first payment of \$5 million on April 1, 2016.

The following is a summary of Metrolink's repayment plan for the remaining payments and what has been paid to date:

\$5 million on or before March 31, 2016 - PAID

\$5 million on or before May 31, 2016 - PAID

\$590,240.76 Interest Payment received on July 29, 2016

\$1 million on or before August 31, 2016

\$1 million on or before November 30, 2016

\$1 million on or before February 28, 2017

The balance on or before June 30, 2017

This will achieve final payment by the loan maturity date of June 30, 2017.

4. Metrolink Invoices and Billing Issues

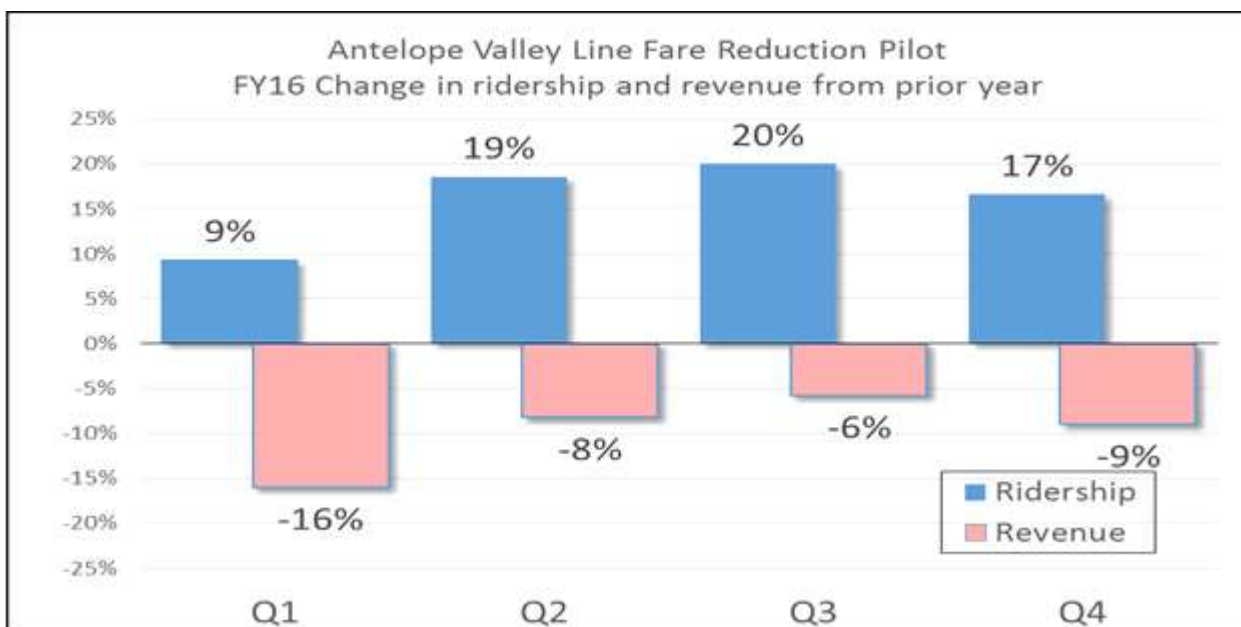
Metrolink has made some progress in submitting invoices to draw down on the \$30M of funding. However, there remains an issue with billing member agencies for Oracle 11I reimbursements for fiscal years 2011, 2012 and 2013. Metro's board approved extending the lapsing date to June 30, 2017, to allow Metrolink an opportunity to expend these funds. Staff will continue to meet with Metrolink management to resolve the invoicing backlog.

5. Metrolink Ridership and Revenues for FY 2015-16

For the first three quarters of FY 2015-16 (July 2015 thru March 2016) Metrolink ridership was even with budget. Revenues were 1% above budget. Ridership was down 1% and revenues were even compared to FY 2014-15 actuals. More information is available in Attachment B.

6. Antelope Valley Line

The Antelope Valley Line 25% fare reduction program has been successful in attracting riders to the Metrolink system. The results for the full fiscal year through June 2016 show that ridership was up 14% over FY 2015 and the revenues were down 12%. The fare reduction program is recovering 75% of its budgeted costs. The second conductor and 100% fare enforcement program has also been successful. The L.A. County Sheriff's report that fare evasion is at 0.5% or lower. This is down from the estimated 3.5% prior to the program.



LOSSAN Intercity Rail (Amtrak Pacific Surfliner)

The LOSSAN corridor is the second busiest intercity rail corridor in the nation (see Attachment C). There are 41 stations and more than 150 daily passenger trains, with an annual ridership of 2.7 million on the Amtrak Pacific Surfliner plus 4.8 million on Metrolink and Coaster commuter rail.

For the FY 2015-16 thru June 2016, Amtrak Pacific Surfliner intercity rail ridership was 2.9M boardings, a 4% increase over prior year, and the most in fiscal year history since inception in 1977. Revenues on the Pacific Surfliner were also up 4% compared to the prior year. July 2016 revenues were \$7.8M, the most in Pacific Surfliner history. Farebox recovery is 75%. Attachment D shows the top 25 LOSSAN corridor station pairs for both ridership and revenues.

In June 2016 the LOSSAN/Amtrak Operating Agreement was executed for FY 2015-16. LOSSAN staff is currently in discussions with Amtrak regarding the FY 2016-17 LOSSAN/Amtrak Operating Agreement. Additionally, LOSSAN and SCRRA agreed to extend the term of the Rail-2-Rail Agreement thru December 31, 2016. Discussion continue between LOSSAN and SCRRA regarding a long-term Rail-2-Rail agreement.

Additionally, in June 2016, thru the Transit Transfer Program, Metro day passes began being offered for sale on the Pacific Surfliner café cars. This enables Pacific Surfliner passengers to but a Metro day pass at a discounted rate, and encourages more seamless transfer from the Surfliner to metro's rail and bus system.

High Speed Rail

The Governor's budget allocates 25% of Cap and Trade funds to high speed rail. This allows acceleration of the program.

The Supplemental Alternative Analysis work is underway on the Burbank to Palmdale and Burbank to Anaheim segments in L.A. County. The California High Speed Rail Authority (CHSRA) is evaluating an alternative that partially includes LACMTA owned right-of-way as well as one that takes a more

direct route between Palmdale and Burbank. Metro is developing the Doran & Broadway/Brazil Grade Separation and Brighton to Roxford Double Track Project in a manner that would be usable under any high speed rail scenario for this corridor.

In April 2016, the California High-Speed Rail Authority (CHSRA) released to the public the report on the Burbank to Los Angeles Supplemental Alternative Analysis (SAA) (herein referred to as the “2016 SAA”). The 2016 SAA provides the current status of activities on the Burbank to Los Angeles project section and recommends carrying forward the following build alternatives and options under the guiding principle of a blended corridor by using the existing Metro-owned rail right-of-way (ROW), operated and maintained by Metrolink and shared with Amtrak Surfliner and Union Pacific Railroad as tenants, to the extent feasible:

- Carry forward two station options at Burbank Airport Station and two alternatives from Burbank Airport Station to Alameda Avenue.
- Carry forward one at-grade alternative from Alameda Avenue to Los Angeles Union Station (LAUS), with two design options from SR-2 to LAUS.
- Carry forward at-grade station platforms at LAUS.

The Los Angeles County Metropolitan Transportation Authority (Metro), along with the Southern California Regional Rail Authority (SCRRA) and Los Angeles-San Diego-San Luis Obispo (LOSSAN) (herein defined collectively as “the Agencies”) have reviewed the 2016 SAA and have collaborated on providing comments on the 2016 SAA for your consideration. Specifically, the Agencies’ comments will be focused on the segment of the corridor from Alameda Avenue to LAUS and the two design options, “Dedicated” and “Shared” options.

NEXT STEPS

Staff will continue to develop the projects defined in Attachment A1 as well as develop projects for funding under the High Speed Rail MOU.

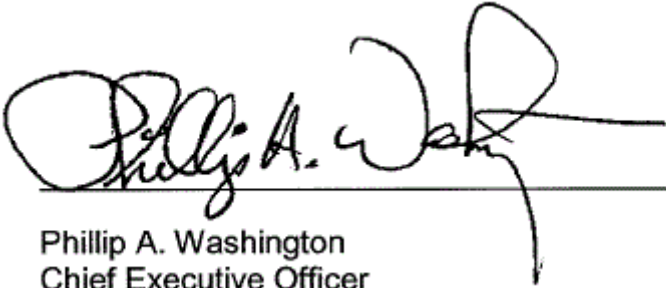
ATTACHMENTS

Attachment A-1 -- Regional Rail Capital Projects Status Report
Attachment A-2 - Regional Rail Capital Projects Budget
Attachment B -- Metrolink Ridership and Revenue Report
Attachment C -- LOSSAN Corridor Map
Attachment D -- LOSSAN Corridor Top 25 Station Paris

Prepared by: Jeanet Owens, Senior Executive Officer,
Project Management/Regional Rail (213) 922-6877

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



Phillip A. Washington
Chief Executive Officer

**REGIONAL RAIL PROJECT BUDGET REPORT
AS OF AUGUST 15, 2016**

ATTACHMENT A-2

PROJECT NAME	LIFE OF PROJECT BUDGET	FUND SOURCES	(\$1,000) AMOUNT														
				FY13		FY14		FY15		FY 16		FY 17		FY17	FY18	FY19	FY20
				BUDGET	ACTUAL	BUDGET	ACTUAL	BUDGET	ACTUAL	BUDGET	ACTUAL	BUDGET	ACTUAL				
Antelope Valley Line Study	1,000	MR 3%	1,000	1,000	618	-	18	-	85	-	-	-	-				
Bob Hope Airport Metrolink Station	15,000	MR 3%	12,414	2,000	1,367	2,000	1,089	2,600	784	2,015	690	9,365		10,937			
		STURRA	2,586														
Bob Hope Airport Pedestrian Bridge	28,000	MR 3%	15,625					5,150	1	3,500	1,251	300		300			
		PROP 1B PTMISEA	5,375														
		ITIP	7,000														
Brighton to Roxford Double Track	110,000	MR 3%	3,000					1,500	9	1,250	1,335	500		1,500	1,085		
		PROP 1A	55,000														
		CHSRA	52,000														
Citadel/Montebello Metrolink Station Study												220					
Citrus Grade Crossing Improvements	2,030	MR 3%	2,030							250	17	500		500	1,000	280	
Doran St Grade Separation	83,700	MR 3%	6,600	6,600		1,000	1,054	8,000	890	1,009	711	3,000		3,000	1,371		
		PROP 1A	45,000														
		CHSRA	19,600														
		TBD	12,500														
El Monte Metrolink Station Study	TBD	MR 3%	300								1	220		300			
L.A. County Grade Crossings	4,500	MR 3%	4,500					3,000	-	1,110	743	500		2,500			
L.A. County Metrolink Station Needs Assessment	600	MR 3%	600					500	-	350	15	300		600			
Lone Hill to White - Env & 30 % Design	72,000	MR 3%	3,000					175	-	400	192	500		2,000	447		
		TBD	69,000														
Northridge Metrolink Station Study	TBD	MR 3%	200								1	340		200			
Ramona Grade Crossing Improvements	2,030	MR 3%	2,030							250	18	500		500	1,000	280	
Raymer/Bernsen Double Track	104,416	MR 3%	391			2,000	1,846	6,500	4,280	4,653	1,232	100		-			
		STIP	63,500				Reimbursed		Reimbursed								
		PROP 1B	16,800							Advance \$							
		FRA	1,564							and get							
		TBD	30,109							reimbursed							
Rio Hondo Metrolink Station Study												220					
Rosecrans Marquardt Grade Separation	137,200	MR 20%	35,000					1,000	9	3,000	2,208	2,105		22,000	10,000	1,653	-
		PROP 1A	53,000														
		SECTION 190	15,000														
		BNSF	7,000														
		TBD	27,200														
San Bernardino Line Study	1,000	MR 3%	1,000	1,000		7,500	669	-	103	-	-	-	-	-	-	-	-
LINK US (Formerly SCRIP)	2,500,000	MR 3%	55,000	4,000		4,000	55	9,000	5,454	9,535	6,814	9,225		19,000	8,000	7,000	
		PROP 1A	175,000														
		ARRA	32,000														
		CHSRA	137,000														
		TBD	2,101,000														
Soledad Speed Increase	3,940	MR 3%	3,940							500	157	500		500	1,900	1,040	
Van Nuys North Platform	32,598	MR 3%	200			1,000	742	3,000	1,718	3,213	1,129	100		TRANSFERRED TO METROLINK FOR CONSTRUCTION			
		PROP 1B	34,500							Advance \$							
		FRA	800							and get							
										reimbursed							

**REGIONAL RAIL PROJECT STATUS REPORT
AS OF MAY 3, 2016**

PROJECT NAME	BOARD APPROVED	SENT TO PROCUREMENT	RFP ISSUED	PROJECT AWARD	PROJECT STATUS	PROJECT START DATE	PROJECT COMPLETION	DELAYS/COST INCREASE EXPLANATION
Antelope Valley Line Study	APR 2011	JUL 2011	BENCH	OCT 2011	Completed	NOV 2011	SEP 2014	
Bob Hope Airport Metrolink Station	JUL 2012 MAY 2013 JUL 2014 DEC 2015	JUN 2013	BENCH	AUG 2013	In procurement for Construction	AUG 2013	NOV 2016	
Bob Hope Airport Pedestrian Bridge	JUN 2014	OCT 2014	JAN 2015	MAR 2015	Design	MAY 2015	TBD	
Brighton to Roxford Double Track	JUL 2012	JUL 2014	SEP 2014	Not yet	Environmental & PSE	SEP 2015	OCT 2018	
Citrus Grade Crossing Improvements	MAR 2015	N/A	Metrolink	AUG 2015	Design	OCT 2015	APR 2019	
Doran St Grade Separation	MAY 2011	NOV 2012	DEC 2012	JUL 2013	Environmental	JUL 2013	TBD	Meeting with cities of Glendale and Los Angeles to obtain consensus on project.
El Monte and Rio Hondo Stations	MAR 2016	Not yet	Not yet	Not yet	Scope in process	TBD	TBD	
L.A. County Grade Crossings	JUL 2012	NOV 2014	MAR 2015	SEP 2015	Study in progress	OCT 2015	OCT 2017	
L.A. County Metrolink Station Needs Assessment	JUL 2012	NOV 2014	BENCH	DEC 2015	Study in progress	JAN 2016	MAR 2017	
Lone Hill to White - Env & 30 % Design	OCT 2013	MAY 2015	SEP 2015	Not yet	Environmental & preliminary engineering	MAR 2016	JUN 2017	
Northridge Station	JUN 2016	Not yet	Not yet	Not yet	Scope in process	TBD	TBD	
Ramona Grade Crossing Improvements	MAR 2015	N/A	Metrolink	AUG 2015	Design	OCT 2015	APR 2019	
Raymer/Bernsen Double Track	JAN 2014	JAN 2014	JUN 2014	AUG 2014	ON HOLD	AUG 2014	TBD	Delayed at the request of the Board of Directors and CEO
Rosecrans Marquardt Grade Separation	Measure R List of Projects	AUG 2014	OCT 2014	APR 2015	Environmental; PS&E; Real estate acquisition	APR 2015	JUN 2019	
San Bernardino Line Study	JUL 2012	OCT 2012	FEB 2013	APR 2013	Completed	MAY 2013	SEP 2014	
Soledad Speed Increase	MAR 2015	N/A	Metrolink	AUG 2015	Design	OCT 2015	APR 2019	
LINK US (Formerly SCRIP)	JUL 2012 OCT 2015	AUG 2013	OCT 2013	AUG 2014	Environmental; preliminary engineering	NOV 2014	MAR 2018	Working with CHSRA to finalize Funding Agreement.
Van Nuys North Platform	JAN 2014	JAN 2014	FEB 2014	JUN 2014	100% Design	JUL 2014	TRANSFERRING TO METROLINK	

**REGIONAL RAIL PROJECT BUDGET REPORT
AS OF MAY 3, 2016**

ATTACHMENT A-2

PROJECT NAME	LIFE OF PROJECT BUDGET	FUND SOURCES	(\$1,000) AMOUNT									CASH FLOW				
				FY13		FY14		FY15		FY 16						
				BUDGET	ACTUAL	BUDGET	ACTUAL	BUDGET	ACTUAL	BUDGET	ACTUAL	FY16	FY17	FY18	FY19	FY20
Antelope Valley Line Study	1,000	MR 3%	1,000	1,000	618	-	18	-	85	-	-					
Bob Hope Airport Metrolink Station	15,000	MR 3%	12,414	2,000	1,367	2,000	1,089	2,600	784	2,015	219	2,129	10,937			
		STURRA	2,586													
Bob Hope Airport Pedestrian Bridge	28,000	MR 3%	15,625					5,150	1	3,500	802	1,859	300			
		PROP 1B PTMISEA	5,375													
		ITIP	7,000													
Brighton to Roxford Double Track	110,000	MR 3%	3,000					1,500	9	1,250	406		1,500	1,085		
		PROP 1A	55,000													
		CHSRA	52,000													
Citrus Grade Crossing Improvements	2,030	MR 3%	2,030							250	17	250	500	1,000	280	
Doran St Grade Separation	83,700	MR 3%	6,600	6,600		1,000	1,054	8,000	890	1,009	443	767	3,000	1,371		
		PROP 1A	45,000													
		CHSRA	19,600													
		TBD	12,500													
El Monte and Rio Hondo Stations	TBD	MR 3%	300										300			
L.A. County Grade Crossings	4,500	MR 3%	4,500					3,000	-	1,110	121	2,000	2,500			
L.A. County Metrolink Station Needs Assessment	600	MR 3%	600					500	-	350	-	-	600			
Lone Hill to White - Env & 30 % Design	72,000	MR 3%	3,000					175	-	400	-	553	2,000	447		
		TBD	69,000													
Northridge Station	TBD	MR 3%	200										200			
Ramona Grade Crossing Improvements	2,030	MR 3%	2,030							250	18	250	500	1,000	280	
Raymer/Bernsen Double Track	104,416	MR 3%	391			2,000	1,846	6,500	4,280	4,653	1,066	391	-			
		STIP	63,500				Reimbursed		Reimbursed	Advance \$ and get reimbursed						
		PROP 1B	16,800													
		FRA	1,564													
		TBD	30,109													
Rosecrans Marquardt Grade Separation	137,200	MR 20%	35,000					1,000	9	3,000	1,338	1,295	22,000	10,000	1,653	-
		PROP 1A	53,000													
		SECTION 190	15,000													
		BNSF	7,000													
		TBD	27,200													
San Bernardino Line Study	1,000	MR 3%	1,000	1,000		7,500	669	-	103	-	-	-	-	-	-	-
LINK US (Formerly SCRIP)	2,500,000	MR 3%	55,000	4,000		4,000	55	9,000	5,454	9,535	1,846	15,500	19,000	8,000	7,000	
		PROP 1A	175,000													
		ARRA	32,000													
		CHSRA	137,000													
		TBD	2,101,000													
Soledad Speed Increase	3,940	MR 3%	3,940							500	10	500	500	1,900	1,040	
Van Nuys North Platform	32,598	MR 3%	200			1,000	742	3,000	1,718	3,213	914	200	TRANSFERRING TO METROLINK			
		PROP 1B	34,500							Advance \$ and get reimbursed						
		FRA	800													

**REGIONAL RAIL PROJECT STATUS REPORT
AS OF AUGUST 15, 2016**

PROJECT NAME	BOARD APPROVED	SENT TO PROCUREMENT	RFP ISSUED	PROJECT AWARD	PROJECT STATUS	PROJECT START DATE	PROJECT COMPLETION	DELAYS/COST INCREASE EXPLANATION
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Bob Hope Airport Metrolink Station	JUL 2012 MAY 2013 JUL 2014 DEC 2015	AUG 2016	BENCH	OCT 2016	RFP for Construction issued	OCT 2016	DEC 2017	
Bob Hope Airport Pedestrian Bridge	JUN 2014	OCT 2014	JAN 2015	MAR 2015	ON HOLD	MAY 2015	TBD	
Brighton to Roxford Double Track	JUL 2012	JUL 2014	SEP 2014	Not yet	Environmental & PSE	SEP 2015	OCT 2018	
Citadel/Montebello Metrolink Station Study	JUN 2016	JUL 2016	Not yet	Not yet	In procurement	SEP 2016	APR 2017	
Citrus Grade Crossing Improvements	MAR 2015	N/A	Metrolink	AUG 2015	Pre Construction	OCT 2015	APR 2019	
Doran St Grade Separation	MAY 2011	NOV 2012	DEC 2012	JUL 2013	ON HOLD	JUL 2013	TBD	Meeting with cities of Glendale and Los Angeles to obtain consensus on project.
El Monte Metrolink Station Study	MAR 2016	JUL 2016	Not yet	Not yet	In procurement	SEP 2016	APR 2017	
L.A. County Grade Crossings	JUL 2012	NOV 2014	MAR 2015	SEP 2015	Study in progress	OCT 2015	OCT 2017	
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Lone Hill to White - Env & 30 % Design	OCT 2013	MAY 2015	SEP 2015	Not yet	Environmental & preliminary engineering	MAR 2016	JUN 2017	
Northridge Metrolink Station Study	JUN 2016	JUL 2016	Not yet	Not yet	In procurement	SEP 2016	APR 2017	
Ramona Grade Crossing Improvements	MAR 2015	N/A	Metrolink	AUG 2015	Pre Construction	OCT 2015	APR 2019	
Raymer/Bernsen Double Track	JAN 2014	JAN 2014	JUN 2014	AUG 2014	ON HOLD	AUG 2014	TBD	Delayed at the request of the Board of Directors and CEO
Rio Hondo Metrolink Station Study	JUN 2016	JUL 2016	Not yet	Not yet	In procurement	SEP 2016	APR 2017	
Rosecrans Marquardt Grade Separation	Measure R List of Projects	AUG 2014	OCT 2014	APR 2015	Environmental; PS&E; Real estate acquisition	APR 2015	JUN 2019	
San Bernardino Line Study	JUL 2012	OCT 2012	FEB 2013	APR 2013	Completed	MAY 2013	SEP 2014	
Soledad Speed Increase	MAR 2015	N/A	Metrolink	AUG 2015	Pre Construction	OCT 2015	APR 2019	
LINK US (Formerly SCRIP)	JUL 2012 OCT 2015	AUG 2013	OCT 2013	AUG 2014	Environmental; preliminary engineering	NOV 2014	MAR 2018	Working with CHSRA to finalize Funding Agreement.
Van Nuys North Platform	JAN 2014	JAN 2014	FEB 2014	JUN 2014	100% Design	JUL 2014	TRANSFERRED TO METROLINK FOR CONSTRUCTION	

ATTACHMENT B -- Metrolink Ridership and Revenue Report

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY Passenger Fare Revenue and Ridership Report - Systemwide Nine Months Ended March 31, 2016 (Thousands)

Description	FY 15-16 Budget	FY 15-16 Actual	Increase (Decrease)		FY 14-15 Actual	Comparison FY 16 Vs FY 15 Actuals	
			Amount	%		Amount	%
<u>Revenue</u>							
July	\$ 7,164	\$ 6,923	\$ (241)	-3.4%	\$ 7,188	\$ (265)	-3.7%
August	\$ 7,169	\$ 7,003	\$ (166)	-2.3%	\$ 7,190	\$ (188)	-2.6%
September	\$ 7,079	\$ 6,949	\$ (130)	-1.8%	\$ 7,106	\$ (157)	-2.2%
October	\$ 7,177	\$ 7,391	\$ 214	3.0%	\$ 7,205	\$ 186	2.6%
November	\$ 6,797	\$ 7,053	\$ 256	3.8%	\$ 6,828	\$ 226	3.3%
December	\$ 6,489	\$ 6,448	\$ (41)	-0.6%	\$ 6,517	\$ (69)	-1.1%
January	\$ 6,628	\$ 6,669	\$ 40	0.6%	\$ 6,660	\$ 9	0.1%
February	\$ 6,705	\$ 7,188	\$ 484	7.2%	\$ 6,740	\$ 449	6.7%
March	\$ 7,163	\$ 7,215	\$ 52	0.7%	\$ 7,199	\$ 16	0.2%
April	\$ -	\$ -	\$ -	-	\$ -	\$ -	-
May	\$ -	\$ -	\$ -	-	\$ -	\$ -	-
June	\$ -	\$ -	\$ -	-	\$ -	\$ -	-
Totals Y-T-D Revenue	\$ 62,371	\$ 62,840	\$ 469	0.8%	\$ 62,633	\$ 207	0.3%

Ridership*							
July	996	1,019	23	2.3%	1,023	(5)	-0.5%
August	1,007	1,009	2	0.2%	1,018	(9)	-0.9%
September	980	978	(3)	-0.3%	996	(19)	-1.9%
October	992	1,032	40	4.0%	1,083	(51)	-4.7%
November	946	898	(48)	-5.0%	870	28	3.2%
December	895	888	(7)	-0.8%	903	(15)	-1.7%
January	916	905	(11)	-1.2%	934	(29)	-3.1%
February	928	948	21	2.2%	907	41	4.6%
March	993	996	3	0.3%	1,033	(36)	-3.5%
April	-	-	-	-	-	-	-
May	-	-	-	-	-	-	-
June	-	-	-	-	-	-	-
Totals Y-T-D Ridership	8,652	8,672	20	0.2%	8,767	(95)	-1.1%

Revenue Per Rider							
July	\$ 7.19	\$ 6.80	\$ (0.40)	-5.5%	\$ 7.02	\$ (0.23)	-3.2%
August	\$ 7.12	\$ 6.94	\$ (0.18)	-2.5%	\$ 7.06	\$ (0.12)	-1.7%
September	\$ 7.22	\$ 7.11	\$ (0.11)	-1.6%	\$ 7.13	\$ (0.02)	-0.3%
October	\$ 7.24	\$ 7.16	\$ (0.07)	-1.0%	\$ 6.65	\$ 0.51	7.7%
November	\$ 7.19	\$ 7.85	\$ 0.67	9.3%	\$ 7.85	\$ 0.01	0.1%
December	\$ 7.25	\$ 7.26	\$ 0.01	0.2%	\$ 7.22	\$ 0.04	0.6%
January	\$ 7.23	\$ 7.37	\$ 0.13	1.8%	\$ 7.13	\$ 0.24	3.4%
February	\$ 7.23	\$ 7.58	\$ 0.35	4.9%	\$ 7.43	\$ 0.15	2.0%
March	\$ 7.21	\$ 7.24	\$ 0.03	0.4%	\$ 6.97	\$ 0.27	3.9%
April	-	-	-	-	-	-	-
May	-	-	-	-	-	-	-
June	-	-	-	-	-	-	-
Average Y-T-D Revenue/Rider	\$ 7.21	\$ 7.25	\$ 0.04	0.5%	\$ 7.14	\$ 0.10	1.4%

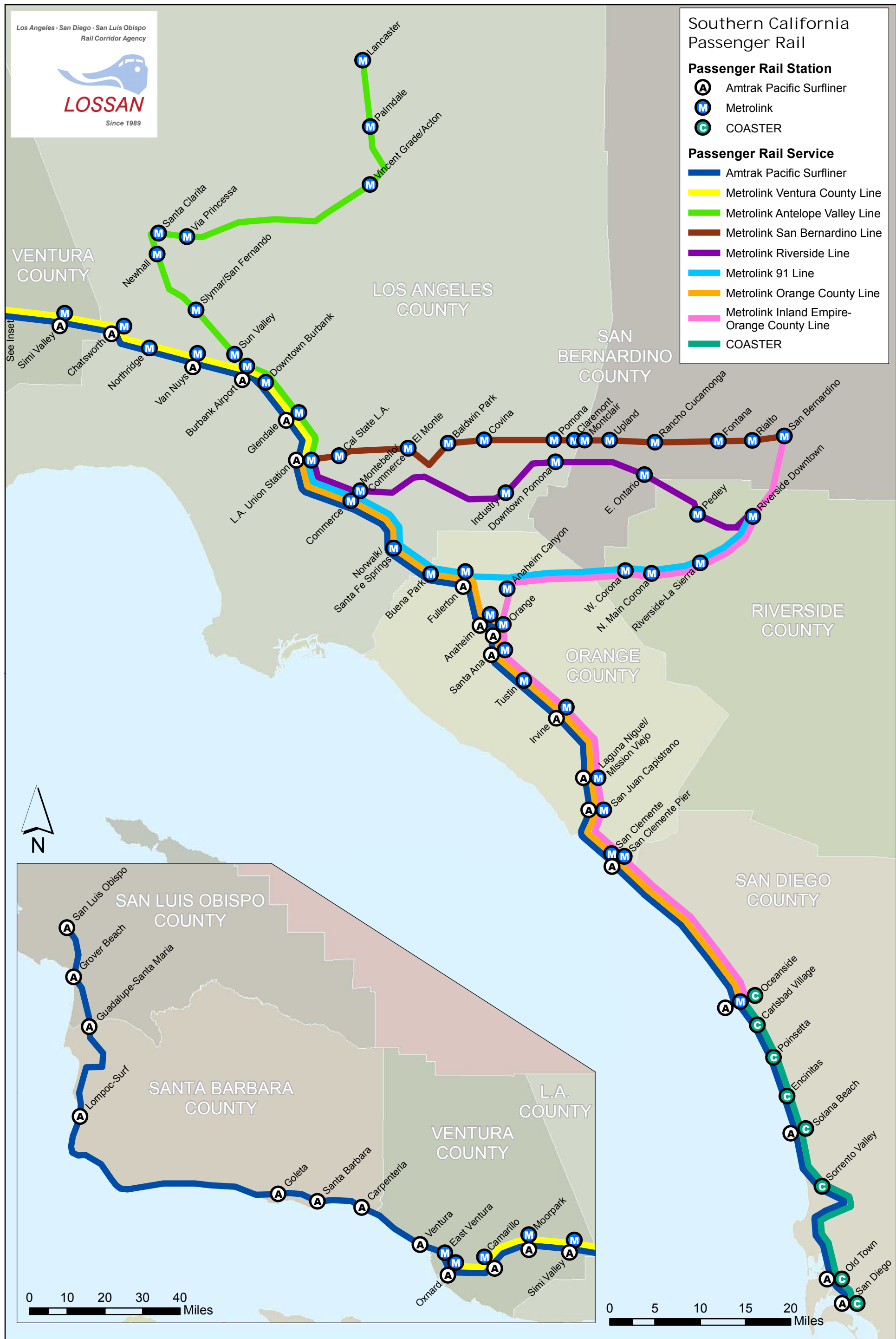
* Ridership includes Rail to Rail

*Please note ridership counts are obtained from estimated conductor counts, which includes unticketed passengers. Due to the nature of these manual counts, there is a possibility for margin of error.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
Passenger Fare Revenue and Ridership Report
Nine Months Ended March 31, 2016
(Thousands)

Operating Line	March 2015			YEAR TO DATE		
	FY 15-16 Budget	FY 15-16 Actual	Variance	FY 15-16 Budget	FY 15-16 Actual	Variance
Revenue						
Weekday						
San Bernardino	\$ 1,821	\$ 1,796	\$ (25)	\$ 15,620	\$ 15,591	\$ (29)
Ventura	\$ 541	\$ 556	\$ 16	\$ 4,863	\$ 4,856	\$ (7)
Antelope Valley	\$ 902	\$ 822	\$ (81)	\$ 7,900	\$ 7,020	\$ (880)
Riverside	\$ 745	\$ 765	\$ 20	\$ 6,571	\$ 6,679	\$ 108
Orange County	\$ 1,643	\$ 1,763	\$ 121	\$ 14,423	\$ 15,221	\$ 798
Inland Empire/OC Line	\$ 665	\$ 721	\$ 56	\$ 5,746	\$ 6,082	\$ 336
91	\$ 390	\$ 385	\$ (5)	\$ 3,320	\$ 3,342	\$ 23
Total Weekday	\$ 6,706	\$ 6,808	\$ 102	\$ 58,443	\$ 58,791	\$ 348
Weekend						
San Bernardino	\$ 192	\$ 150	\$ (42)	\$ 1,597	\$ 1,457	\$ (140)
Antelope Valley	\$ 120	\$ 105	\$ (15)	\$ 1,031	\$ 1,032	\$ 1
Orange County	\$ 109	\$ 99	\$ (10)	\$ 931	\$ 996	\$ 64
Inland Empire/OC Line	\$ 33	\$ 24	\$ (8)	\$ 341	\$ 326	\$ (14)
91	\$ 3	\$ 28	\$ 25	\$ 29	\$ 238	\$ 209
Total Weekend	\$ 457	\$ 407	\$ (50)	\$ 3,928	\$ 4,049	\$ 121
Total Fare Revenues	\$ 7,163	\$ 7,215	\$ 52	\$ 62,371	\$ 62,840	\$ 469
Ridership						
Weekday						
San Bernardino	242	236	(7)	2,079	2,053	(27)
Ventura	84	87	3	760	741	(18)
Antelope Valley	131	142	11	1,144	1,180	36
Riverside	98	96	(2)	865	859	(6)
Orange County	199	189	(9)	1,743	1,694	(50)
Inland Empire/OC Line	101	107	6	870	864	(7)
91	50	64	14	425	499	74
Total Weekday	905	922	17	7,887	7,889	2
Weekend						
San Bernardino	36	26	(9)	297	276	(21)
Antelope Valley	25	21	(4)	215	211	(5)
Orange County	19	18	(1)	163	181	18
Inland Empire/OC Line	8	5	(3)	84	74	(10)
91	1	4	3	7	43	36
Total Weekend	89	75	(14)	766	784	18
Total Ridership	993	996	3	8,652	8,672	20

*Please note ridership counts are obtained from estimated conductor counts, which includes unticketed passengers. Due to the nature of these manual counts, there is a possibility for margin of error.



Attachment D

Los Angeles – San Diego – San Luis Obispo Rail Corridor Additional Performance Indicators (October thru March)

Station Pair Ridership/Revenue - Fiscal Year 2015-16 to Date

<u>Station Pair by Ridership</u>	<u>Ridership</u>	<u>Rank</u>	<u>Station Pair by Revenue</u>	<u>Revenue</u>
Los Angeles - San Diego	120,571	1	Los Angeles - San Diego	\$4,608,129
Los Angeles - Solana Beach	61,432	2	Los Angeles - Solana Beach	\$1,979,212
Los Angeles - Oceanside	60,773	3	Los Angeles - Old Town San Diego	\$1,691,694
Los Angeles - Old Town San Diego	43,775	4	Los Angeles - Oceanside	\$1,621,667
Irvine - Los Angeles	38,274	5	Los Angeles - Santa Barbara	\$962,665
Irvine - San Diego	35,446	6	Irvine - San Diego	\$825,941
Los Angeles - Santa Barbara	33,820	7	Anaheim - San Diego	\$730,365
Fullerton - Los Angeles	32,306	8	Irvine - Los Angeles	\$653,863
Irvine - Solana Beach	30,374	9	Fullerton - San Diego	\$628,992
Anaheim - Los Angeles	26,349	10	Irvine - Solana Beach	\$480,408
Anaheim - San Diego	25,301	11	San Diego - Santa Barbara	\$448,458
Fullerton - San Diego	21,630	12	San Diego - San Juan Capistrano	\$418,160
San Diego - San Juan Capistrano	20,829	13	Los Angeles - San Juan Capistrano	\$380,810
Los Angeles - San Juan Capistrano	19,662	14	San Diego - Santa Ana	\$376,614
Oceanside - San Diego	18,670	15	Irving - Old Town San Diego	\$361,461
Los Angeles - Santa Ana	18,565	16	Fullerton - Los Angeles	\$360,531
Irving - Old Town San Diego	15,443	17	Anaheim - Los Angeles	\$355,102
San Diego - Santa Ana	14,130	18	Los Angeles - San Luis Obispo	\$326,083
Fullerton - Solana Beach	11,420	19	Anaheim - Old Town San Diego	\$317,586
San Diego - Santa Barbara	11,019	20	Goleta - Los Angeles	\$299,002
Anaheim - Old Town San Diego	10,968	21	Los Angeles - Santa Ana	\$289,327
Fullerton - Old Town San Diego	9,219	22	Oceanside - Santa Barbara	\$278,976
Goleta - Los Angeles	9,138	23	Fullerton - Old Town San Diego	\$271,665
Los Angeles - San Luis Obispo	7,965	24	Oceanside - San Diego	\$263,599
Oceanside - Santa Barbara	7,337	25	Fullerton - Solana Beach	\$256,645
<i>All other markets</i>	654,498		<i>All other markets</i>	\$14,736,606
	1,358,914			\$33,923,563

1,358,914



Metro

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

Board Report

File #: 2016-0311, **File Type:** Motion / Motion Response

Agenda Number: 8.

PLANNING AND PROGRAMMING COMMITTEE SEPTEMBER 14, 2016

SUBJECT: LOS ANGELES RIVER BIKE PATH GAP CLOSURE FEASIBILITY STUDY

ACTION: RECEIVE AND FILE FEASIBILITY STUDY

RECOMMENDATIONS

RECEIVE AND FILE the **Los Angeles River Bike Path Gap Closure Feasibility Study** Report (Attachment A).

ISSUE

In response to the June 2014 Board motion (Attachment B) as well as a related motion by the Los Angeles City Council in the same month (Attachment C), staff took steps necessary to perform a feasibility study to close the 8-mile gap in the Los Angeles River Bike Path between Elysian Valley and the City of Vernon (Attachment D). This effort became known as the Los Angeles River Bike Path Gap Closure (Project). In September of 2014, staff returned to the Board with a recommendation to amend the budget to move forward with the feasibility study (Attachment E) and in May 2015, a contract was awarded to perform the study.

Staff is submitting the Los Angeles River Bike Path Gap Closure Feasibility Study Report which assessed the engineering feasibility, neighborhood connectivity, safety, environmental and permitting requirements, hydraulic impacts, real estate, maintenance and operations, and preliminary cost estimates of the Project. The study finds that the Project is feasible and would help serve the transportation needs of communities neighboring the project area as well as the region. Attachment A includes the Executive Summary of the report. The entire report is available upon request.

DISCUSSION

The City and County of Los Angeles have devoted significant time and resources in creating a Los Angeles River Revitalization Master Plan that would eventually revitalize all 51 miles of the river channel, and include bike and pedestrian facilities as a key element of accessibility and mobility. In June 2016, the Los Angeles City Council approved the US Army Corps of Engineers' (USACE) recommended plan, LA River Ecosystem Restoration Feasibility Study, to restore habitat, widen the

river, create wetlands, and provide pedestrian access points and bicycle paths along an 11-mile stretch of the Los Angeles River north of Griffith Park through Elysian Valley to downtown Los Angeles. The USACE recommended the Plan for approval in 2015 and is pending authorization by the US Congress. There is also significant interest and a long history of support for a bike path along all 51-miles of the river from non-profit groups. Most recently, RiverLA published its Greenway 2020 plan, including the goal of completing the bike path along the length of the river. The largest remaining, 8-mile gap in the Los Angeles River Bike Path, between Elysian Valley and the City of Vernon, requires a multi-jurisdictional effort and close coordination with rail operations along Metro-owned right-of-way. As the County's transportation agency and owner of the adjacent rail right-of-way, Metro is the best organization to take the Lead Agency role for this Project.

In May of 2015, staff began work on a feasibility study of the Project. A Technical Advisory Committee (TAC) was formed, consisting of representatives from the City of Los Angeles Bureau of Engineering (BOE), City of Los Angeles Department of Transportation (LADOT), County of Los Angeles Department of Public Works (LADPW), City of Vernon Department of Public Works, the Federal Waters Partnership, Mountains Recreation and Conservation Authority, River LA, Friends of the LA River, Los Angeles County Bicycle Coalition; and other key stakeholders and organizations. Staff convened the TAC at regular intervals throughout the study to evaluate alternatives and ensure that correct and whole information was gathered and vetted.

The study consisted of conducting an inventory of the Project area, including real estate and right-of-way ownership; conceptual engineering analyses of alternative alignments; hydraulic analysis of the most constraining alternative; and detailed study of the surrounding neighborhoods and the infrastructure for walking and bicycling in and through them. The study assumed a path along the west bank of the river, consistent with the existing paths at the Project's northern and southern termini.

The study demonstrates that although technical challenges and physical constraints exist, closing the 8 mile gap is feasible through various engineering solutions. The study included a high level assessment of needs in the project area. A full analysis of potential impacts and benefits for the various project alternatives will be performed in the next project phase. The project area is home to more than 200,000 people including some of the County's most disadvantaged communities. Approximately 34% of the project area population lives in poverty and more than 26% of the working age population does not use automobiles as a primary mode of transportation. The project area is not well served by infrastructure for walking and biking and as such, the Project would offer a backbone for a more complete active transportation network of separated and protected infrastructure. The largely industrial landscape of the project area holds many tens of thousands of jobs, with more than 50,000 people employed in the Project-adjacent City of Vernon alone. Closing the eight mile gap will result in a 32 mile contiguous regional bicycle corridor serving Los Angeles County.

This Project has been included in several plans, including the 2016 Metro Active Transportation Strategic Plan and the current Long Range Transportation Plan published in 2009, the Southern California Council of Governments 2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy, as well as the City of Los Angeles Mobility Plan 2035 and 2010 Bicycle Plan.

The study considered top of bank and channel bottom alignments, as well as various other

treatments such as cantilevers to traverse obstructions along both alignment types, and access points at all 16 streets which cross the River. The various Project options range in construction cost from approximately \$200 million to \$320 million, including contingency, planning, engineering and permitting costs. Preliminary cost estimates for the range of alternatives considered in this study are consistent with the cost to build other parts of the Los Angeles River Bike Path with similar heavy civil construction needs. These costs will be further refined in the next project phase.

A summary of the challenges and opportunities are provided below:

Challenges

- The Project corridor along the top of bank of the river, where a path would normally be located, is physically constrained by many obstructions. Bridge overcrossings, electrical towers, and rail alignments are frequently located in the area along the western top of bank that would be the most logical place for a path.
- A channel-bottom alignment would need to traverse standing water in the northern part of the Project because the river will be flooded up to a depth of 8 feet by a seasonal dam as part of the upcoming Bending the River Back Into the City project by Lauren Bon and Metabolic Studio.
- Though preliminary engineering analysis shows that a channel-bottom alignment would not affect the flood control capacity of the river, such an alignment would potentially introduce significant flooding and safety risks to both path users and jurisdictions responsible for the operation of the path. It is anticipated that such an alignment would require more operational maintenance to clean and patrol the path during both wet and dry weather.
- A number of concurrent projects are in a similar phase of development, requiring close and constant coordination between multiple agencies including such projects as the Los Angeles River Revitalization Project, Connect US, Link US, and High Speed Rail. Additionally, some of the Gateway Cities including Vernon and Huntington Park have taken a keen interest in revitalization, and walking and biking infrastructure along the river. They are performing their own studies or creating plans incorporating complementary facilities.

Opportunities

- Findings indicate existing demographics within the study area consist of a population highly dependent on walking, biking, and transit. There are also many large employment centers in the Project area, indicating that the Project would serve an important role for connecting disadvantaged communities with mobility options and known connections to employment and regional surface transportation.
- The Project would connect these communities directly adjacent to the Project area as well as communities along the existing alignments of the path to Union Station, the regional hub for rail transportation, future High Speed Rail stop, and direct connection to Los Angeles International Airport.

- The Project area is largely industrial and in many places along the Project alignment, heavy truck traffic and rail crossings create an environment not suited to safe walking and biking. The Project would create a safe, comfortable environment for walking and biking through the Project area.
- Completing the Project would create a continuous 32-mile Class I bike path along the Los Angeles River. As is already evident by the plans created by the City of Los Angeles Mobility 2035, and in the works in Vernon, local cities will use the completed Los Angeles River Bike Path as a spine on which to build a network of walking and bicycling infrastructure. Similar to the highway system, a grade-separated bike path serves as the high quality, long-distance anchoring piece of infrastructure on which local infrastructure can be built. This increases mobility for people walking and biking throughout the region in addition to the local communities.
- Opportunities exist, as part of the next phase of project development, to work with local jurisdictions and residents, Metro departments, and consultants to coordinate many concurrent projects with complementary or shared goals for mobility in and around the Project area. By working together, the projects can achieve synergistic improvements to the mobility in the Project area and region.

DETERMINATION OF SAFETY IMPACT

The next phase of the Project (PA/ ED) will not have any adverse safety impacts on Metro employees and patrons.

FINANCIAL IMPACT

The FY17 budget contains \$250,000 to begin work on the PA/ED phase in cost center 4320, project number 405303, LA River Bike Path.

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.

Impact to Budget

The source of funds for the Project are Propositions A and C and TDA Administration. These funds are not eligible for bus and rail capital or operating expenses.

ALTERNATIVES CONSIDERED

The Board may choose to not authorize entering the Project into the PA/ED phase. This alternative is not recommended as doing so would be contrary to prior Board direction.

NEXT STEPS

Upon Board acceptance of this report, staff will develop a scope of work and begin procurement of a

consultant team to perform the work necessary for the next phase, Project Approval/ Environmental Documentation (PA/ED).

ATTACHMENTS

Attachment A - Los Angeles River Bike Path Gap Closure Feasibility Executive Summary

Attachment B - Metro Board Motion 67

Attachment C - City of Los Angeles Council Motion 14-0711

Attachment D - Project Area Map

Attachment E - Metro Board Report Item 27

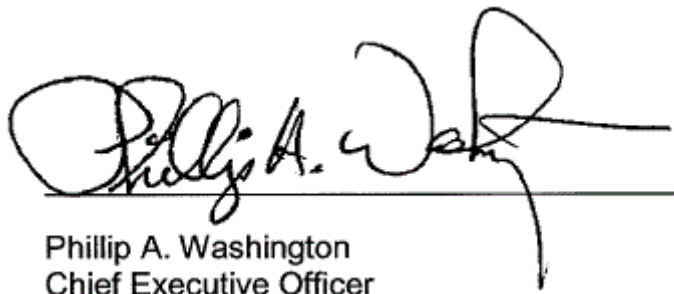
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Phillip A. Washington
Chief Executive Officer



LOS ANGELES RIVER BIKE PATH GAP CLOSURE

Feasibility Study *May 31, 2016*



Metro

EXECUTIVE SUMMARY

Introduction

The purpose of the Los Angeles River Bike Path Gap Closure Feasibility Study (Study) is to determine the feasibility of designing, constructing and operating a bike path along an eight-mile stretch of the Los Angeles River (River) through Downtown Los Angeles and the City of Vernon with a connection to the City of Maywood (Project). The Project would close an existing gap in the LA River Bike Path, providing a seamless bike route between the San Fernando Valley in Los Angeles and the LA River Bike Path in Long Beach. The northern and southern limits of this study are the terminus of the LA River Greenway Trail at Riverside Dr, and Atlantic Bl where the LA River Bike Path begins in Maywood. The Study includes conceptual designs, identification of potential access points, operations strategies, identification of environmental issues, and cost estimates.

The River, which extends 51 miles from Canoga Park to Long Beach, was channelized in the 1930s by the Army Corps of Engineers (Corps) for the primary purpose of flood protection. The result was a concrete-lined channel designed to prevent flooding by rapidly moving rain water and runoff to the ocean.

Over the past several years a number of initiatives have been undertaken by public agencies and non-profits to reimagine the River. Public agency studies include the [Army Corps of Engineers ARBOR Study](#), the [LA River Master Plan](#) and the [LA Bike Master Plan](#). Non-profit groups such as [River LA](#) (formerly LA River Revitalization Corporation) have been

formed with the backing of the City of Los Angeles to help transform the River. This transformation envisions making the River an integral part of the community and includes a regional active transportation corridor for biking and walking. The regional corridor connects portions of coastal and inland Los Angeles County and provides important local connections to places of employment, parks, schools, retail and entertainment venues, as well as mass transit.

In the past 10 to 15 years, in a precursor to the overall River redesign effort, high-quality biking and walking paths have been added along the River in both the coastal and inland areas. **Figure ES-1** shows a typical example of a recent bike/ pedestrian path along the River.



Figure ES-1: LA River Bike Path (South Bay Section)

However, a barrier exists between the coastal and inland areas to date, precluding the envisioned seamless connection between the San Fernando Valley and Long Beach. The eight-mile stretch of River in the Project Area (**Figure ES-2**) transits a largely industrial section of the County where much of the top of bank (where a bike path would normally be placed) is obstructed by electrical towers, bridge structures and active railroad tracks. These obstructions, along with vertical walls on parts of the River, have made creating a bike and pedestrian path along this stretch of the River challenging. **Figure ES-3** shows the obstructed character of the top of bank in the Project Area and illustrates the types of barriers that have prevented the path's completion thus far.

This Study finds that, in spite of the challenges, it is feasible to close this gap, and explores several options for doing so.



Figure ES-3: Image of a highly obstructed section of the River. Obstructions, such as this one near the 101 freeway, have made it difficult to create a bike and pedestrian path along this section of the River.

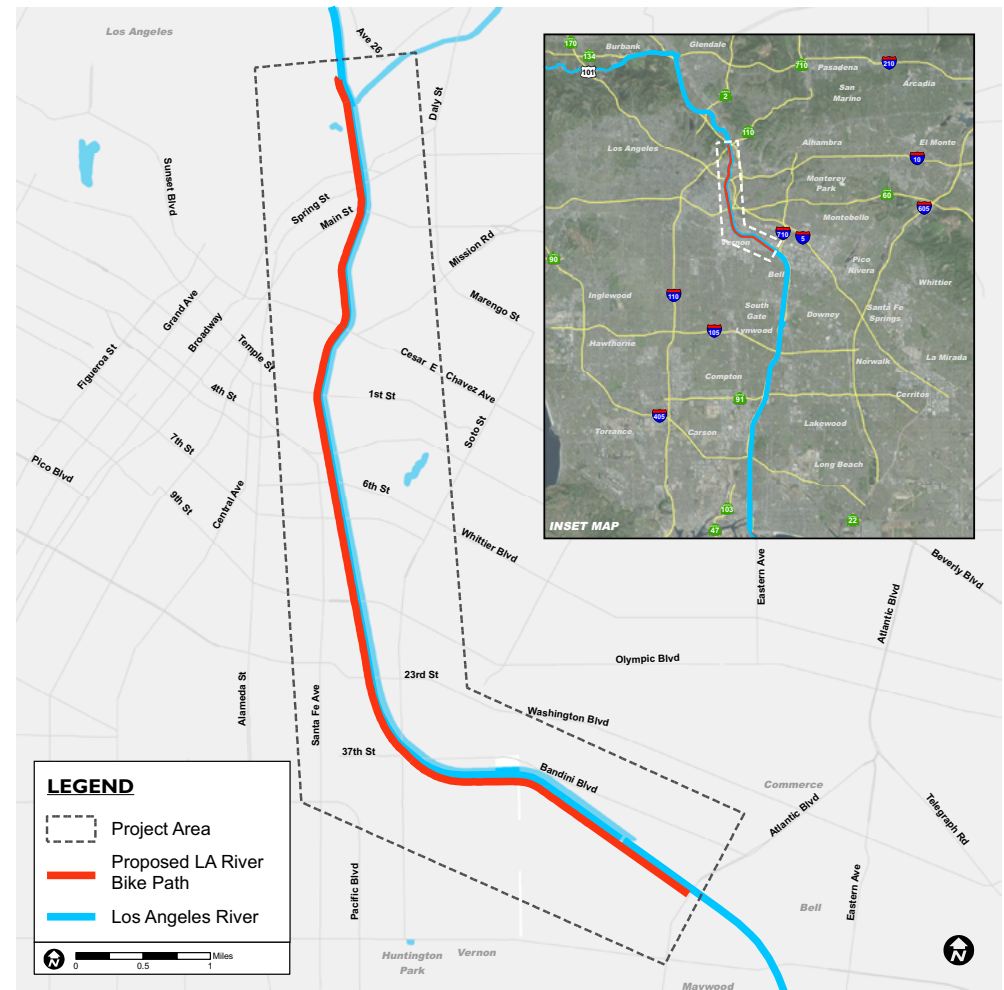


Figure ES-2: Project Area

Study Background

Community advocates, local agencies and business associations have studied, supported and invested in the completion of a bike path along the stretch of the River as in this Study. Active supporters include The Arts District Los Angeles (ADLA), the City of Los Angeles, the County of Los Angeles, Southern California Association of Governments (SCAG), the Los Angeles County Metropolitan Transportation Authority (Metro) and the Corps.

Their respective efforts are discussed in Chapter 1.

Based on encouragement from the wide variety of communities and organizations supporting this eight-mile path, the Los Angeles City Council and Metro Board of Directors ([P&P Item 27](#)) passed related motions in September 2014, directing staff to study alternatives for implementing a bike path along this portion of the River. In response to these motions, this Study was commissioned to address the needs of the communities adjacent to the River by providing them with a safe and convenient transportation option.

Existing Conditions

Much of the 51-mile long River is already served by bike paths; this Project would close the largest remaining gap through the Downtown Los Angeles metropolitan area and the City of Vernon. A 16.5-mile long bike path connects Atlantic Bl in Maywood with Long Beach and the ocean; a 7.25-mile long bike path connects Elysian Valley near Dodger Stadium and Griffith Park to the City of Glendale. By closing this 8-mile gap, the Project would create a continuous 32-mile section of grade-separated bike path along the River from Griffith Park to Long Beach.

Project Area

As illustrated by **Figure ES-2**, this Study focuses on a potential new bicycle facility to fill the gap in the LA River Bike Path between Riverside Dr in Elysian Valley and Atlantic Bl in Vernon and neighboring Maywood.

Many of the neighborhoods in the area surrounding the Project corridor are predominately industrial in nature with high volumes of truck traffic, deteriorated roadways, a lack of sidewalks and street lighting, and multiple at-grade rail crossings. Additionally, there are freight and passenger train movements on tracks adjacent to the River along several segments of the corridor, which inhibit mobility.

There is a population of just over 200,000 people within three miles of the Project Area. The area qualifies as a disadvantaged community based on the median household income of \$31,695, which is well below the county average of \$55,870. Approximately 34% of the area's population lives below the poverty line. People in these neighborhoods routinely walk or use a bike as their primary means of transportation.

According to the 2014 American Community Survey most of the Project Area's population has limited or no access to privately-owned transportation, increasing the demand for alternate modes of transportation, including biking and walking. Of the 70,000 people in the Project Area of working-age, 26% (approximately 18,000) walk, bike or take transit to work. As such, the Project would be of great value to the communities through which it passes.

Study Approach

The Study includes analysis of all feasible options for the LA River Bike Path in the Project Area along the top of bank, channel bottom and channel wall, as well as access points to the path. The study assumes a standard width Class I bikeway on the west bank of the River.

The Study team prepared conceptual design plans, identified technical challenges, opportunities and constraints, and developed assumptions and potential solutions in the following areas:

- > Engineering feasibility
- > Neighborhood connectivity
- > Public safety
- > Environmental
- > Permitting
- > Hydraulic capacity
- > Real Estate (property ownership)
- > Maintenance
- > Cost – for both design and construction

Summary of Findings

The Study concludes that a new bike path along the eight-mile Project corridor is feasible.

Although there are physical constraints, including electrical towers, bridge structures and railroad tracks at the top of bank along the Project corridor, the Study shows these constraints can be overcome through creative engineering solutions. The various Project options discussed in the report range in construction cost from approximately \$200 million to \$320 million, including contingency, planning, engineering and permitting costs.

The solutions involve:

1. **Top of Bank Paths:** Like many of the existing paths along the River, portions of the eight-mile gap have sections along the top of bank that will accommodate a 12-foot wide bike and pedestrian path. See **Figure ES-4**.

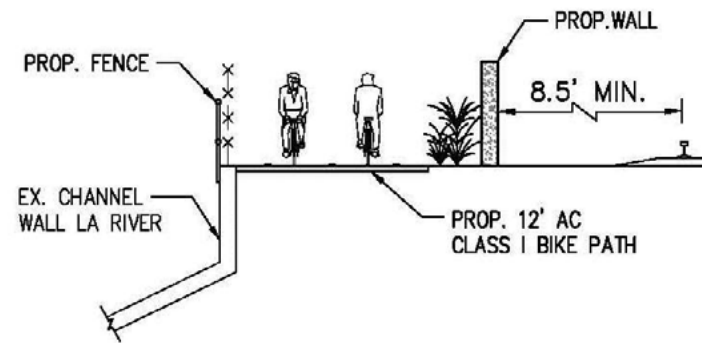


Figure ES-4: Top of bank detail adjacent to rail

2. **Channel Bottom Bike Paths:** A Channel bottom path would consist of an elevated path six inches above the river bed in the low-flow portion of the River. See **Figure ES-5**. Based on a study commissioned in 2013 by downtown developer Linear City Development, LLC, channel bottom facilities could be open up to 330 days per year.

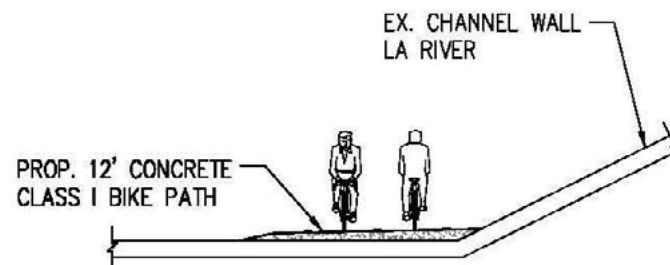


Figure ES-5: Typical Channel Bottom Detail

3. Channel Cut Alignment: This alignment places the path along a terrace cut into the channel wall of the River. See **Figure ES-6**. The terrace would be similar to many of the bridge undercrossings on other bike path facilities in the Los Angeles area.

To manage the assessment effort, the eight-mile path was separated into the following five reaches (segments) from North to South based on the top of bank conditions. These reaches are further described in Chapter 7.

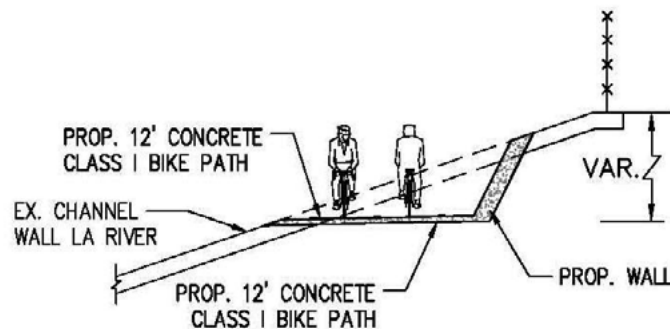


Figure ES-6: Typical Channel Cut Detail

Reach 1: Between Riverside Dr and SR-110: Reach 1 is the shortest and one of the least obstructed reaches with only one bridge crossing (Union Pacific Rail Road), which is located just north of Arroyo Seco Parkway (SR-110). It has a vertically walled channel with available right-of-way along the top of bank.

There are two options for the path along this reach: (1) top of Bank path with an elevated bridge over the railroad crossing, or (2) a ramp immediately south of Riverside Dr leading to a channel bottom alignment. The River in this section has vertical walls, thus a channel cut is not feasible.

Reach 2: Between SR-110 and Spring St: Reach 2, like Reach 1, is relatively short and unobstructed with available top of bank right-of-way except at two locations where there are large electrical towers. The Reach includes the study *Bending the River Back Into the City* by Lauren Bon and Metabolic Studio (**Figure ES-7**) that, once completed, will flood the channel to a depth of approximately eight feet. This reach is approximately 0.6 miles long.

The path can be constructed along the top of bank. However, at two locations cantilevered structures will need to be constructed to detour around electrical towers.

A channel bottom option is precluded as the area will be flooded as part of the study. A floating path, similar to the Esplanade Path in Portland, OR, could be considered, although such a treatment may be difficult due to the hydrologic conditions when the River is in flood conditions with fast-flowing, rough water.

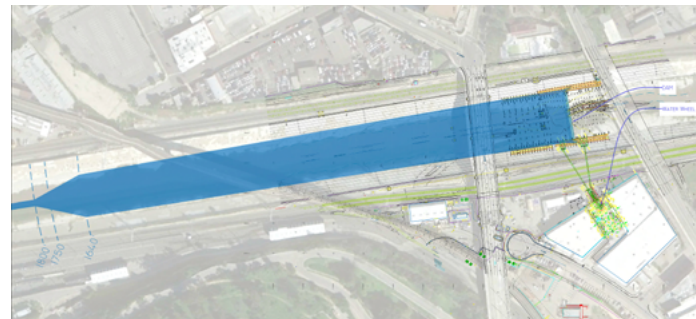


Figure ES-7: Bending the River Back Project

Reach 3: Between Spring St and Cesar Chavez Av: Reach 3 is more complicated than Reach 1 or 2, with four bridge abutments (Main St, Cesar Chavez Av and two railroad crossings) and limited space along the top of bank. This reach is approximately one mile long.

The path in this section could consist of a combination top of bank path with channel cuts to traverse under the bridges at Main, Cesar Chavez and the two railroad crossings.

Reach 4: Between Cesar Chavez Av and Bandini Bl:

Reach 4 is obstructed along the top of bank by electrical towers, bridge abutments, adjacent rail lines, and industrial land usage. This reach is approximately 3.4 miles long.

This is the most complicated and longest reach with over a dozen bridge crossings. The path could consist of a combination of channel cut, channel bottom, elevated structures and cantilevered sections along the river bank.

All of the potential access points in Reach 4 provide connectivity to a dense network of transit, including Union Station, the regional heart of rail for Southern California. The Link US project will greatly improve walking and biking around Union Station and Little Tokyo.

The LA River Bike Path and the Link US project will provide opportunities to connect surrounding communities through walking and biking to this regional transportation hub and the numerous historic and cultural sites neighboring it.

Reach 5: Between Bandini Bl and Atlantic Bl: Reach 5 has extremely limited usable top of bank space, two roadway crossings and one rail road crossing. The top of bank is obstructed by electrical towers, adjacent parallel rail lines, one railroad crossing, and bridge abutments at Downey Rd and Atlantic Bl. This reach is approximately 2.4 miles long and located entirely in the City of Vernon.

Due to the numerous obstructions along the top of bank, the LA River Bike Path would consist of channel cuts, a channel bottom path or cantilevered sections along the river bank.

Details for each of these sections are shown in Chapter 7.

Conclusions: When the Project is completed, the LA River Bike Path will allow people to travel by bicycle between the San Fernando Valley and Long Beach and link to the many communities in between. The Project will provide countywide mobility and much needed low-cost transportation options. It will provide first mile-last mile transportation connections to Metro's bus and rail network. The path will provide greater accessibility to employment, entertainment, commercial, education and recreational centers. The gap closure will complement projects that have already been built or are underway by closing critical gaps in the bike network, and integrating and synchronizing plans for the path. It will reutilize existing infrastructure in an innovative way, resulting in new active transportation options and environmental benefits like reduced greenhouse gas (GHG) emissions and criteria air pollutants, and create opportunities for storm water capture and treatment.

Design, permitting approval and construction of the Project will require close coordination with key agencies and organizational partners. The Corps is responsible for managing and maintaining this portion of the river, and has the ultimate authority over any uses of the River. Close coordination and project buy-in with the Corps, partner agencies and local jurisdictions will be crucial to the success of the Project.

The findings and recommendations in this Study should provide the information needed for decision makers to consider proceeding to the next stage, Preliminary Engineering and Environmental Clearance, in constructing a path that will close the eight-mile gap in the LA River Bike Path. This Study and the more detailed studies to follow will serve as the basis for design to request the requisite permits for closing the eight-mile gap in the LA River Bike Path.

PLANNING AND PROGRAMMING COMMITTEE

MOTION BY:

**MAYOR ERIC GARCETTI, SUPERVISOR GLORIA MOLINA,
AND DIRECTOR MIKE BONIN**

June 18, 2014

Los Angeles River Bikeway Connection

The City and County of Los Angeles have devoted significant time and resources in creating a Los Angeles River Revitalization Master Plan. This Plan incorporates transportation infrastructure as a key element of accessibility and mobility for the LA River, and addresses the need to have a regionally connected bikeway network. The County and many cities in the Los Angeles River Corridor, often with the assistance of the Los Angeles County Metropolitan Transportation Authority (MTA), have implemented major infrastructure and recreation areas along the river, its tributaries, and connecting surface streets.

In May 2014, the U.S. Army Corps of Engineers recommended approval of an ambitious, \$1-billion proposal to restore habitat, widen the river, create wetlands and provide pedestrian access points and bicycle paths along an 11-mile stretch of the LA River north of downtown through Elysian Park. This proposal, known as "Alternative 20," is the starting point for projects that will eventually revitalize all 51 miles of the river, from the San Fernando Valley to Long Beach.

However, the plan does not cover the most significant gap along the Los Angeles River, between the bicycle and pedestrian facilities in the Elysian Valley to the existing LA River Path that connects the City of Maywood to the City of Long Beach. This gap was also identified in MTA's Bicycle Transportation Strategic Plan adopted in 2006.

This gap is located in areas where the LA River is surrounded by active train tracks and industrial uses, which make it difficult to acquire the necessary right-of-way for placement of a bike path and pedestrian access on the river banks.

Recently a conceptual technical study was presented to MTA, which focuses on an "In River Channel Bike Path," similar to the bicycle path along the Arroyo Seco in the City of Los Angeles. As the Regional Transportation Planning Agency, MTA is best suited to coordinate regional, countywide bicycle efforts. A study of this nature will require multi-agency stakeholder coordination, and should include a detailed analysis of potential bicycle, pedestrian, and transit connections to the LA River facilities.

(CONTINUED)

WE, THEREFORE, MOVE that the Board direct the Chief Executive Officer to:

- A. Develop a proposed scope for studying an in-channel bike path design, with logical pedestrian linkages along ingress and egress areas, that connects the missing link from Taylor Yard to the City of Maywood;
- B. Recommend a project timeline and a proposed implementation strategy to advance a comprehensive bike channel study;
- C. Identify and receive input from key stakeholders and study participants;
- D. Report back to the Board in September 2014 on Items A - C and a possible recommendation for implementation.

CITY OF LOS ANGELES
CALIFORNIA

HOLLY L. WOLCOTT
Interim City Clerk



ERIC GARCETTI
MAYOR

Office of the
CITY CLERK

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SHANNON HOPPE
Council and Public Services
Division

www.cityclerk.lacity.org

When making inquiries relative to
this matter, please refer to the
Council File No.

June 27, 2014

To All Interested Parties:

The City Council adopted the action(s), as attached, under Council File No. 14-0711, at its meeting held June 25, 2014.

City Clerk
wrq

TRANSPORTATION COMMITTEE REPORT relative to implementation of the In-Channel Downtown Los Angeles River Bike Path.

Recommendation for Council action, as initiated by Motion (Huizar - Cedillo):

AUTHORIZE and INSTRUCT the Bureau of Engineering (BOE) to work with the Department of City Planning, Los Angeles Department of Transportation, and other departments and agencies as necessary, to work to implement the In-Channel Downtown Los Angeles River Bike Path in partnership with the Los Angeles County Metropolitan Transportation Authority, County of Los Angeles, Army Corps of Engineers (Corps), Friends of the Los Angeles River (FoLAR), Los Angeles River Revitalization Corporation (LARRC), and other community stakeholders, including identification of funding and assistance with the California Environmental Quality Act, National Environmental Policy Act, and other applicable compliance requirements.

Fiscal Impact Statement: Neither the City Administrative Officer nor the Chief Legislative Analyst had completed a financial analysis of this report.

Community Impact Statement: None submitted.

Summary:

On June 11, 2014, your Committee considered a Motion (Huizar - Cedillo) relative to implementation of the In-Channel Downtown Los Angeles River Bike Path. According to the Motion, revitalization of the Los Angeles River is a priority of the City as expressed in the Council's adoption of the long-range Los Angeles River Revitalization Master Plan (Council File No. 07-1342) and direction to the BOE to oversee implementation of the Plan.

The Plan prioritizes expanded public access to the river for recreational purposes and specifically recommends a continuous bike path as part of the Los Angeles River Greenway trail system. Implementation of the Plan and its projects has involved the contributions of many partners in the public, private, and nonprofit sectors. Consistent with this momentum and with the support of the FoLAR and the LARRC, a coalition of organizations in Downtown Los Angeles is studying an "In-Channel Downtown Los Angeles River Bike Path" project, which will serve as the interim solution to connect the existing bike path in Elysian Valley through Downtown LA and the City of Vernon to the existing LA River Bike Path in the City of Maywood. The project will be implemented on the river's western bank and involve construction of at least three new non-motorized river access points.

The In-Channel Downtown Los Angeles River Bike Path meets the goals set forth in Greenway 2020, a campaign to create a seamless 51 miles of bike path trails along the Los Angeles River by the year 2020. The project will involve close coordination with other agencies and organizations, including Los Angeles County (County) and the Corps, which are partners in the ongoing Los Angeles River Cooperation Committee, formalized by the Los Angeles River Memorandum of Understanding (Council File No. 07-1342-S4). The City Engineer co-chairs the Los Angeles River Cooperation Committee along with the Los Angeles County Director of Public Works and the Committee approved the project concept at its April 7, 2014 meeting.

After consideration and having provided an opportunity for public comment, the Committee moved to recommend approval of the Motion, as amended in the above recommendation. This matter is now

submitted to Council for its consideration.

Respectfully Submitted,

TRANSPORTATION COMMITTEE

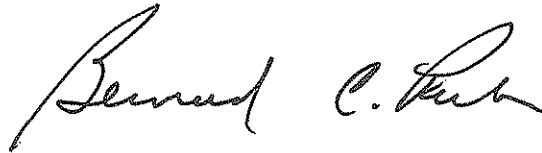


<u>MEMBER</u>	<u>VOTE</u>
BONIN:	YES
KORETZ:	ABSENT
LABONGE:	ABSENT
PARKS:	YES
KREKORIAN:	YES
ARL	
6/11/14	

ADOPTED

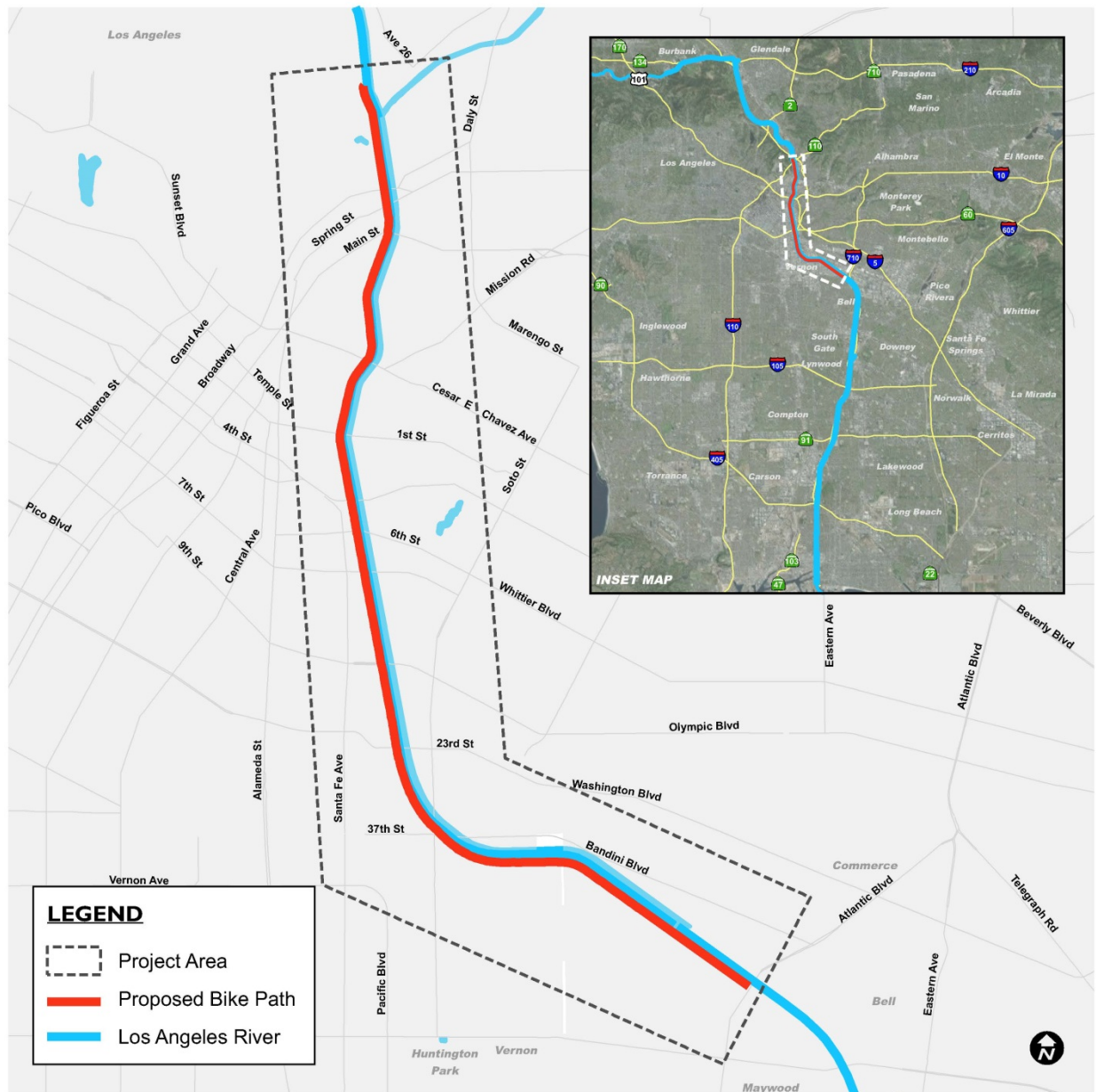
JUN 25 2014

LOS ANGELES CITY COUNCIL



-NOT OFFICIAL UNTIL COUNCIL ACTS-

Project Area Map



Los Angeles River Bike Path Gap Closure Feasibility Study
July 2016



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

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**PLANNING AND PROGRAMMING COMMITTEE
SEPTEMBER 17, 2014**

SUBJECT: LOS ANGELES RIVER BIKEWAY CONNECTION

ACTION: AMEND FY15 BUDGET AND AUTHORIZE STUDY

RECOMMENDATION

Authorize the Chief Executive Officer (CEO) to:

- A. Amend the FY15 budget to add an additional \$100,000 to conduct feasibility study for the Los Angeles River Bikeway Connection

ISSUE

In June 2014, the Metro Board passed a motion directing the CEO to study the closure of a significant gap in the bicycle and pedestrian facilities located along the Los Angeles River and to: (a) develop a proposed scope for studying an in-channel bike path design, (b) recommend a project timeline and proposed implementation strategy, (c) identify and receive input from key stakeholders and study participants, (d) report back to the Board in September on items A-C and a possible recommendation, and (e) immediately initiate discussions with the U.S. Army Corps of Engineers (USACE) concerning any construction within the actual channel (Attachment A).

DISCUSSION

The City and County of Los Angeles have devoted significant time and resources in creating a Los Angeles River Revitalization Master Plan that would eventually revitalize all 51 miles of the river channel, and include bike and pedestrian facilities as a key element of accessibility and mobility. In May 2014, the USACE recommended approval of a \$1 billion proposal to restore habitat, widen the river, create wetlands, and provide pedestrian access points and bicycle paths along an 11-mile stretch of the Los Angeles River north of downtown through Elysian Park. The plan, however, does not include bike and pedestrian facilities for a significant 8-mile gap along the Los Angeles River, between Taylor Yard and the City of Maywood.

Staff anticipates a 9-12 month feasibility study to technically evaluate construction of an in-channel path within the Los Angeles River channel between Taylor Yard and City of Maywood. The study would require participation from key agencies including Metro, USACE, City of Los Angeles Bureau of Engineering (BOE), City of Los Angeles Department of Transportation (LADOT), County of Los Angeles Department of Public Works (LADPW); and other key stakeholders and organizations.

A technical scope is currently being developed to address several core objectives:

- Evaluation of potential in-channel solutions to closing the 8-mile gap, including review of existing analyses, reports and conceptual designs,
- Identification of logical bike and pedestrian access points and access control measures; and safety, security, lighting and maintenance considerations,
- Preparation of necessary hydrologic and engineering analyses required by USACE and key stakeholders,
- Critical reviews by key agencies and stakeholders,
- Identification of required environmental clearances, permits and approvals,
- Preparation of detailed cost estimates, and
- Preparation of a Final Report

In order to encourage a high degree of involvement from key stakeholders, a Technical Advisory Committee (TAC) including representatives from key agencies and stakeholders is being formed to provide oversight and to ensure the most critical technical analyses are addressed. In order to immediately initiate discussions with the USACE, a letter signed by the CEO was sent to the 60th Commander of the Los Angeles District in August to request their participation in the study (Attachment B).

An initial coordination meeting with key stakeholders is being planned for September. The technical scope will be finalized after preliminary meetings with the TAC and after the TAC has had an opportunity to review and comment on the scope. We anticipate the technical scope will be finalized in the fall, and that a request for proposals would be ready for release to either the Planning or Engineering bench in winter 2014. Contract award is anticipated in early 2015. Staff would aim to return to the Board by fall 2015 with preliminary recommendations.

While this feasibility study will focus on addressing the gap in the Los Angeles River Path between the Taylor Yard and Maywood, other efforts are being made to address gaps in other parts of the river path.

Status of Los Angeles River-San Fernando Valley Bike Path Gap

The Board also requested an update on efforts to close bike path gaps in the San Fernando Valley. The completion of gaps in the Los Angeles River in the Valley, generally are within the boundaries of Owensmouth to Riverside, which is a distance of approximately 20 miles. Attachment C provides a summary table of the status and lead agencies responsible for completing bike path segments in the San Fernando Valley.

The City of Los Angeles applied for approximately \$5.4 million of funding to the current cycle of the California State Active Transportation Program (ATP) for constructing a project that would close a gap from Owensmouth to Mason, which would be at the headwaters of the western terminus of the Los Angeles River. The LA River Bike Path-Headwaters, Owensmouth/Mason project was previously recommended for funding through the 2011 Metro Call, but as Federal transportation funds shifted to the State, the City's only option was to reapply for funding. Although the State portion did not fund the

project in August, there is potential for the project to be funded through SCAG's share of ATP funds, which will be announced in September.

The County of Los Angeles Department of Public Works is currently preparing for the release of a Draft Preliminary Scoping Report (PSR), Los Angeles River Bike Path Project from Whitsett Avenue to Riverside Drive. This would help complete another gap that would extend the bike path west of Griffith Park. The PSR identifies the opportunities and constraints for route options, design alternatives, environmental work, construction costs and etc., which would assist the County to decide on further developing a Project Design Concept (PDC). The approval of a PDC would then support the implementation of the project.

DETERMINATION OF SAFETY IMPACT

The Los Angeles River In-Channel Bike Path Feasibility Study will not have adverse safety impacts on our employees and patrons. A key element of the feasibility study will be to identify and assess any safety impacts related to construction and operation of an in-channel bike path.

FINANCIAL IMPACT

The FY15 budget would need to be amended to add \$100,000 in cost center number 4320, under project number 405301, Bicycle Program. This amendment would augment the existing budget amount of \$200,000, in order to cover the estimated cost of the study. As this is a multi-year program, it will be the responsibility of the cost center manager and the Executive Director of Countywide Planning to budget funds in future years.

Impact to Budget

The source of funds for the Los Angeles River Bikeway Connection study are Propositions A and C and TDA Administration. These funds are not eligible for bus and rail capital or operating expenses.

ALTERNATIVES CONSIDERED

The Board may choose to not authorize the proposed budget amendment of \$100,000 for the feasibility study. This alternative is not recommended as doing so would be contrary to the Board direction provided in June.

NEXT STEPS

Upon approval, we will work with the TAC to finalize a technical scope of work and identify critical issues. Once the technical scope has been completed an RFP can be released.

ATTACHMENTS

- A. June 2014 Motion: Los Angeles River Bikeway Connection
- B. CEO Letter to USACE Commander
- C. Status of LA River Bikeway Segments in the Valley

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Martha Welborne, FAIA
Chief Planning Officer



Arthur T. Leahy
Chief Executive Officer

PLANNING AND PROGRAMMING COMMITTEE**MOTION BY:**

**MAYOR ERIC GARCETTI, SUPERVISOR GLORIA MOLINA,
AND DIRECTOR MIKE BONIN**

June 18, 2014

Los Angeles River Bikeway Connection

The City and County of Los Angeles have devoted significant time and resources in creating a Los Angeles River Revitalization Master Plan. This Plan incorporates transportation infrastructure as a key element of accessibility and mobility for the LA River, and addresses the need to have a regionally connected bikeway network. The County and many cities in the Los Angeles River Corridor, often with the assistance of the Los Angeles County Metropolitan Transportation Authority (MTA), have implemented major infrastructure and recreation areas along the river, its tributaries, and connecting surface streets.

In May 2014, the U.S. Army Corps of Engineers recommended approval of an ambitious, \$1-billion proposal to restore habitat, widen the river, create wetlands and provide pedestrian access points and bicycle paths along an 11-mile stretch of the LA River north of downtown through Elysian Park. This proposal, known as "Alternative 20," is the starting point for projects that will eventually revitalize all 51 miles of the river, from the San Fernando Valley to Long Beach.

However, the plan does not cover the most significant gap along the Los Angeles River, between the bicycle and pedestrian facilities in the Elysian Valley to the existing LA River Path that connects the City of Maywood to the City of Long Beach. This gap was also identified in MTA's Bicycle Transportation Strategic Plan adopted in 2006.

This gap is located in areas where the LA River is surrounded by active train tracks and industrial uses, which make it difficult to acquire the necessary right-of-way for placement of a bike path and pedestrian access on the river banks.

Recently a conceptual technical study was presented to MTA, which focuses on an "In River Channel Bike Path," similar to the bicycle path along the Arroyo Seco in the City of Los Angeles. As the Regional Transportation Planning Agency, MTA is best suited to coordinate regional, countywide bicycle efforts. A study of this nature will require multi-agency stakeholder coordination, and should include a detailed analysis of potential bicycle, pedestrian, and transit connections to the LA River facilities.

(CONTINUED)

WE, THEREFORE, MOVE that the Board direct the Chief Executive Officer to:

- A.** Develop a proposed scope for studying an in-channel bike path design, with logical pedestrian linkages along ingress and egress areas, that connects the missing link from Taylor Yard to the City of Maywood;
- B.** Recommend a project timeline and a proposed implementation strategy to advance a comprehensive bike channel study;
- C.** Identify and receive input from key stakeholders and study participants;
- D.** Report back to the Board in September 2014 on Items A - C and a possible recommendation for implementation.


Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

Arthur T. Leahy
Chief Executive Officer
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metro.net

July 24, 2014

Col. Kimberly M. Colloton, PMP
60th Commander, Los Angeles District
U.S. Army Corps of Engineers
915 Wilshire Blvd., Suite 930
Los Angeles, CA 90017

SUBJECT: LA RIVER IN-CHANNEL BIKE PATH FEASIBILITY STUDY

Dear Col. Colloton,

I am writing you to request the participation of the US Army Corps of Engineers (USACE) Los Angeles District in evaluating a conceptual plan for an in-channel bike path in the Los Angeles River that would close a significant gap in the LA River path. This request comes on the heels of the USACE LA River Ecosystem Restoration and Integrated Feasibility Report and the Corps' landmark recommendation to support a \$1 billion proposal to restore ecosystems and increase access along an 11-mile stretch of the LA River. The implementation of Alternative 20 will be truly transformative for the future of the LA River.

The County of Los Angeles Metropolitan Transportation Authority (Metro), the City of Los Angeles and County of Los Angeles also recently demonstrated their support for closing an 8-mile gap in the regional bike network along the LA River, between Taylor Yard and the City of Maywood. To this end, the Metro Board directed staff to initiate a feasibility study to evaluate closing this gap and to initiate discussions with USACE regarding the potential for an in-channel path.

We respectfully request your agency's participation in a technical advisory committee role to provide oversight and identify specific technical analyses, to effectively evaluate how an in-channel bike path could be achieved while maintaining necessary flood damage reduction and safety protections.

The core study objectives would include: evaluating potential in-channel solutions to closing the 8-mile gap, identification of potential access and ingress points and access control measures, preparation of necessary hydrologic and engineering technical evaluations, critical reviews by key agencies and stakeholders, and identification of necessary steps to achieve critical clearances and approvals.

Thank you for your consideration and identification of representatives who could participate in this important study. If you have any questions related to the study please contact Eric Carlson at (213) 922-3052.

Sincerely,

Arthur T. Leahy
Chief Executive Officer

cc: Mayor Eric Garcetti, City of Los Angeles
Councilmember Mike Bonin, City of Los Angeles Supervisor
Gloria Molina, County of Los Angeles
Richard J. Leifield, USACE Chief, Engineering Division
Terri Kaplan, USACE Chief, Asset Management Division
Josephine Axt, USACE Chief, Planning Division
Martha Welborne, Chief Planning Officer

STATUS OF LA RIVER BIKEWAY SEGMENTS IN THE VALLEY
(Owensmouth to Riverside, approximately 20 miles)

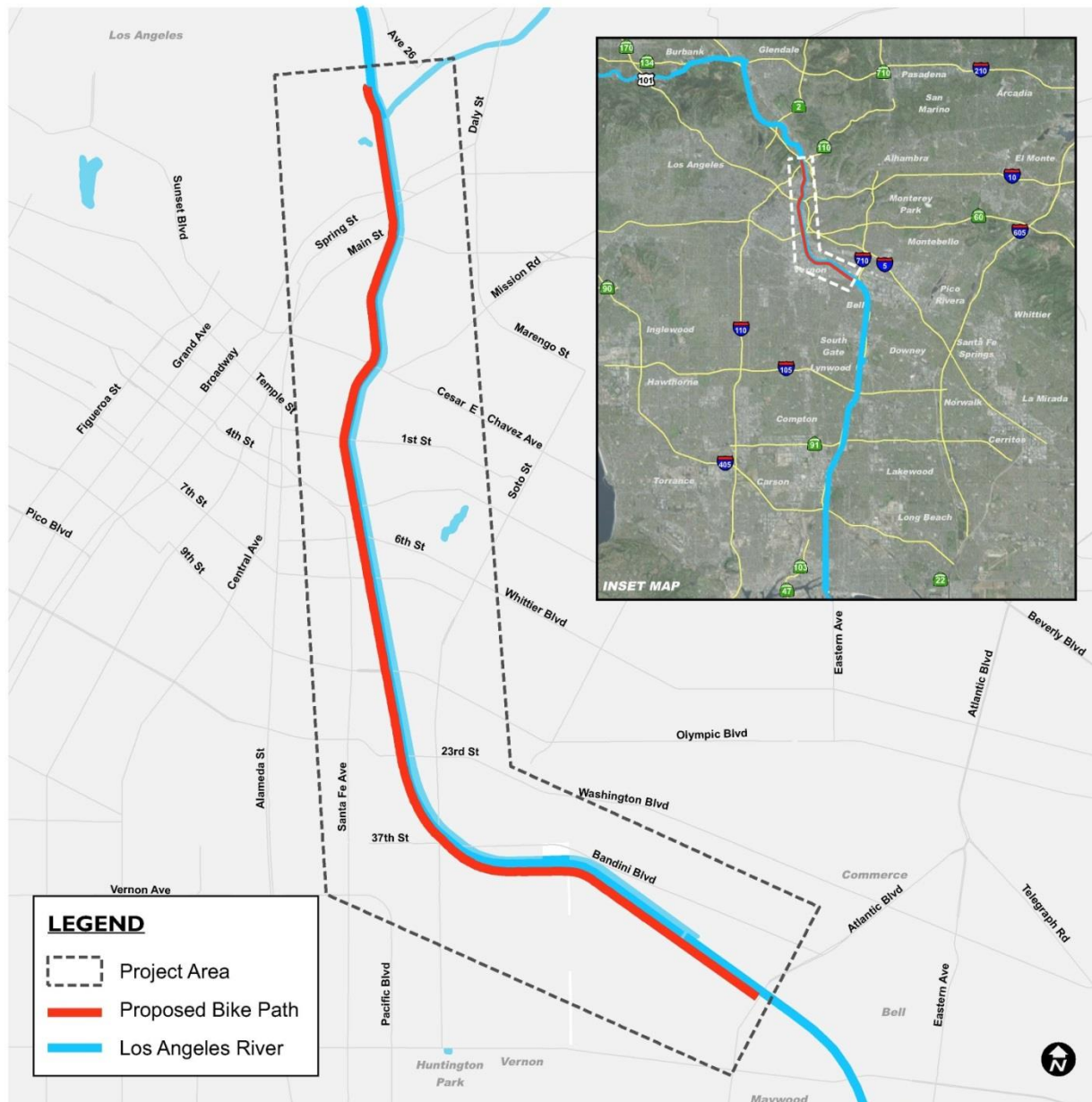
Segment	Status	Agency
Owensmouth to Mason	City of LA applying to ATP program; Partially designed by Bureau of Street Services; key connection needed to/from Metro Orange line over the river at Canoga	City of LA
Mason to Vanalden (south bank)	Mason to Winnetka complete; Winnetka to Vanalden is a greenway needing upgrade to bike path standards; signalization and connections improvements to and from this segment maybe needed	City of LA
Vanalden to Reseda (south bank)	In design, nearing completion by the Trust for Public Land, but needs funds and connections to/from area	City of LA
Reseda to White Oak (south bank)	Needs connections across Reseda Park (City facility), Victory, across Caballero Creek, across Lindley, and to Sepulveda Basin	City of LA
White Oak to Louise (north bank)	Path along the north bank between White Oak and Louise to Metro Orange Line bridge, which needs an underpass to connect to a planned City Prop. K project.	City of LA
Louise to Balboa (north bank)	Planned City Prop. K project (the river buffer portion of the Sepulveda Basin Sports Complex project) between the Orange Line bridge and Balboa on the north bank	City of LA
Balboa to Sepulveda (TBD)	Design and construction needed for all including connections	City of LA
Sepulveda to Kester (south bank)	In construction by the City	City of LA
Kester to Coldwater Canyon (south bank)	Design and construction needed for all including connections; ends in Studio City of City Prop K. path	City of LA
Coldwater Canyon to Whitsett	Requesting status from City of LA	City of LA
Whitsett to Riverside	County of LA developing draft project scoping report	County of LA

Los Angeles River Bike Path Gap Closure

Recommendations

- **Receive and File the Los Angeles River Bike Path Gap Closure Feasibility Study**
 - **Engineering feasibility considering**
 - Neighborhood connectivity and character of the surrounding communities
 - Regional significance as a network gap closure
 - Safety and hydraulic performance
 - Environmental, permitting, and real estate requirements
 - Construction cost and maintenance needs

Project Area

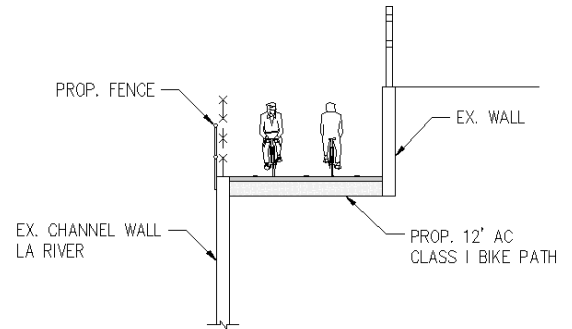


Metro

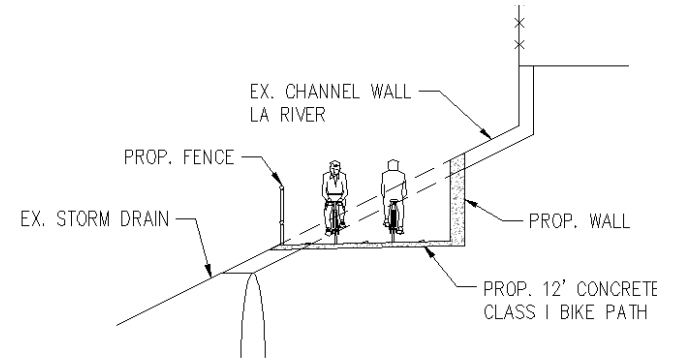
Challenges



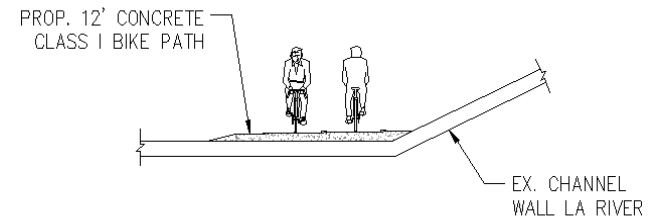
Top of bank



Side cut



Channel bottom



Findings

- **Engineering**

- Feasible to close gap with creative engineering
- Requires close coordination with adjacent rail operations and development projects

- **Environmental**

- No hydraulic impacts expected
- Many potentially impacted bridges are historical
- Need to coordinate with river restoration efforts

- **Estimated cost: \$200 - \$320M**

- 8 miles of grade-separated path and 16 access points
- Varies with alignment, access point, and bridge crossing treatments
- Includes 40% cost for contingency, engineering, permitting, real estate, and construction administration
- Cost/ mile consistent with other similar LA River Bike Path segments



Metro

Next Steps

- **Pending Board approval, staff will develop a scope of work for the Project Approval/ Environmental Documentation consultant team**
- **Advance letter to the Army Corps of Engineers**
- **Continue to coordinate with agencies and stakeholders**



Board Report

File #: 2016-0527, File Type: Program

Agenda Number: 9.

PLANNING AND PROGRAMMING COMMITTEE SEPTEMBER 14, 2016

SUBJECT: OPEN STREETS GRANT PROGRAM

ACTION: APPROVE OPEN STREETS GRANT PROGRAM - CYCLE TWO

RECOMMENDATION

CONSIDER awarding and programming a total of \$4.14 million for Cycle Two (2) of the **Open Streets Grant Program per the Metro Board Motion 72** (Attachment A) and programmatic support as follows:

- A. AWARDING \$4.04 million to 17 new Open Street events scheduled through December 2018 (Attachment B-1);
- B. PROGRAMMING the Cycle One (1) 626 Golden Street event with up to \$200,000 of supplemental funds to execute the event due to postponement from the June Reservoir and Fish fires. The costs to stage the 626 Golden Streets event will not exceed the \$393,600 amount as was originally allocated by the Board; and
- C. REPROGRAMMING \$100,000 from canceled Cycle One Open Street event Car Free Carson towards Cycle Two.

ISSUE

In September 2013 the Metro Board approved the Open Streets Competitive Grant Program framework to fund a series of regional car-free events in response to the June 2013 Board Motion 72. The approved framework includes the following:

- An annual allocation up to \$2 million.
- Competitive process and program.
- Technical process to collect data and evaluate the events.

In March 2016 The Metro Board approved initiation of Cycle Two of the Open Streets Grant Program (Attachment C). The Cycle Two recommendation includes funding for 17 new events and supplemental programmatic elements per the June 2013 Motion 72, for a total of \$4.14 million over 2.5 fiscal years. This funding recommendation is within the approved framework of an annual allocation of up to \$2 million. Board approval is necessary to program the funds to 17 Cycle Two

events, supplemental funding for one (1) postponed Cycle One event and reprogramming of one (1) Cycle One event.

DISCUSSION

Open Street events are temporary one-day events that close the streets to automotive traffic and open them to people to walk, bike or roll. The goals of the Open Streets Grant Program are to provide opportunities for 1) riding transit, walking and riding a bike, possibly for the first time, 2) to encourage future mode shift, and 3) civic engagement to foster the development of multi-modal policies and infrastructure at the local level.

Cycle One Summary

In response to the June 2013 Metro Board Motion 72 staff developed a comprehensive framework and competitive grant process to solicit and evaluate applications for Open Street events throughout Los Angeles County. At the June 18, 2014 meeting, the Board awarded \$3.7 million to 12 jurisdictions. 10 of the 12 events awarded in Cycle One were implemented totaling 68 miles of Open Streets in Los Angeles County. The Car Free Carson event was canceled, at the request of the City, due to financial constraints. We are requesting the Car Free Carson grant award of \$100,000 be reprogrammed in Cycle Two. The South Pasadena 626 Golden Streets event was postponed due to public safety concerns related to the nearby Reservoir and Fish wild fires. The South Pasadena led event will be rescheduled for winter/spring 2017 during Cycle Two. The City and their partners have spent funds on marketing, traffic control, event coordination, planning and logistic costs related to the postponed event that the Grantee is unable to recoup. We are requesting that Cycle Two programming include up to \$200,000 to cover any costs necessary for the Grantee to move forward and implement the 626 Golden Streets event. Not including non-recoupable costs, the cost to stage the 626 Golden Streets event during Cycle Two will not exceed the \$393,600 amount as was approved by the Board during Cycle One. Staff will coordinate with the Grantee to ensure that any potential scope changes are consistent with the original Cycle One funding recommendation.

Per Board Motion 72, staff has initiated an evaluation of the events implemented in Cycle One utilizing grantee's post implementation reports, transit TAP data and other sources. The initial event data shows the following:

- Boarding increased an average of 10% systemwide on the day of events
- Boarding on the Metro Expo Line increased 26% during the December 7, 2014 CicLAvia: South LA;
- Metro Gold Line Boardings increased by 32% during the May 31, 2015 CicLAvia: Pasadena;
- Systemwide Day Pass sales increased an average of 17% on the day of events and;
- Systemwide 30 Day Pass sales increased an average of 12% on the day of events.

A Request for Proposals (RFP) package was released in spring 2016 to conduct an in depth evaluation study of the 10 events implemented in Cycle One. Proposals are currently being evaluated. The evaluation study will be completed upon receipt of all Cycle One post event evaluation reports.

The evaluation study consultant will also work with Cycle Two grantees to collect data on participation numbers, participants, business response to the event and the number of bikes utilizing rail to get to and from the event. The consultant will unify these reports by providing a standardized methodology to count participation and collect responses from participants and businesses. The outcome of the study will be a comprehensive analysis of all 17 Cycle Two events. By selecting one group to lead an evaluation, instead of each city collecting their own data, we will ensure a consistent methodology across all the events and thus produce a more cohesive, valid and uniform evaluation of these events.

Open Streets Cycle Two

Outreach

In March 2016 The Metro Board approved initiation of Cycle Two of the Open Streets Grant Program (Attachment C). Following the Board approval of the Open Streets Grant Program Cycle Two, staff conducted extensive outreach, presenting the program to the Councils of Governments (COG), the Technical Advisory Committee (TAC) and the Streets and Freeways Subcommittee. Staff released the Open Streets Grant Application online on March 31, 2016 and subsequently hosted an Open Streets Program Workshop on April 14, 2016. The workshop featured speakers from across the region, who have implemented open street events, sharing guidance on how to plan and implement an event and Metro staff providing instructions on how to apply for grant funding. Over 100 people representing the cities and agencies across the Los Angeles Region attended the events that Metro attended and hosted.

Evaluation and Recommendation

A total of 19 project applications were received on May 12, 2016 that included a total of \$4.25 million of funding requests. The event applications are diverse in scope ranging from 0.5 to 6.6 miles in length and are representative of the region (Attachment B-2). The application evaluation was conducted by an internal technical team with experience in multi-modal transportation, including representatives from Planning and Operations. The events were evaluated based on their ability to meet the project feasibility and route setting guidelines approved by the Board that stressed readiness, partnership expertise and connections to transit and existing active transportation infrastructure. Additional criteria requested by the Board and new to this Cycle include extra points for disadvantaged communities as determined by CalEnviroScreen Score, cities who have never hosted an Open Street event, and multi-jurisdictional events. Of the 19 applications received, 13 were for routes along disadvantaged communities, 11 applicant cities have not hosted an Open Street event, and 7 applications received were for multi-jurisdictional events. Of the 19 applications submitted, 17 received passing scores for a total of \$4.04 million of recommended funding requests, allocating the applicants' full funding request.

There were two applications that did not receive passing scores from the Cities of Redondo Beach and Artesia. The events proposed were both approximately a mile or less in length; they did not score competitively in the route setting, project feasibility and regional significance categories; and did not meet the goals of the program as outlined in Metro Board Motion 72. Shall the Board authorize

additional funding for a future program cycle; staff will work with these two cities to develop more competitive applications. Specifically, in the future staff could work with the cities to consider a route that more closely meets the industry standard of four miles.

Cycle Two includes 2.5 years of Open Street programming, with the first event being proposed for fall 2016 and the final event being proposed for winter 2018. The 2.5 year timeline will allow for the staging of events within the December 2018 deadline and ensure that events will maximize attendance and regional participation by not being held on consecutive dates. Funded events are regionally diverse, connected to transit stations, regional bikeways and major activity centers.

Up to an additional \$200,000 is being recommended in order to make the City of South Pasadena whole for expenses incurred in planning the 626 Golden Streets event during Cycle One. The 626 Golden Streets event was postponed four days prior to the event due to the wild fires. The award will allow the City of South Pasadena to carry out planning, coordination and other related work in order to stage the Cycle One funded event during Cycle Two. The costs to stage the new 626 Golden Streets event will not exceed the \$393,600 amount as was originally allocated by the Board.

Staff will utilize funds from the FY 16/17 budget allocation to cover expenses for Rail Operations, Marketing and Community Relations support for Open Streets events through December 2018. Operations is required to support the events with increased rail supervisors at grade crossings, at stations for crowd control, and to provide a bus and operator for community outreach on the day of events. Community Relations and Marketing is needed for event day of support, management and procurement of marketing materials, transport of marketing and outreach goods, staff training and TAP outreach and sales.

DETERMINATION OF SAFETY IMPACT

The Open Streets Grant Program Cycle Two will not have any adverse safety impacts on our employees and patrons.

FINANCIAL IMPACT

The funding of \$1.1 Million for the first year of the program is included in the FY17 budget in cost center number 0441, Active Transportation and Sustainability, under project number 410077, Open Street Grant Program. We expect \$1.1 Million to cover anticipated invoices for events (including Cycle One and Two) in this fiscal year. Since this is a multi-year program, the cost center manager and Chief Planning Officer of Countywide Planning will be responsible for budgeting the costs in future years.

Impact to Budget

A local funding source, Proposition C 25%, will be utilized for Open Streets. These funds are not eligible for Bus and Rail Operating and Capital expenses.

Proposition C 25% funds are eligible for transportation system management/demand management (TSM/TDM) programs such as Open Streets events. SCAG identifies Open Street Events as

Transportation System Management / Demand Management (TSM/TDM) programs in the 2012 RTP Congestion Management Appendix in the section titled Congestion Management Toolbox - Motor Vehicle Restriction Zones. Should other eligible funding sources become available, they may be used in place of the identified funds.

ALTERNATIVES CONSIDERED

The Board may choose to not approve the recommended funding of Cycle Two of the Open Streets Grant Program. This alternative is not recommended as it is not in line with the June Board Motion 72 establishing a Metro Open Streets Grant Program.

NEXT STEPS

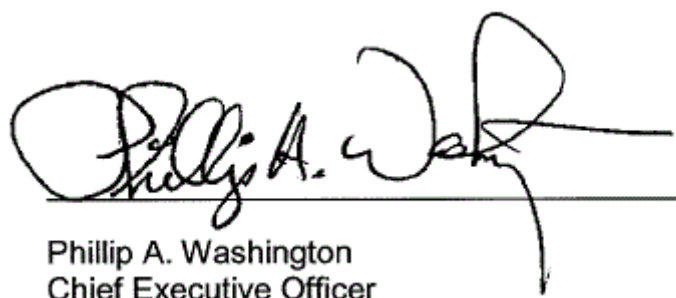
Upon approval, we will notify project sponsors of the final funding award and proceed to initiate memorandum of understanding.

ATTACHMENTS

Attachment A	June 2013 Metro Board Motion 72
Attachment B-1	Open Streets Grant Program Cycle Two Summary of Funding and Recommendations
Attachment B-2	Open Streets Grant Program Cycle Two Map
Attachment C	March 2016 Metro Board Approved Cycle Two Application and Guidelines

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



Phillip A. Washington
Chief Executive Officer

**MOTION BY
MAYOR ANTONIO R. VILLARAIGOSA,
SUPERVISOR GLORIA MOLINA,
DIRECTOR ARA NAJARIAN, DIRECTOR MEL WILSON**

Planning and Programming Committee
June 19, 2013

Los Angeles County “Open Streets” Program

Across the nation, cities have begun hosting “open streets” events, which seek to close down streets to vehicular traffic so that residents can gather, exercise, and participate in pedestrian, bicycling, skating and other related activities.

These events are modeled after the “*Ciclovías*” started in Bogota, Colombia over thirty years ago in response to congestion and pollution in the city.

In 2010, Los Angeles held its first “open streets” event, called CicLAvia.

After six very successful events, CicLAvia has become a signature event for the Los Angeles region.

With over 100,000 in attendance at each event, CicLAvia continues to successfully bring participants of all demographics out to the streets.

This event offers LA County residents an opportunity to experience active transportation in a safe and more protected environment, and familiarizes them with MTA transit options and destinations along routes that can be accessed without an automobile.

The event also takes thousands of cars off the streets, thereby decreasing carbon emissions.

Bicycling, as a mode share, has increased dramatically within LA County in the last years, boosted largely by the awareness brought about by these “open streets” programs.

Over the past decade, LA County has seen a 90% increase in all bicycle trips.

CONTINUED

In response to this growing demand, many local jurisdictions have begun implementing robust bike infrastructure and operational programs that enhance the safety and convenience of bicycling as a mode of travel.

Seeing the success of CicLAvia in Los Angeles, these jurisdictions have expressed a desire to pursue their own “open streets” events to increase awareness for active transportation and reduced reliance on the private automobile.

MTA should partner alongside a regional “open streets” type program in order to coordinate, assist, and promote transit related options.

These events will become a significant contributor to MTA’s overall strategy to increase mobility and expand multi-modal infrastructure throughout the region.

They will also promote first-mile/last-mile solutions and fulfill the Sustainable Communities Strategy Plan, as proposed by the Southern California Association of Governments.

WE THEREFORE MOVE THAT the MTA Board of Directors direct the CEO to use the following framework in order to create an “open streets” program:

1. Identify an eligible source of funds to allocate annually up to \$2 million to support the planning, coordination, promotion and other related organizational costs.
2. Report back at the September 2013 Board meeting a recommended competitive process and program, working with the County Council of Governments and other interested cities, to implement and fund a series of regional “open streets” events throughout Los Angeles County.
3. Develop a technical process to collect data and evaluate the cost and benefits (e.g. transit use increases, reduction of air emissions, etc.) of these events.

###

CYCLE TWO APPLICATIONS

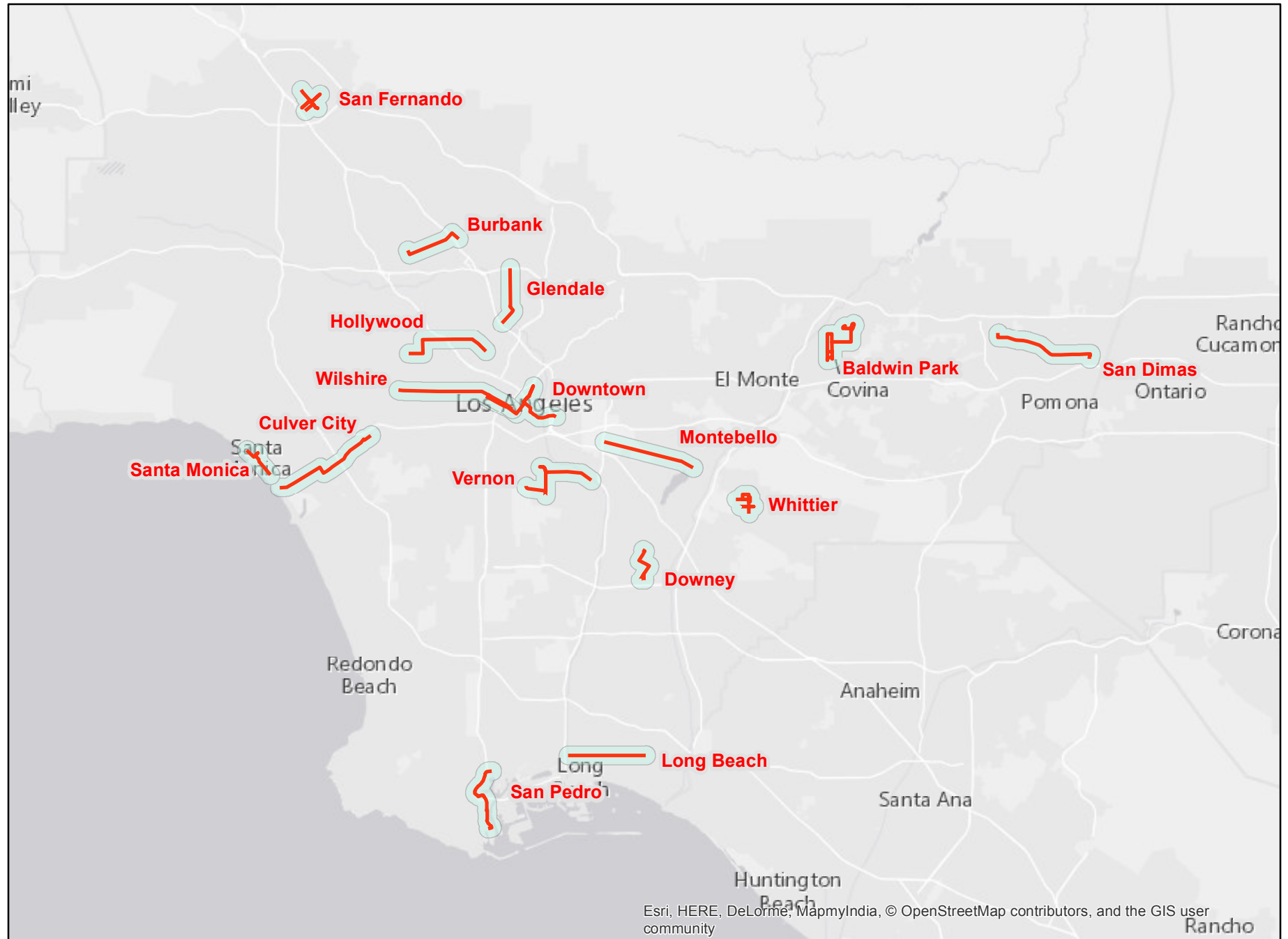
	Applicant	Open Street Event	Date	Rail Stations and Regional Bike/Ped Paths	First Length in Time		Disadvantaged	Multi-Jurisdictional	Score	Total Request	Awarded
					Miles	Event					
1	West Hollywood	CicLAvia: Meet the Hollywoods	Spring 2018	Sunset/Vermont, Hollywood/Western, Hollywood/Vine, Hollywood/Highland	5.5	X	X	X	92.3	\$ 298,000.00	\$ 298,000.00
2	Burbank	Burbank on the Boulevard	Spring 2017	North Hollywood Station, Downtown Burbank Station, Chandler Bike Path	3.27	X			89.3	\$ 149,000.00	\$ 149,000.00
3	Culver City	CicLAvia: Culver City to the Beach	Spring 2017	Culver City Station, Ballona Creek Bike Path, North County Bike Path	6.58			X	89.0	\$ 298,000.00	\$ 298,000.00
4	Los Angeles	CicLAvia Heart of LA	Winter 2018	7th/Metro Center, Westlake/MacArthur Park, Pershing Square, Civic Center/Grand Park, Union Station	6		X		87.0	\$ 312,800.00	\$ 312,800.00
5	Baldwin Park	Pride of the Valley Open Streets	Summer 2017	Baldwin Park Station, Duarte/City of Hope Station, San Gabriel River Trail	6.8	X	X	X	86.8	\$ 206,821.00	\$ 206,821.00
6	Vernon	River to Rail: Vernon & Huntington Park's Open Streets Event	Summer 2017	Slauson Station, Los Angeles River Bike Path	5.17	X	X	X	86.8	\$ 199,000.00	\$ 199,000.00
7	Los Angeles	CicLAvia Heart of LA	Fall 2017	7th/Metro Center, Westlake/MacArthur Park, Pershing Square, Civic Center/Grand Park, Union Station	6		X		83.8	\$ 312,800.00	\$ 312,800.00
8	Los Angeles	CicLAvia Iconic Wilshire	Winter 2017	7th/Metro Center, Westlake/MacArthur Park, Wilshire/Vermont, and Wilshire/Western	6.3				79.5	\$ 312,800.00	\$ 312,800.00
9	Glendale	CicLAvia: Glendale meets Atwater Village	Spring 2017	Glendale Station, Los Angeles River Bike Trail	3	X	X	X	78.8	\$ 179,520.00	\$ 179,520.00
10	Santa Monica	Coast Santa Monica's Open Street Event	Summer 2018	Downtown Santa Monica Station, North County Bike Path, Expo Bike Path	2.06				78.7	\$ 149,000.00	\$ 149,000.00
11	Downey	Downey Ride & Stride Open Streets Event	Spring 2017	Lakewood Station	4.96		X		78.0	\$ 125,528.00	\$ 125,528.00
12	San Fernando	Healthy San Fernando Open Street Event	Fall 2017	San Fernando Station, Metrolink Bike path	4	X	X		77.5	\$ 148,800.00	\$ 148,800.00
13	Long Beach	Beach Streets: Anaheim Corridor	Fall 2016	Anaheim Street Blue Line Station, Los Angeles River Bike Trail	4.1		X		77.3	\$ 190,000.00	\$ 190,000.00
14	Whittier	Whittier Walk and Roll Street Festival	Summer 2017	Whittier Greenway Trail	6	X	X		76.8	\$ 119,000.00	\$ 119,000.00
15	Montebello	Cruising Whittier Blvd.	Spring 2018	Maravilla Station, Rio Hondo Bike Path	4.95	X	X	X	76.0	\$ 149,000.00	\$ 149,000.00
16	San Dimas	CicLAvia: Route 66	Spring 2018	Claremont Station, Pomona North Station	5.76	X	X	X	75.0	\$ 596,000.00	\$ 596,000.00
17	Los Angeles	San Pedro Willmington Open Streets	Summer 2017		4.23		X		74.3	\$ 289,600.00	\$ 289,600.00
18	Artesia	Artesia International Street Fair & Diversity Festival	Fall 2016		0.5	X			68.3	\$ 96,000.00	\$ -
19	Redondo Beach	Artesia-A-Go-Go	Summer 2018		1	X			62.3	\$ 120,000.00	\$ -
Total										\$ 4,251,669.00	\$ 4,035,669.00

CYCLE ONE CANCELED EVENT

Applicant	Open Street Event	Date	Rail Stations and Regional Bike/Ped Paths	Length in Miles	New App	Disadvantaged	Score	Award	Reprgramed to Cycle Two
Carson	Car Free Carson	Spring 2016	Del Amo Station	5	X	X	92	\$ 100,000.00	\$ 100,000.00

CYCLE ONE POSTPONED EVENT

Applicant	Open Street Event	New Date	Rail Stations and Regional Bike/Ped Paths	Length in Miles	New App	Disadvantaged	Score	Original Award	Max needed to execute event
South Pasadena	626 Gloden Streets	Spring 2017	Arcadia, Monrovia, Duarte, Irwindale, Alameda in Azusa, Citrus. San Gabriel River Regional Pedestrian/Bicycle Trail	17+	X	X		393,600	200000



0 5 10 20 Miles

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Metro

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



Board Report

File #:2016-0084, File Type:Application

Agenda Number:9

**PLANNING AND PROGRAMMING COMMITTEE
MARCH 16, 2016**

SUBJECT: OPEN STREETS GRANT PROGRAM CYCLE 2**ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

AUTHORIZE the Metro Open Streets Grant Program Cycle 2 Application and Guidelines.

AMENDMENT by SOLIS that bonus points be given to disadvantaged communities and have multi-jurisdictional/regional events using the CalEnviroScreen assistance for first time applicants. Also asked staff to seek opportunities to work with the Councils of Governments.

ISSUE

In June 2013 the Board adopted Motion 72 (Attachment B), directing staff to award up to \$2 million annually to support Open Street events. Cycle 2 guidelines and application (Attachment A) build on the Cycle 1 framework to support a competitive process. Board authorization of the Open Streets Cycle 2 competitive grant program, application package and guidelines are needed in order to proceed.

DISCUSSION

Open Street events are temporary one-day events that close streets to automotive traffic and open them to people to walk, bike or roll. Cycle 1 of the Open Streets Grant Program was successful in encouraging participants to ride transit and walk and ride a bike on urban streets, possibly for the first time. The Open Streets Grant program provides opportunities for economic development and the improvement of public health, since they get people out onto the street patronizing local businesses - all while exercising and interacting with their community. The Metro Outreach Booth at Open Streets events provides a platform for public input on Metro active transportation corridor projects such as the LA River and Rail to River and other programs, including the Countywide Bike Share Program. During Cycle 2 events the booth will continue to provide a location in the community to promote Metro programs.

Cycle 1 Implementation

In response to Motion 72 (Attachment B) staff developed a comprehensive framework and competitive grant process to solicit and evaluate applications for open street events throughout Los Angeles County. At the June 18, 2014 meeting, the Board awarded \$3.7 million to 12 jurisdictions (Attachment C). To date, 5 of the 12 events awarded funding in Cycle 1 have been staged totaling nearly 32 miles of streets closed to cars and opened to pedestrians, bicyclists and other non-motorized forms of transportation. The remaining events to be held in spring 2016 will add an additional 52 miles of Open Streets. The events have allowed participants to experience the region in a car-free and or car-light manner and ride transit possibly for the first time.

To support cities in executing Open Street events, staff held a half day workshop that highlighted the objectives of the program; the process for planning, implementation and reimbursement; and showcased examples of previous successful regional events.

Cycle 1 Evaluation

Per Board Motion 72, staff has begun to conduct an evaluation of Cycle 1 utilizing grantee's post implementation reports, transit TAP data and other sources. The initial event data shows:

- Boarding on the Metro Expo Line increased 26% during the December 7, 2014 CicLAvia: South LA;
- Metro Gold Line Boarding increased by 32% during the May 31, 2015 CicLAvia: Pasadena;
- 86% of responding businesses along the Long Beach: Beach Streets route responded that they would like to see another Open Streets event in their community
- Overall sales of Day Passes to the Metro system increased an average of 17% systemwide on the day of events and;
- Sales of 30 Day Passes increased 12% on the day of events.

A Request for Proposals (RFP) package is expected to be released in the spring of 2016 seeking the professional services of a contractor to conduct an in depth evaluation study of the twelve events included in Cycle 1. The evaluation study will be completed upon receipt of all Cycle 1 post event evaluation reports.

Cycle 2 initiation

The success of the Open Streets Grant Program funded events to date has been the result of the strong partnership among Metro, the grantee cities, and nonprofits such as CicLAvia, Bikeable Communities, BikeSGV and others. Staff will encourage similar partnerships with the Cycle 2 Open Street Program solicitation process. The proposed application and guidelines for Cycle 2 are informed by feedback from applicants, grantees and participants of Cycle 1. In response to feedback and in order to ensure that the Cycle 2 program continues to serve to increase multi-modal access, advance active transportation at local levels and encourage transit usage, the following modifications have been made to the application and guidelines:

- Proposed route length should be based on national and regional best practices;
- Event should be regional in nature, having the ability to attract participants from surrounding and countywide jurisdictions
- Applicants will be required to include a detailed transit agency coordination plan with Metro

- and any other agencies operating service adjacent to the event route
- A maximum funding ceiling was implemented based on population share for large cities and \$149,000 for smaller cities not partnering with other jurisdictions. The amount of \$149,000 is utilized since it is a sufficient amount of funds to create a community-scaled open streets event based on cost observed in Cycle 1 and it is the maximum amount the FHWA allows for a simple procurement process.
 - Counts of bicyclists exiting at all rail transit stations directly adjacent to the event route will be required as part of the post event reporting requirements.
 - Day of event surveys of participants arriving to Open Street events on rail to determine frequency of Metro Rail ridership will be required as part of the post event reporting requirements.
 - Metro's selected Cycle 1 evaluation study contractor will provide support to Cycle 2 grantees to assist with data collection of participation counts, surveys and other information.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

There is no impact to the FY 16 budget. Up to \$4 million for Cycle 2 will be requested during the FY 2017 and FY 2018 budget process. As this is a multi-year program it will be the responsibility of the cost center manager and the Chief Planning Officer to budget funds in future years.

Impact to Budget

There is no impact to the FY16 budget. Staff will work with Regional Programming, Budget and Local Programs and the Office of Financial Services to identify a funding source and will request funds through the FY17 budget process.

ALTERNATIVES CONSIDERED

The Board has the option to not approve the Cycle 2 initiation. This alternative is not recommended as it is not in line with previous Board direction.

NEXT STEPS

Upon Board approval, staff will release the application package for the Open Streets program. An easy to fill-out web-based application will be utilized and an informational workshop will be held for applicants. It is anticipated that the application will be released in early spring 2016 with staff returning for Board approval of the Cycle 2 Open Street Grant Program in fall 2016.

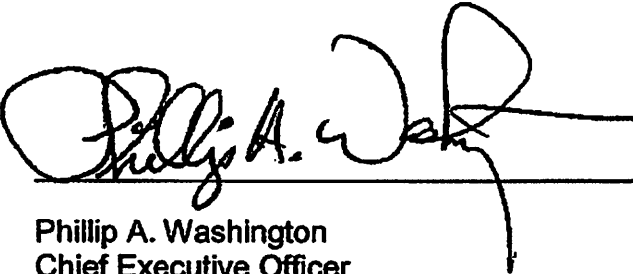
ATTACHMENTS

Attachment A - Open Streets Cycle 2 Application Package & Guidelines
Attachment B - June 27, 2013 Board Motion #72

Attachment C - June 18, 2014 Planning and Programming Committee Item #15

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Phillip A. Washington
Chief Executive Officer



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Open Streets Cycle 2 Program Guidelines and Application

All fields are required for application submission unless noted.

Program Guidelines

Program Objectives

Open Streets are events which temporarily close the streets to automobiles and open them up to people to re-imagine their streets while walking, biking, rollerblading or pushing a stroller in a car-free environment. The goals of the program are to encourage sustainable modes of transportation (biking, walking and transit), provide an opportunity to take transit for the first time, and provide an opportunity for civic engagement that can foster the development of city's multi-modal policies.

Eligibility

Applicants must be a city/county within Los Angeles County. Funding may be distributed to more than one event per city/jurisdiction until the city/jurisdiction maximum funding allocation is reached. Applicants shall rank applications in order of priority with 1 being the most important, 2 being the second most important, etc.

Funding

There is up to \$4 million available for grants for the Open Streets Grant Cycle 2. Each city/jurisdiction can apply for the greater of a. \$149,000 OR b. population share (see chart). If an event is in multiple cities jurisdictions may combine population shares. Funds will be available starting in fall 2016, pending Metro Board approval and events must be staged by December 31, 2018. Funding sources may be federal and cities/jurisdictions will be required to comply with all federal funding procedures and requirements.

See Chart A for maximum eligibility

Scoring

Project will be evaluated on the following criteria on a 100 point score. An event must receive a minimum of 70 points to be eligible for funding.

General Event Information – 10 points

Project Feasibility – 30 points

<u>Event readiness (Funds will be required to be expended by December 31, 2018)</u>	<u>10</u>
<u>Agency/Partnership expertise*</u>	<u>5</u>
<u>Matching funds committed</u>	<u>5</u>
<u>Community support</u>	<u>5</u>
<u>Agency's existing active transportation programs and policies</u>	<u>5</u>

* Partners may include but are not limited to COGs, community groups, event producers and non-profits

Project Feasibility – 45 points

- ~~Ability to attract participants from surrounding and countywide jurisdictions~~

- ~~Event readiness (Funds will be required to be expended within 2 years of award)~~
- ~~Agency/Partnership expertise~~
- ~~Matching funds committed~~
- ~~Community support~~
- ~~Support from neighboring cities/jurisdictions~~
- ~~Agency's existing active transportation programs and policies~~
- ~~Transit accessibility~~
- ~~Transit agency coordination plan~~

Route Setting – 30 points

<u>Route is along existing bicycle infrastructure*</u>	<u>3</u>
<u>Topography - The grantee should select a route that minimizes hills**</u>	<u>3</u>
<u>Connections to cultural, architectural, and/or historical destinations</u>	<u>3</u>
<u>Activities for pedestrians (dance classes, yoga, concessions, information booths)</u>	<u>3</u>
<u>Cost Effectiveness (cost/per mile and the value of connections & destinations)</u>	<u>3</u>
<u>Proximity and access to commercial and retail corridors</u>	<u>3</u>
<u>Event cost per mile</u>	<u>4</u>
<u>Route includes disadvantaged communities***</u>	<u>4</u>
<u>Route length (industry standards recommend a minimum of 4 miles in length)</u>	<u>4</u>

*Will the route be on or intersect any existing bicycle infrastructure? Has any of the infrastructure been funded by Metro (though the Call For Projects or by Measure R)?

** As an example see San Francisco's "Wiggle" - http://en.wikipedia.org/wiki/The_Wiggle

***Based on average of 70th percentile CalEnviroScreen Score for census tracts directly adjacent to the proposed route (<http://oehha.maps.arcgis.com/apps/Viewer/index.html?appid=112d915348834263ab8ecd5c6da67f68>)

Route Setting—45 points

- ~~Event cost per mile~~
- ~~Connections between multiple cities and/or central business districts~~
- ~~Route is along existing bicycle infrastructure — Will the route be on or intersect any existing bicycle infrastructure? Has any of the infrastructure been funded by Metro (though the Call For Projects or by Measure R)?~~
- ~~Topography. The grantee should select a route that minimizes hills (for example see San Francisco's "Wiggle" — http://en.wikipedia.org/wiki/The_Wiggle)~~
- ~~Connections to cultural, architectural, and/or historical destinations~~
- ~~Connecting neighborhoods and cities that have active transportation and/or transit facility gaps~~
- ~~Activities for pedestrians (dance classes, yoga, concessions, information booths)~~
- ~~Cost Effectiveness (cost/per mile and the value of connections & destinations)~~
- ~~Proximity and access to commercial corridors.~~
- ~~Proximity and access to transit~~
- ~~Route length (industry standards recommend a minimum of 4 miles in length)~~

Transit and Community Connectivity - 30 points

Ability to attract participants from surrounding and countywide jurisdictions	5
Support from neighboring cities/jurisdictions	5
Transit accessibility	5
Connections between multiple cities and/or central business districts	5

Connecting neighborhoods that have active transportation or transit facility gaps	5
Applicant jurisdiction has not had a previous Open Street event in their community	5

Funding Eligibility

Funding may be used for pre-event planning & outreach costs in conjunction with implementing an event. Funding may be used for any operational or capital cost associated with the day-of event excluding alcohol. Funds awarded will not exceed the event cost in the original application and may be less if the key objectives can be achieved at lower costs. Scope and event day changes shall be handled administratively and be approved by Program Manager. Any cost overruns shall be the responsibility of the applicant. Both third party consulting costs and internal staff costs for staff directly providing services with respect to the project will be eligible for funding.

Grantee's shall collaborate with Metro's selected Cycle 1 Evaluation study contractor to assist in providing a post implementation report including counts identifying the number of bikes alighting at transit stations directly connected to the route, and pedestrian and bicycle counts entered online in Metro's Bike Count Clearinghouse at www.bikecounts.luskin.ucla.edu/ no later than three months after the event including the following:

1. Participation Counts of Pedestrians, Cyclists along the route

using at least one of the following count methods:

- Use temporary automated electronic counters – Preferred Method
- Conduct an "incomplete count" (a methodology from ecological studies) using visual or pictorial counts using crowdsourcing via Facebook, Twitter or Instagram.
 - An incomplete count involves counting part of a population and then extrapolating to the entire population. A geographic area or screenline may be established as the sample area and an attempt made to count all the individuals in the set area or passing through the screenline. In the case of an open street event several geographic areas or screenlines should be established and sample counting should take place at regular intervals at the same time at all locations.

2. Transportation use data

- Counts of bicyclists exiting at all rail transit stations directly adjacent to the route
- Survey of at least 500 individuals exiting the train asking the following questions:
 - Are you attending today's open street event?
 - Is this your first time riding Metro Rail?
 - If "NO" how often do you ride metro rail
 - Less than once a month
 - 1-3 times per a month
 - 4-7 times per a month
 - 8 or more times a month

3. Personal Anecdotes

Provide personal stories from participants, business owners along the route or event volunteers describing how the open street event has positively affected their lives or

community. The grantee shall engage in a dialogue with the community in person, via e-mail or through a social media platform like Facebook, Twitter or Instagram using (at least) one of the following questions:

- **Participants & Volunteers**
 - How has the open street event improved your neighborhood/community?
 - Has the open street event encouraged you to use active transportation or transit modes more often?
- **Business owners**
 - Has the open street event brought new or more patrons to you?
 - In light of the open street event, do you think that active transportation (pedestrian and bicycle) infrastructure improvements would improve your business opportunities?

3. Bike-Trains & Bike Bus Shuttles Ridership If bike-trains or special bike shuttles were used to transport participants to the event, then report the ridership of these services on the day of the event. If municipal bus services were employed, report on ridership on the day of the event and provide a monthly average for the same day of the week since the event took place.

4. Local Economic Benefit

- Report how the event affected sales at selected participating businesses along the route (a minimum of one business for every mile of the event). These businesses may have participated by providing discounts to pedestrians and cyclists or by having a sales display or dining tables on the sidewalk. Surveys, interviews or sales tax data may be used to collect information on sales performance at selected participating businesses.

General and Administrative Conditions Lapsing Policy

Open streets cycle 2 events must be staged by December 31, 2018 and funds not expended within this time will lapse. Lapsed funding will go towards the next grant cycle of the Open Streets Program. Applicants who have their funds lapse may reapply for funding in the next cycle however their requests will be prioritized after new applicants and previously successful applicants.

Grant Agreement

Each awarded applicant must execute a grant agreement with Metro. The agreement will include the event scope and a financial plan reflecting the grant amount, event partners and the local match. Funding will be disbursed on a reimbursement basis subject to satisfactory compliance with the original application cost and schedule as demonstrated in a quarterly report supported by a detailed invoice showing the staff and hours billed to the project, any consultant hours, etc. An amount equal to 10% of each invoice will be retained until final completion of the event and audits. In addition, final scheduled payment will be withheld until the event is staged and approved by Metro and all post implementation requirements have been satisfied.

Audits

All grant programs may be audited for conformance to their original application. Event Schedule and Date Metro shall review the final date of the event to ensure regional and

scheduling distribution. At Metro's Program Manager request events may be rescheduled to avoid overlapping events.

Chart A

Los Angeles County Metropolitan Transportation Authority Open Streets Grant Funding Eligibility

Forecasted shares are based on population percentage as of 1/1/14.

Subregion	Jurisdiction	Population 1/1/14 per State Dept of Finance	% of County	Pop Share Funding	Max eligible
	FY17 & FY18			\$4,000,000	
AV	Burbank	105,543	1.051%	\$42,041	\$149,000
AV	Glendale	195,799	1.950%	\$77,994	\$149,000
AV	La Canada Flintridge	20,535	0.204%	\$8,180	\$149,000
Central	Los Angeles	3,904,657	38.884%	\$1,555,362	\$1,555,362
Gateway	Artesia	16,776	0.167%	\$6,682	\$149,000
Gateway	Avalon	3,820	0.038%	\$1,522	\$149,000
Gateway	Bell	35,972	0.358%	\$14,329	\$149,000
Gateway	Bell Gardens	42,667	0.425%	\$16,996	\$149,000
Gateway	Bellflower	77,741	0.774%	\$30,967	\$149,000
Gateway	Cerritos	49,741	0.495%	\$19,814	\$149,000
Gateway	Commerce	13,003	0.129%	\$5,180	\$149,000
Gateway	Compton	98,082	0.977%	\$39,070	\$149,000
Gateway	Cudahy	24,142	0.240%	\$9,617	\$149,000
Gateway	Downey	113,363	1.129%	\$45,156	\$149,000
Gateway	Hawaiian Gardens	14,456	0.144%	\$5,758	\$149,000
Gateway	Huntington Park	59,033	0.588%	\$23,515	\$149,000
Gateway	La Habra Heights	5,420	0.054%	\$2,159	\$149,000
Gateway	La Mirada	49,178	0.490%	\$19,589	\$149,000
Gateway	Lakewood	81,224	0.809%	\$32,354	\$149,000
Gateway	Long Beach	470,292	4.683%	\$187,334	\$187,334
Gateway	Lynwood	70,980	0.707%	\$28,274	\$149,000
Gateway	Maywood	27,758	0.276%	\$11,057	\$149,000
Gateway	Montebello	63,527	0.633%	\$25,305	\$149,000
Gateway	Norwalk	106,630	1.062%	\$42,474	\$149,000
Gateway	Paramount	55,051	0.548%	\$21,929	\$149,000
Gateway	Pico Rivera	63,873	0.636%	\$25,443	\$149,000
Gateway	Santa Fe Springs	17,349	0.173%	\$6,911	\$149,000
Gateway	Signal Hill	11,411	0.114%	\$4,545	\$149,000
Gateway	South Gate	96,057	0.957%	\$38,263	\$149,000
Gateway	Vernon	122	0.001%	\$49	\$149,000
Gateway	Whittier	86,538	0.862%	\$34,471	\$149,000
LV/M	Agoura Hills	20,625	0.205%	\$8,216	\$149,000
LV/M	Calabasas	23,943	0.238%	\$9,537	\$149,000

LV/M	Hidden Hills	1,901	0.019%	\$757	\$149,000
LV/M	Malibu	12,865	0.128%	\$5,125	\$149,000
LV/M	Westlake Village	8,386	0.084%	\$3,340	\$149,000
North	Lancaster	159,878	1.592%	\$63,685	\$149,000
North	Palmdale	155,657	1.550%	\$62,004	\$149,000
North	Santa Clarita	209,130	2.083%	\$83,304	\$149,000
SFV	San Fernando	24,222	0.241%	\$9,648	\$149,000
SGV	Alhambra	84,697	0.843%	\$33,738	\$149,000
SGV	Arcadia	57,500	0.573%	\$22,904	\$149,000
SGV	Azusa	48,385	0.482%	\$19,273	\$149,000
SGV	Baldwin Park	76,715	0.764%	\$30,558	\$149,000
SGV	Bradbury	1,082	0.011%	\$431	\$149,000
SGV	Claremont	35,920	0.358%	\$14,308	\$149,000
SGV	Covina	48,619	0.484%	\$19,367	\$149,000
SGV	Diamond Bar	56,400	0.562%	\$22,466	\$149,000
SGV	Duarte	21,668	0.216%	\$8,631	\$149,000
SGV	El Monte	115,064	1.146%	\$45,834	\$149,000
SGV	Glendora	51,290	0.511%	\$20,431	\$149,000
SGV	Industry	438	0.004%	\$174	\$149,000
SGV	Irwindale	1,466	0.015%	\$584	\$149,000
SGV	La Puente	40,478	0.403%	\$16,124	\$149,000
SGV	La Verne	32,228	0.321%	\$12,838	\$149,000
SGV	Monrovia	37,162	0.370%	\$14,803	\$149,000
SGV	Monterey Park	61,777	0.615%	\$24,608	\$149,000
SGV	Pasadena	140,879	1.403%	\$56,117	\$149,000
SGV	Pomona	151,713	1.511%	\$60,433	\$149,000
SGV	Rosemead	54,762	0.545%	\$21,814	\$149,000
SGV	San Dimas	34,072	0.339%	\$13,572	\$149,000
SGV	San Gabriel	40,313	0.401%	\$16,058	\$149,000
SGV	San Marino	13,341	0.133%	\$5,314	\$149,000
SGV	Sierra Madre	11,094	0.110%	\$4,419	\$149,000
SGV	South El Monte	20,426	0.203%	\$8,136	\$149,000
SGV	South Pasadena	26,011	0.259%	\$10,361	\$149,000
SGV	Temple City	36,134	0.360%	\$14,393	\$149,000
SGV	Walnut	30,112	0.300%	\$11,995	\$149,000
SGV	West Covina	107,828	1.074%	\$42,952	\$149,000
South Bay	Carson	92,636	0.923%	\$36,900	\$149,000
South Bay	El Segundo	16,897	0.168%	\$6,731	\$149,000
South Bay	Gardena	60,082	0.598%	\$23,933	\$149,000
South Bay	Hawthorne	86,644	0.863%	\$34,513	\$149,000
South Bay	Hermosa Beach	19,750	0.197%	\$7,867	\$149,000
South Bay	Inglewood	111,795	1.113%	\$44,532	\$149,000
South Bay	Lawndale	33,228	0.331%	\$13,236	\$149,000
South Bay	Lomita	20,630	0.205%	\$8,218	\$149,000
South Bay	Manhattan Beach	35,619	0.355%	\$14,188	\$149,000
South Bay	Palos Verdes Estates	13,665	0.136%	\$5,443	\$149,000

South Bay	Rancho Palos Verdes	42,358	0.422%	\$16,873	\$149,000
South Bay	Redondo Beach	67,717	0.674%	\$26,974	\$149,000
South Bay	Rolling Hills	1,895	0.019%	\$755	\$149,000
South Bay	Rolling Hills Estates	8,184	0.081%	\$3,260	\$149,000
South Bay	Torrance	147,706	1.471%	\$58,836	\$149,000
Westside	Beverly Hills	34,677	0.345%	\$13,813	\$149,000
Westside	Culver City	39,579	0.394%	\$15,766	\$149,000
Westside	Santa Monica	92,185	0.918%	\$36,721	\$149,000
Westside	West Hollywood	35,072	0.349%	\$13,970	\$149,000
Unincorporated	County unincorporated	1,046,557	10.422%	\$416,880	\$416,880
	TOTAL	10,041,797	100.000%	\$4,000,000	NA

Application

General Information

1. City/Government Agency Name:
2. Project Manager Name:
3. Project Manager Title and Department:
4. Project Manager Phone Number:
5. Project Manager E-mail Address:
6. City Manager Name:
7. City Manager Phone Number:
8. City Manager E-mail Address:

General Open Street Event Information – 10 points

9. Open Street Event Name

(Example: Sunnyside Sunday Parkways Open Street Event.)

Maximum Allowed: 150 characters.

10. Event Description

(Example: Main Street, Flower Street, Spring Street, 7th Street, 1st Street and Broadway Avenue in downtown Sunnyside will be closed to cars from downtown to Mid-Town to invite people on foot and on bikes to rediscover the streets. Street Vendors from local businesses, a health fair, yoga in the street, and an art show will be included in the route.)

Maximum Allowed: 500 characters.

11. Estimated Route Length (in miles):

Maximum Allowed: 4 digits.

12. Estimated Number of Signalized Intersections:

Maximum Allowed: 3 digits

13. Estimated Route Beginning Location:

(Example – Downtown Sunnyside @ Sunny Street & Main Street)

Maximum Allowed: 150 characters.

14. Estimated Route Ending Location:

(Example – Mid-Town Sunnyside @ Sunny Street & Happy Street)

Maximum Allowed: 150 characters.

15. Attach a map of the proposed route. A digital map made in Google maps or ArcGIS is preferred

16. Does the event include rail grade crossings? (Y/N)

If "YES" for Question 16

16A. How many grade crossing exist along the proposed route and what are their locations? (NOTE: Additional staff resources will be required for each grade crossing at the cost of grantee).

Maximum Allowed: 150 characters

Project Feasibility – 45 30 points

17 Estimated Month & Year of Event (Funds will be available starting in fall 2016, pending Metro Board approval. Event must be staged by December 31, 2018)

Maximum Allowed: 6 digits

18. Does your City's General Plan or other planning program support open street event and/or active transportation?

(Examples include: adopted a Complete Streets Policy or Updated Circulation Element to include Complete Streets, adopted a Bike Plan, adopted a Pedestrian Plan, Developing or implementing Bike Share Programs, Adopted Climate Action Plans, and Implementation of Parking Management Programs to encourage more efficient use of parking resources)

Maximum Allowed: 500 characters

19. Would your jurisdiction be amenable to reduced scope or route length? Y/N

Partnerships

20. Will your city partner with any other city or agency (including non-profits and other community partners)? Y/N

If "YES" for question 20

20a. List your partners and their role in the event planning and production:

Maximum Allowed: 600 Characters

If "YES" for question 20

20b. Do any of the partners (including the applicant) have previous experience organizing large public events (such as large city-wide or region-wide events related to transportation, athletics, cultural celebrations and/or public health such as athletic races or streets fairs)? List and describe.

Maximum Allowed: 800 Characters

If "NO" for question 20

20c. What is your city doing in lieu of partnerships with cities or agency (including non-profits and other community partners) to engage the community and make the event successful? *Maximum Allowed: 800 Characters*

Event Budget

21. What is the total estimated cost of the event?

Maximum Allowed: 10 characters.

22. What is the requested grant amount? *Maximum Allowed: 10 characters*

23. What is the proposed local match amount? (min 20% in-kind required)

Maximum Allowed: 10 characters.

24. What are the estimated outreach costs?

Maximum Allowed: 10 characters.

25. What are the estimated pre-event planning costs?

Maximum Allowed: 10 characters.

26. What are the estimated day of event staging costs (including staffing, rentals, permits, etc.)?

Maximum Allowed: 10 characters.

27. Agencies are required to provide a 20% match: Will you provide an in-kind or a local fund match?

1. In-kind

2. Local Fund Match

28. What is the amount (or value) of the local match? (Answer to #21 x 0.2).

29. What is the event cost per mile (Answer to #11 / Answer #21)?

30. Attach completed Financial Plan and event Scope of Work templates provided at <https://www.metro.net/projects/active-transportation/metro-open-streets-grant-program/>

Marketing and Outreach

~~30. Will the event draw participation from a regional audience? Y/N~~

~~If "YES" for question 30~~

~~30a. Briefly describe the marketing strategy you will employ to insure event participation from nearby jurisdictions and throughout the county. *Maximum allowed: 150 characters*~~

31. Will the event organizers perform outreach to local businesses along the event route? Y/N

If "YES" to question 31

31a. What strategies will you employ to encourage increased participation of businesses located along the event route? *Maximum allowed 150 characters*

32. Does the open street event require coordination with Metro and/or municipal transit service operators to provide access to the event? Y/N

33. Upload a letter of support from the city/county applicant and if applicable each city/non-profit/other partner. (Please include all letters in one PDF).

Route Setting – 45 30 points

~~32. Will the route connect multiple cities? Y/N~~

~~If "YES" to question 32~~

~~32a. How will the route connect multiple cities? How will you insure connectivity throughout the route, coordination between multiple agencies and a sense of one contiguous event?~~

~~Maximum Allowed: 1000 characters.~~

~~3334. Will the route be along or connect to commercial corridors? Y/N Explain.~~

~~Maximum Allowed: 1000 characters.~~

~~3435. Will the route be along or connect to cultural, architectural, recreational and/or historical destinations and events? Y/N Explain.~~

~~Maximum Allowed: 1000 characters.~~

~~3536. List and describe the pedestrian and bicycle infrastructure along or adjacent to the route. Specify which infrastructure (if any) was funded by Metro.~~

~~Maximum Allowed: 1000 characters.~~

~~36. Will the project connect neighborhoods or cities that have active transportation and/or transit facility gaps? Y/N Explain.~~

~~Maximum Allowed: 1000 characters.~~

37. What are the average elevation gain/loss and the highest and lowest elevations in proposed route? (Tip: you can use a free website like www.mapmyride.com to calculate this information).

38. Provide an outline of the general programming elements/ideas/goals that will be represented in activities along the route the day of the event (an example is public health goals will be highlighted by fitness classes such as yoga along the route).

Maximum Allowed: 1000 characters.

39. Use EnviroScreen score to determine the average score of the combined census tracts that are located directly adjacent to the route.

<http://oehha.maps.arcgis.com/apps/Viewer/index.html?appid=112d915348834263ab8ecd5c6da67f68>

Maximum Allowed: 4 digits

~~39. Will the event route connect directly to a Metro Rail or Metrolink Station? Y/N~~

~~If "NO" to question 39~~

~~39a. How will you transport people to the event other than by personal automobile? Explain how you will use organized bike trains/feeder rides (groups of people who travel by bike together), bike-bus shuttles (that carry a minimum of 10 bikes each) or other multi-modal options to transport people to the event.~~

~~Maximum Allowed: 1000 characters~~

~~40. List all the transit stations within ½ mile radius of the proposed event and describe how you will coordinate with the stations transit operators.~~

~~Maximum Allowed: 1000 characters~~

~~41. Does the open street event require coordination with Metro and/or municipal transit service operators to provide access to the event? Y/N~~

~~42. Upload a letter of support from the city/county applicant and if applicable each city/non-profit/other partner. (Please include all letters in one PDF).~~

~~43. If your agency plans to submit more than one application, please rank this application in order of priority with 1 being the most important and 2 the second most important, etc.~~

~~44. Attach completed Financial Plan and event Scope of Work templates provided at <https://www.metro.net/projects/active-transportation/metro-open-streets-grant-program/>~~

Regional Significance – 30 Points

40. Will the event draw participation from a regional audience? Y/N

If "YES" for question 40

40a. Briefly describe the marketing strategy you will employ to insure event participation from nearby jurisdictions and throughout the county. Maximum allowed: 150 characters

41. Will the route connect multiple cities? Y/N

If "YES" to question 41

41a. How will the route connect multiple cities? How will you insure connectivity throughout the route, coordination between multiple agencies and a sense of one contiguous event?

Maximum Allowed: 1000 characters.

42. Will the project connect neighborhoods or cities that have active transportation and/or transit facility gaps? Y/N Explain.

Maximum Allowed: 1000 characters.

43. Will the event route connect directly to a Metro Rail or Metrolink Station? Y/N

If "NO" to question 43

43a. How will you transport people to the event other than by personal automobile? Explain how you will use organized bike trains/feeder rides (groups of people who travel by bike together), bike-bus shuttles (that carry a minimum of 10 bikes each) or other multi-modal options to transport people to the event.

Maximum Allowed: 1000 characters

44. List all the transit stations within ½ mile radius of the proposed event and describe how you will coordinate with the stations transit operators.

Maximum Allowed: 1000 characters

45. Has the applicant jurisdiction been host to an Open Street event in the past? Y/N

If "YES" to question 45

45a. What was the name of the previous Open Street event hosted in the jurisdictions?

Maximum Allowed: 100 characters

46. If your agency plans to submit more than one application, please rank this application in order of priority with 1 being the most important and 2 the second most important, etc.

**MOTION BY
MAYOR ANTONIO R. VILLARAIGOSA,
SUPERVISOR GLORIA MOLINA,
DIRECTOR ARA NAJARIAN, DIRECTOR MEL WILSON**

**Planning and Programming Committee
June 19, 2013**

Los Angeles County “Open Streets” Program

Across the nation, cities have begun hosting “open streets” events, which seek to close down streets to vehicular traffic so that residents can gather, exercise, and participate in pedestrian, bicycling, skating and other related activities.

These events are modeled after the “Ciclovías” started in Bogota, Colombia over thirty years ago in response to congestion and pollution in the city.

In 2010, Los Angeles held its first “open streets” event, called CicLAvia.

After six very successful events, CicLAvia has become a signature event for the Los Angeles region.

With over 100,000 in attendance at each event, CicLAvia continues to successfully bring participants of all demographics out to the streets.

This event offers LA County residents an opportunity to experience active transportation in a safe and more protected environment, and familiarizes them with MTA transit options and destinations along routes that can be accessed without an automobile.

The event also takes thousands of cars off the streets, thereby decreasing carbon emissions.

Bicycling, as a mode share, has increased dramatically within LA County in the last years, boosted largely by the awareness brought about by these “open streets” programs.

Over the past decade, LA County has seen a 90% increase in all bicycle trips.

CONTINUED

In response to this growing demand, many local jurisdictions have begun implementing robust bike infrastructure and operational programs that enhance the safety and convenience of bicycling as a mode of travel.

Seeing the success of CicLAvia in Los Angeles, these jurisdictions have expressed a desire to pursue their own “open streets” events to increase awareness for active transportation and reduced reliance on the private automobile.

MTA should partner alongside a regional “open streets” type program in order to coordinate, assist, and promote transit related options.

These events will become a significant contributor to MTA’s overall strategy to increase mobility and expand multi-modal infrastructure throughout the region.

They will also promote first-mile/last-mile solutions and fulfill the Sustainable Communities Strategy Plan, as proposed by the Southern California Association of Governments.

WE THEREFORE MOVE THAT the MTA Board of Directors direct the CEO to use the following framework in order to create an “open streets” program:

1. Identify an eligible source of funds to allocate annually up to \$2 million to support the planning, coordination, promotion and other related organizational costs.
2. Report back at the September 2013 Board meeting a recommended competitive process and program, working with the County Council of Governments and other interested cities, to implement and fund a series of regional “open streets” events throughout Los Angeles County.
3. Develop a technical process to collect data and evaluate the cost and benefits (e.g. transit use increases, reduction of air emissions, etc.) of these events.

###



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

ATTACHMENT C 22

**PLANNING AND PROGRAMMING COMMITTEE
JUNE 18, 2014**

SUBJECT: 2014 OPEN STREETS GRANT PROGRAM

ACTION: APPROVE 2014 OPEN STREETS GRANT PROGRAM - CYCLE 1

RECOMMENDATION

Award and program cycle one (1) of the biennial Open Streets Grant Program including fiscal years 14/15 and 15/16. Award \$3.7 million to 12 Open Street events and set aside \$300,000 to conduct a comprehensive evaluation of these events and evaluate the costs and benefits per the June 2013 Motion 72 (Attachment A).

ISSUE

In September 2013 the Metro Board approved the Open Streets Competitive Grant Program framework to fund a series of regional car-free events in response to the June 2013 Board Motion 72. The approved framework includes the following;

- An annual allocation up to \$2 million.
- Competitive process and program.
- Technical process to collect data and evaluate the events.

We are recommending a biannual grant cycle based on the high interest we received, the administrative advantages for both grantor and grantees of having a biannual versus an annual grant cycle, and on the precedent of other Metro grant programs. This first cycle includes funding for 12 events totaling \$3.7 million and a \$300,000 set aside to conduct a comprehensive evaluation of these events and evaluate the costs and benefits per the June 2013 Motion 72, for a total of \$4 million over two fiscal years. This funding recommendation mirrors the approved framework of an annual allocation of up to \$2 million. Board approval is necessary to program the funds to these 12 events and to a comprehensive technical evaluation.

DISCUSSION

Open Street events are temporary one-day events that close the streets to automotive traffic and open them to people to walk or bike. The goals of the Open Streets Grant Program is to provide opportunities for 1) riding transit, walking and riding a bike, possibly for the first time, to encourage future mode shift, and for 2) civic engagement to foster the development of multi-modal policies and infrastructure at the local level.

Outreach

Following and proceeding the Board approval of the Open Streets Grant Program in September 2013, staff conducted extensive outreach, presenting the program to the Councils of Governments (COG), the Technical Advisory Committee (TAC) and The Streets and Freeways Subcommittee. We released the Open Streets Grant Application online in late January and subsequently hosted an Open Streets Program Workshop on January 29, 2014. The workshop featured speakers from San Francisco and Los Angeles, who have implemented open street events, sharing guidance on how to plan and implement an event and Metro staff providing instructions on how to apply for grant funding. Over 80 people attended the event representing the cities and agencies across the Los Angeles Region.

Scoring and Evaluation

A total of 21 project applications were received on March 14, 2014 that included a total of \$5.2 million of funding requests. The event applications were diverse in scope ranging from 0.5 to 18 miles in length and are representative of the region. The application evaluation was conducted by an internal technical team with experience in multi-modal transportation. The events were evaluated based on their ability to meet the project feasibility and route setting guidelines approved by the Board that stressed readiness, partnership expertise and connections to transit and existing active transportation infrastructure (Attachment B). Out of the 21 applications submitted, 20 received passing scores for a total of \$5.17 million of passing funding requests.

Open Streets Cycle 1 – FY 14/15 & FY 15/16

Following the the Board direction to fund up to \$2 million annually for Open Street Events, this first cycle includes two years (14/15 and 15/16) and thus, this first cycle will include \$4 million of grant awards. The biannual timeline will allow for the staging of events within the July 2016 deadline and provides time to study and evaluate these events as a group. Funded events are regionally diverse, connected to transit stations, regional bikeways and major activity centers (Attachment C).

In terms of funding requests that can be fulfilled for the next two fiscal years, based on score ranking and prioritizing one application per jurisdiction (before funding multiple applications from the same city), 12 open street events from 12 different jurisdictions can be funded for a total of \$3.7 million (Attachment D). An additional \$300,000 for a technical evaluation study of these events is included. Out of the 12 events, 10 will receive 100% of their funding request and the last two funded applications, that received the same score, will receive 80% of their respective request.

Evaluation Study

We are requesting a \$300,000 set-aside for an evaluation study of the 12 recommended open street events. Metro will solicit a research firm/university to assist Metro to collect data and to utilize it in a comprehensive analysis of the program. Local cities are required to report back on participation numbers, and the participants and businesses response to the event. The consultant will unify these reports by providing a standardized methodology to count participation and collect responses from participants and businesses. The outcome of the study will be a comprehensive analysis of all 12 events and a tool kit that Metro can adopt as methodology for future awardees to use to conduct evaluations. By selecting one group to lead an evaluation, versus having each city evaluate themselves, we will be using consistent methodologies across all the events and thus produce a more cohesive, valid and uniform evaluation of these events.

DETERMINATION OF SAFETY IMPACT

The 2014 Open Streets Grant Program Cycle 1 will not have any adverse safety impacts on our employees and patrons. The principals of the Open Streets Grant Program include promoting multi-modalism and active transportation that can improve the mobility and wellness of patrons.

FINANCIAL IMPACT

The funding of \$2 Million for the first year of the program is included in the FY15 budget in cost center number 4320, Transit Corridors, under project number 410077, Open Street Grant Program. Since this is a multi-year program, the cost center manager and Chief Planning Officer of Countywide Planning will be accountable for budgeting the costs in future years. We are recommending a local funding source for open street events in order for cities to most efficiently utilize the funds and stage the events in the next two years.

Impact to Budget

The source of funds for these Open Street Events is Congestion Mitigation Air Quality (CMAQ). Metro will serve as a pass-through agency for the CMAQ funds with local cities invoicing Metro directly. These funds are eligible for transportation system management/demand management (TSM/TDM) programs such as Open Streets events. SCAG identifies Open Street Events as Transportation System Management / Demand Management (TSM/TDM) programs in the 2012 RTP Congestion Management Appendix in the section titled Congestion Management Toolbox - Motor Vehicle Restriction Zones.

These funds are eligible for transit capital projects and improved transit services, limited to operational assistance for new or expanded service for up to 3 years. Should other eligible funding sources become available, they may be used in place of the identified funds

ALTERNATIVES CONSIDERED

The Board may choose to not approve the recommended funding of cycle 1 of the Open Streets Grant Program. This alternative is not recommended as it is not in line with the June Board Motion 72 establishing an Open Streets Program. The Board could also choose to fund only one fiscal year of the program, for a total of \$2 million. This is not recommended since that amount would only fund 7 events (6 fully, 1 partial funded) and include a set-aside of \$300,000 for an evaluation study. This scenario would prevent many qualified Open Street events from moving forward, only 39% of qualified events would be funded compared to the recommended scenario which funds 77% of qualified events.

NEXT STEPS

Upon approval, we will notify project sponsors of the final funding award and proceed to initiate memorandum of understanding. We plan to return to the Board in late 2015 to request authorization to initiate cycle two of the Open Streets Program.

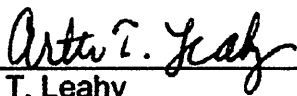
ATTACHMENTS

- A. June 2013 Metro Board Motion 72
- B. Open Streets Program Guidelines
- C. Recommended Open Street Events Map
- D. 2014 Open Streets Event Grants Cycle 1: Summary of Funding and Recommendations

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Chief Planning Officer



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**MOTION BY
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SUPERVISOR GLORIA MOLINA,
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3. Develop a technical process to collect data and evaluate the cost and benefits (e.g. transit use increases, reduction of air emissions, etc.) of these events.

###

Open Street Application Guidelines

Application Questions/Requirements

- Provide the following grantee general information: grantee agency name, project manager contact name, phone #, e-mail, and address.
- Provide a description of the open street event, route and schedule.
- Provide the intersection for the start and end points and the route length.
- Provide a map of the proposed route. Include any alternate route being considered on the map using a different color or symbol to differentiate it from the main route (a digital map made in Google or ArcGIS is preferred).
- Are there any Metro funded pedestrian or bicycle projects along the route? List and describe.
- Coordinate with Metro and/or applicable municipal transit service operators to provide access to the event under one of these conditions:
 - Is the route within ½ mile Metro Rail or Metrolink station? List all the stations within a ½ mile radius. (Proximity to a transit station is a critical element of the open streets event success and the organizer should encourage and assist participants to take transit, walk or bike to the event)
 - If the route is not within ½ of a mile of a Metro Rail or Metrolink station, explain and specifically identify how you will transport people to the event from the nearest transit station using a combination or “bike trains” (groups of people who travel by bike together – www.labiket rains.com) and/or a special bike shuttle that carry a minimum of 10 bikes each (see Mammoth Bike Shuttle for an example of a shuttle service that accommodates 20-30 bikes).
- List and describe supportive activities (dancing, pedestrian zones, games and educational programs) that will be offered the day of the event.
- List and identify all community partners and provide letter(s) of support/commitment from each one.
- Describe the partners experience producing large city-wide or region-wide events related to transportation, athletics, cultural celebrations and/or public health. Include the number of people who where in attendance and any demographic information regarding the attendance.
- Provide an estimated budget (include matching funds or in-kind donation)
- Describe how your cities general plan and/or other existing planning programs/projects are supportive of an Open Streets event. Include in your description programs and projects that support and encourage the use of walking and biking for transportation purposes.
- Provide a minimum 20% local match. Match may be in-kind services.
- Provide a letter of support from the COG/sub-region

Application Evaluation will be based on the following criteria:

1. Project Feasibility

- Event readiness
- Transit accessibility
- Agency/Partnership expertise
- Matching funds committed
- Community support
- Agency's existing active transportation programs

2. Route Setting

- Proximity and access to transit
- Topography. The grantee should select a route that minimizes hills (for example see San Francisco's "Wiggle" - http://en.wikipedia.org/wiki/The_Wiggle)
- Route is along existing bicycle infrastructure – lanes & paths funded through Metro's Call For Projects, TDA Article 3, Propositions A, C, or Measure R Local Return
- Connections between multiple cities and/or central business districts
- Connections to cultural, architectural, and/or historical destinations and events
- Connecting neighborhoods and cities that have active transportation and/or transit facility gaps
- Activities for pedestrians (dance classes, yoga, concessions, information booths)
- Cost Effectiveness (cost/per mile and the value of connections & destinations)

Grantee's Post Implementation Reporting Requirements

Grantee's are required to provide a post implementation report and enter participation counts online in Metro's Bike Count Clearinghouse at www.bikecounts.luskin.ucla.edu/ no later than three months after the event including the following:

1. Participation Counts of Pedestrians and Cyclists

Using at least one of the following count methods

- Install temporary electronic loop detection counters
- Conduct an "incomplete count" (a methodology from ecological studies) using visual or pictorial counts using crowdsourcing via Facebook, Twitter or Instagram

2. Personal Anecdotes

Provide personal stories from participants, business owners along the route or event volunteers describing how the open street event has positively affected their lives or community. The grantee shall engage in a dialogue with the

community in person, via e-mail or through a social media platform like Facebook, Twitter or Instagram using (at least) one of the following questions:

- **Participants & Volunteers**
 - How has the open street event improved your neighborhood/community?
 - Has the open street event encouraged you to use active transportation or transit modes more often?
- **Business owners**
 - Has the open street event brought new or more patrons to you?
 - In light of the open street event, do you think that active transportation (pedestrian and bicycle) infrastructure improvements would improve your business opportunities?

3. Bike-Trains & Bike Bus Shuttles Ridership

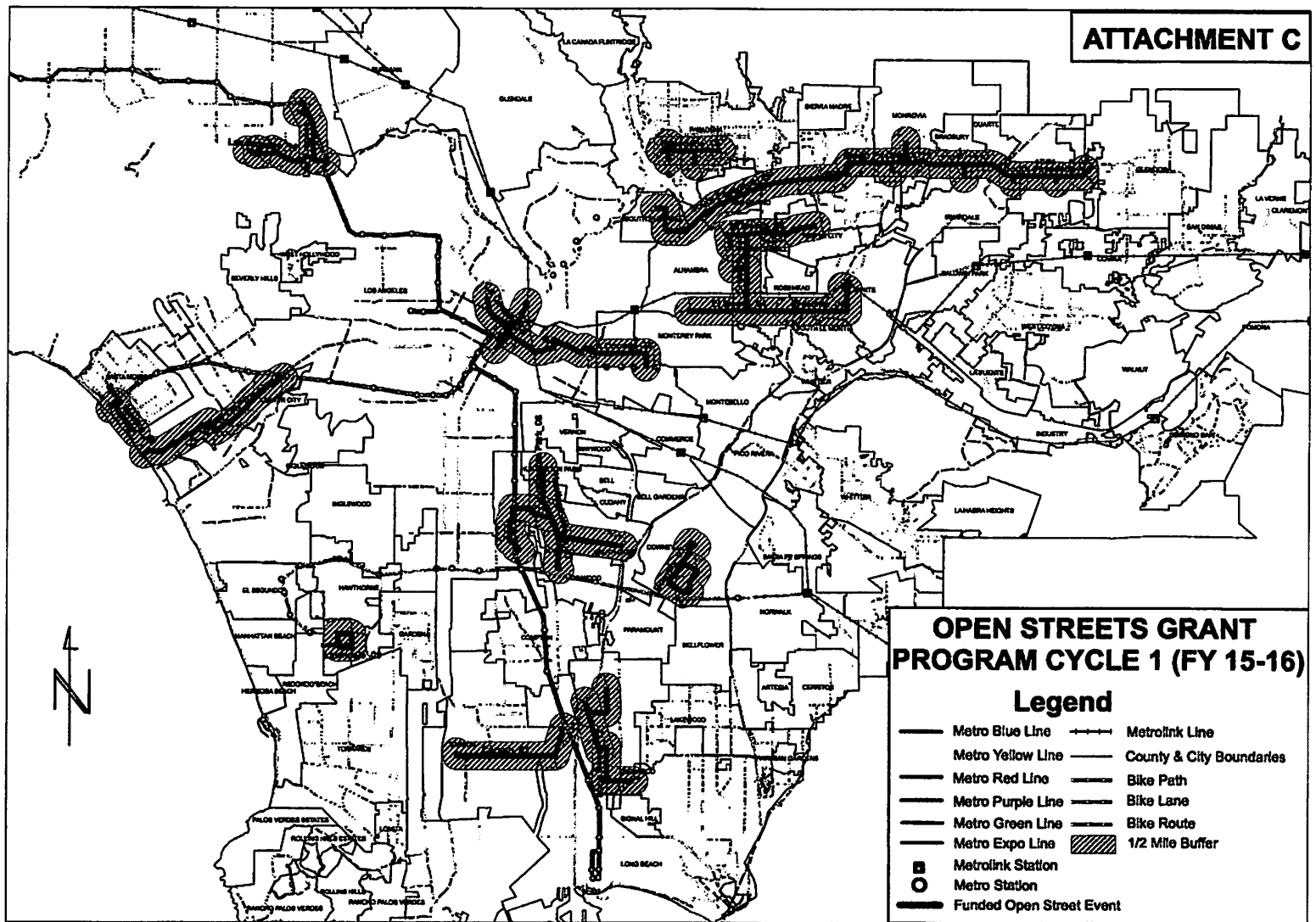
If bike-trains or special bike shuttles were used to transport participants to the event, then report the ridership of these services.

4. Local Economic Benefit

Provide at least one of the following:

- Report the sales tax receipts revenue for all businesses along the route and/or within ¼ mile of the route for the day of the open street event and a monthly average for that same day of the week for comparison.
- Report how the event affected sales at selected participating businesses along the route (a minimum of one business for every mile of the event). These businesses may have participated by providing discounts to pedestrians and cyclists or by having a sales display or dining tables on the sidewalk.

ATTACHMENT C



2014 Open Streets Events Grants Cycle 1
Summary and Funding
Recommendation

Attachment D

ID #	Applicant	Open Street Event Name	Co-Applicants/ Major Partners	Rail Stations & Regional Pedestrian/Bicycle Paths	Estimated Date of Event	Score	Total Request	Awarded
12	City of Long Beach	Beach Streets: Bixby Knolls & North Long Beach	BIKEable Communities, Retro Row Business Association, LACBC, Women on Bikes, Safe Moves, Noble Pursuit.	Metro Blue Line Wardlow Station, LA River Regional Bicycle/Pedestrian Path	Spring 2015	93	\$ 260,800	\$ 260,800
4	City of El Monte	SGV Earth Day Festival	South El Monte, Rosemead, Temple City, San Gabriel and Monterey Park, BikeSGV, Day One, APIOPA.	El Monte Metrolink Station, Upper Rio Hondo Regional Pedestrian/Bicycle Trail	Spring 2015	90	\$ 291,520	\$ 291,520
16	City of Pasadena	CicLAvia Pasadena	CicLAvia	Gold Line Stations: Del Mar, Memorial Park, Lake, and Allen	Spring 2015	90	\$ 424,000	\$ 424,000
11	City of Long Beach	Beach Streets: Downtown Long Beach	BIKEable Communities, Retro Row Business Association, LACBC, Women on Bikes, Safe Moves, Noble Pursuit,	Metro Blue Line stops at Pacific Avenue, Downtown Long Beach, 1st Street, and 5th Street.	Fall 2015	90	\$ 156,000	\$ -
21	County of Los Angeles	CicLAvia: Heart of LA	CicLAvia	Union Station Red/Purple Line: Pershing Square, 7th Street/Metro Center and Civic Center Gold Line: Chinatown, Little Tokyo/Arts District, Mariachi Plaza, Soto Station, Indiana Station, Maravilla Station and East LA Civic Center Station.	Fall 2014	89	\$ 508,000	\$ 508,000

ID #	Applicant	Open Street Event Name	Co-Applicants/ Major Partners	Rail Stations & Regional Pedestrian/Bicycle Paths	Estimated Date of Event	Score	Total Request	Awarded
1	City of Carson	Car-Free Carson		The Metro Blue Line Del Amo Station	Spring 2016	88	\$ 100,000	\$ 100,000
3	City of Downey	Downey Ride & Stride Open Street Event	Downey Bicycle Coalition, YMCA and Kaiser Permanente	Metro Green Line Station (0.4 mile from the route)	Spring 2016	88	\$ 62,655	\$ 62,655
19	City of South Pasadena	SGV Golden Streets	San Marino, East Pasadena, Arcadia, Monrovia, Duarte, Irwindale, Azusa, BikeSGV, AQMD	Existing & Future Metro Gold Line Stations : South Pasadena, Arcadia, Monrovia, Duarte, Irwindale, Alameda in Azusa, Citrus. San Gabriel River Regional Pedestrian/Bicycle Trail	Spring 2016	86	\$ 393,600	\$ 393,600
2	City of Culver City	CicLAvia Culver City	CicLAvia, City of LA	Culver City Expo Line Station, Ballona Creek Regional Pedestrian/Bicycle Trail	Spring 2015	85	\$ 453,600	\$ 453,600
9	City of Lawndale	Lawndale Community Bicycle Ride and Open Street Event	Lot to Spot (FLTS), L.A. County Recreation Department, The South Bay Bicycle Coalition,		Spring 2015	85	\$ 40,536	\$ 40,536
18	City of Santa Monica	Expo Opens Santa Monica	Main Street Merchants Association, the SOULstice to the Expo Opens Santa Monica event. Santa Monica Pier, Santa Monica Spoke	Future Santa Monica Expo Light Rail Station	Spring/ Summer 2016	85	\$ 200,000	\$ 200,000

ID #	Applicant	Open Street Event Name	Co-Applicants/ Major Partners	Rail Stations & Regional Pedestrian/Bicycle Paths	Estimated Date of Event	Score	Total Request	Awarded
14	City of Los Angeles	CicLAvia: The Valley	CicLAvia	North Hollywood Red Line, North Hollywood Orange Line Station, Universal City Red Line Station	Spring 2015	82	\$ 462,000	\$ 366,773
7	City of Huntington Park	CicLAvia: Southeast Cities	CicLAvia, Huntington Park, South Gate, Lynwood, City of Los Angeles (Council District 15), County of Los Angeles, South Gate, Lynwood, City of Los Angeles (First Supervisorial District)	Blue Line Slauson Station and 103rd St / Watts Towers Station, Green Line Long Beach Blvd Station	Spring 2015	82	\$ 753,910	\$ 598,515
10	City of Long Beach	Beach Streets: Grand Prix Open Course Pre-Ride	BIKEable Communities, Retro Row Business Association, LACBC, Women on Bikes, Safe Moves, Noble Pursuit,	Metro Blue Line stops at the Downtown Long Beach Station, 1st Street Station, and Pacific Avenue Station.	Spring 2015	81	\$ 40,000	\$ -
13	City of Los Angeles	CicLAvia: South LA	CicLAvia	Expo Line - Expo/Western Station - Expo/Vermont Station - Expo Park / USC Station Blue Line - San Pedro Station	Winter 2014	80	\$ 419,200	\$ -
17	City of Pico Rivera	Walking the Gold Line Open Street Event	The Cities of Pico Rivera, Santa Fe Springs, and Whittier.	San Gabriel River Regional Pedestrian/Bicycle Trail	Summer 2015	79	\$ 160,000	
5	City of Hawthorne	Taste of Hawthorne	Moneta Gardens Improvement, Hawthorne/LAX/Lennox Rotary Club		Spring 2015	77	\$ 30,000	

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Open Streets Cycle Two

Recommendation

Award and program a total of \$4.14 million for Cycle Two (2) of the Open Streets Grant Program (through December 2018) per the Metro Board Motion 72 and programmatic support as follows:

Including the following components:

- Award \$4.04 million to 17 new Open Street scheduled through December 2018
- Amend the budget for the 626 Golden Street event with up to \$200,000 to provide funding required to execute the event due to postponement from the June Reservoir and Fish fires
- Reprogram \$100,000 from canceled Cycle One Open Street event Car Free Carson towards Cycle Two
- Program up to \$500,000 for Metro Operations and Community Relations for support of Los Angeles County Open Street events

Cycle One Open Street Implementation

- 10 out of 12 Events Funded Completed
 - 10% ridership increase along route corridor on the day of the events
 - System-wide Sales of Day Passes increased an average of 17% on the day of events
 - Board directed Cycle One evaluation study ridership analysis in progress - further study pending contract award

Cycle Two Funding Recommendations

Total Applications	
Applications Received	19
Applications Recommended	17
Funding Requests	\$ 4.25 million
Funding Recommended	\$4.04 million
Recommended Applications	
Cities Represented	23
First Time Cities	11
Disadvantaged Communities	12
Multi-Jurisdictional Events	7
Funding Years	FY17, FY18, FY19
Grant Cycle Length	2.5 years

Map Cycle 2 - 17 Events



Timeline For Next Steps

Fall 2016 - Execute MOU Agreements & work with community relations on event engagement strategy

Fall 2017 - Stage first event



Board Report

File #: 2016-0566, **File Type:** Contract

Agenda Number: 11.

**REGULAR BOARD MEETING
OCTOBER 27, 2016**

SUBJECT: JOINT DEVELOPMENT BENCH CONTRACTS

ACTION: AWARD JOINT DEVELOPMENT BENCH CONTRACTS

RECOMMENDATION

CONSIDER:

- A. ESTABLISHING 16 contract agreements under the **Joint Development Bench, solicited as Request for Information and Qualification (RFIQ)** No. PS26132, with the contractors recommended in Attachment A-1 for a three-year period with two one-year options for professional services not-to-exceed a cumulative total value of \$6 million; and
- B. AUTHORIZING the CEO to award Task Orders within the approved not-to-exceed cumulative total value of \$6 million.

ISSUE

The Metro Joint Development (JD) Program evaluates Metro-owned properties for potential joint development and selects properties that are good candidates. Metro's JD Program staff requires professional services support for the related community engagement, proposal generation, evaluation and due diligence activities for joint development, as well as support for other projects generated by the Transit Oriented Communities (TOC) Demonstration Program. The recommendations in this report will establish a JD Bench (Bench), from which the Metro JD team can procure these needed professional services. The Bench will allow task orders to be awarded more efficiently since the initial qualification reviews have been completed.

DISCUSSION

The Bench will provide expertise and resources across five (5) disciplines critical to successful JD project delivery: community engagement, solicitation support, urban design, financial feasibility and grant writing. The bench will also support implementation of the TOC Demonstration Program. It is expected that services will be required for selected projects identified as a function of staff activity otherwise approved by the Metro Board and also for smaller scale, shorter term projects, or components of projects with JD potential including adjacent development review, land acquisitions, transportation-ancillary facilities, or other revenue-generating real estate projects. Other potential

services could include grant writing for projects or programs that support TOC goals around Metro's transit stations and JD Program sites.

The JD Program staff continues to receive requests for conceptual analysis and project development for potential JD projects. Having access to Bench contractors for preparation of the technical data required for the analyses will enable staff to more efficiently manage resources in the preliminary phases of JD work. Some of the services provided by the Bench contractors may be coordinated and overseen by staff or may sometimes complement developer teams to fulfill approval and review obligations. Recent JD consultant contracts have ranged from \$20,000 to \$420,000 depending on the nature of the work. The JD Program staff expects to carry out approximately eight Bench procurements over the coming three-year period.

The JD Bench is comprised of 16 prime contractors. Of the 16 prime contractors, eight firms, or 50%, are certified as a Small Business Enterprise(s) (SBE).

Metro's Diversity and Economic Opportunity Department has established a 25% SBE participation goal and a 3% goal for Disabled Veterans' Business Enterprises (DVBE) on the JD Bench. Each prime contractor, both SBE and non-SBE, has committed to meet these goals. In addition, the SBE Set-Aside Policy will apply to the community engagement discipline on the Bench.

Policy Implications

The recommended action is consistent with Metro's Joint Development Policies and Procedures and the TOC Demonstration Program.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety.

FINANCIAL IMPACT

Funding for joint development activities related to the Bench and any subsequent development activity related thereto, including the solicitation for development proposals, is included in the FY17 budget in Cost Center 2210 (Joint Development), under Project 610011 (Economic Development) or other JD-specific project tasks.

Since this is a multi-year contract, the Chief Planning Officer will be responsible for budgeting costs in future years.

Impact to Budget

The source of funds for joint development activities is local right-of-way lease revenues, which are eligible for bus/rail operating and capital expenses. Award of the contracts will not impact ongoing bus and rail operating and capital costs, Proposition A and C and TDA administration budget or the Measure R administration budget.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the recommendation. This is not recommended as the award of these task orders would then be pursued as separate procurements, which, for each task order, could potentially take six months or longer to complete. This would limit staff's ability to implement the JD work plan, and to respond quickly to JD project needs as well as requests from Executive Management and Board of Directors.

NEXT STEPS

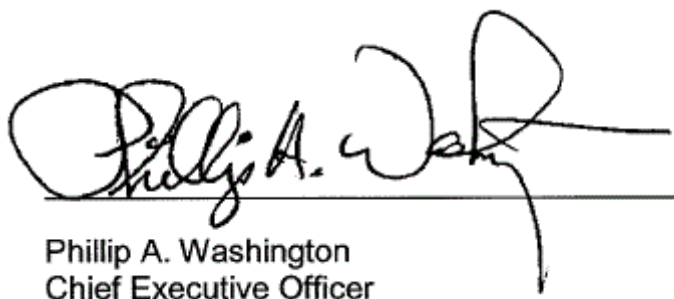
Upon Board approval, staff will execute the Bench Contracts. As needed, staff will solicit responses for individual task orders from specific disciplines.

ATTACHMENTS

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

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Phillip A. Washington
Chief Executive Officer

RECOMMENDED FIRMS SELECTED BY DISCIPLINE
JOINT DEVELOPMENT BENCH/PS26132

Discipline	Primes
Discipline 1: Community Outreach Services	<ol style="list-style-type: none"> 1. Community Arts Resource (CARS) (SBE) 2. Estolano Lesar Perez Advisors (ELP) (SBE) 3. Gwynne Pugh Urban Studio (SBE) 4. Lee Andrews Group (SBE) 5. MIG
Discipline 2: Urban, Architectural, Wayfinding Design Services	<ol style="list-style-type: none"> 1. Cityworks Design (SBE) 2. Gruen Associates 3. Gwynne Pugh Urban Studio (SBE) 4. IBI Group 5. Johnson Fain 6. Studio One Eleven
Discipline 3: Financial Feasibility Analysis Services	<ol style="list-style-type: none"> 1. BAE Urban Economics (SBE) 2. HR&A Advisors 3. Keyser Marston 4. The Maxima Group (SBE)
Discipline 4: RFP and Project Support Services	<ol style="list-style-type: none"> 1. Estolano Lesar Perez Advisors (ELP) (SBE) 2. Epic Land Solutions, Inc. (SBE) 3. HR&A Advisors
Discipline 5: Grant Writing Services	<ol style="list-style-type: none"> 1. Estolano Lesar Perez Advisors (ELP) (SBE) 2. IBI Group 3. Los Angeles Neighborhood Initiative (LANI)

PROCUREMENT SUMMARY

JOINT DEVELOPMENT BENCH/PS26132

1.	Contract Number: PS26132 (Contracts and any task orders will be identified by sequential numbers)	
2.	Recommended Vendor: 16 Contractors (see Attachment A-1)	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input checked="" type="checkbox"/> Task Order RFIQ	
4.	Procurement Dates:	
	A. Issued: 04/11/16	
	B. Advertised/Publicized: 04/12/16	
	C. Pre-Proposal/Pre-Bid Conference: 04/25/16	
	D. Proposals/Bids Due: 05/26/16	
	E. Pre-Qualification Completed: 08/25/16	
	F. Conflict of Interest Form Submitted to Ethics: 07/29/16	
	G. Protest Period End Date: 09/21/16	
5.	Solicitations Picked up/Downloaded: 124	Bids/Proposals Received: 38
6.	Contract Administrator: Ben Calmes	Telephone Number: (213) 922-7341
7.	Project Manager: Alexander Kalamaros	Telephone Number: (213) 922-3051

A. Procurement Background

This Request for Information and Qualification (RFIQ) was issued to create and establish a pre-qualified contractor pool, a bench, with contract agreements in order to issue Task Orders for a specific scope of services in the future, in support of the Joint Development (JD) program. These bench contract agreements with the pre-qualified subject experts will provide JD expertise and resources necessary to assist Metro in viable JD projects in the following five disciplines:

1. Community Outreach Services
2. Urban, Architectural & Wayfinding Design Services
3. Financial Feasibility Analysis Services
4. Request for Proposals (RFP) and Project Support Services
5. Grant Writing Services

The RFIQ was issued in accordance with Metro's Acquisition Policy and the task orders will be issued on a Cost Reimbursable or Firm Fixed Price basis, depending on the individual task order statements of work. The RFIQ was issued with an SBE/DVBE goal of 28% (SBE 25% and DVBE 3%).

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

- Amendment No. 1, issued on April 22, 2016, clarified the Letter of Invitation due date for proposals; and

- Amendment No. 2, issued on May 4, 2016, clarified SBE/DVBE requirements; revised the contract document to clarify the task order process; revised the Statement of Qualifications for Discipline 2, Urban, Architectural, Wayfinding Design Services; clarified submittal requirements; and extended the proposal due date to May 26, 2016.

Individual task orders under the Bench Contracts will be issued to the pre-qualified contractors within a specific discipline according to the following procedures. Within each bench discipline, if there are at least three certified, small businesses within the discipline, the Task Order solicitation shall be set aside for small businesses only. Prime firms that are otherwise qualified, but are not small business, will not be eligible for a task order award unless there are fewer than three certified, small businesses on the bench discipline or if Metro receives no qualified proposals to the task order request and the requirement is re-solicited. All task order awards will be made to the highest rated proposer with price being a consideration for non-Architect and Engineering tasks.

A pre-proposal conference was held on April 25, 2016, and attended by 36 participants representing 33 companies, including 20 SBE and DVBE firms. There were 60 questions asked and responses were released prior to the proposal due date.

A total of 124 firms downloaded the RFIQ and were included in the planholders' list.

A total of 38 proposals from 26 separate firms were received on May 26, 2016, covering five disciplines.

B. Evaluation of Proposals/Bids

Separate Proposal Evaluation Teams (PET) were established for each of the five bench disciplines consisting of staff from Metro Countywide Planning and Development and conducted a comprehensive technical evaluation of the proposals received.

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

- | | |
|---|-----|
| • Prime and Team Qualifications | 30% |
| • Project Manager and Key Staff Qualifications & Availability | 50% |
| • Effective Scheduling/Cost Management Plan | 20% |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar procurements for professional services. The intent of the JD Bench is to have a pool of qualified contractors who are pre-qualified/pre-screened in one or more disciplines that will compete for task orders. Placement on the Bench will not guarantee an award of any task order.

The PET members, for each discipline, independently evaluated and scored the technical proposals from May 31, 2016, to June 30, 2016. Based on the proposals, the PET for each discipline unanimously agreed that interviews were not necessary.

Twenty six (26) firms submitted 38 proposals; 16 firms were determined to be within the competitive range and qualified for inclusion on the Bench and are listed in Attachment A-1. Ten firms were determined to be outside the competitive range, and as a result, were not included for further consideration. The PETs did not find satisfactory demonstration of the requirements of the RFIQ in the qualifications submitted by the ten proposers outside the competitive range.

Of the 16 selected proposers, 8 are Metro certified SBE firms. Four proposers qualified for more than one discipline.

Qualifications Summary of Firms Within the Competitive Range:

BAE Urban Economics

The firm was founded in 1986 in San Francisco as a regional consulting practice under the name of Bay Area Economics (BAE) with offices in Sacramento, Washington, DC, New York City, and Los Angeles. BAE is an urban economics and development advisory consulting practice. BAE has served over 2,000 clients across the United States including public agencies, non-profit organizations, universities, and private developers. BAE's work emphasizes the triple bottom line of economics, equity, and environment. The firm is a Metro certified SBE.

Cityworks Design (CWD)

CWD, with headquarters in Pasadena, California, was founded in 2006. The firm provides landscape design, urban design and architecture services and specializes in community-based planning and design including pedestrian/bicycle access, transit-oriented development, and transit alignment. CWD has successfully led several projects for Metro, the Exposition Line Construction Authority, and for the cities of Long Beach, Glendale, and Pasadena. The firm is a Metro certified SBE.

Community Arts Resources Center (CARS)

CARS is a diverse collective of creatively minded planners and producers engaged in the changing dynamics of the urban environment. Based in Los Angeles, CARS focuses on urban planning, event planning and production, public engagement and marketing. CARS partners with neighborhoods, nonprofits, foundations, cities, cultural institutions, developers and designers to create public programs and events that highlight the unique character and untapped potential of a particular place. With more than a quarter of a century of experience in activating the urban realm, CARS creates experiences where arts, culture, community and civic life collide. The firm is a Metro certified SBE.

Epic Land Solutions Inc. (Epic)

Epic is a multi-faceted real property/right-of-way consulting firm, whose purpose is to acquire and manage real property interests needed by clients to construct infrastructure facilities. Based in Los Angeles with four west coast offices, Epic has extensive experience performing services for transportation agencies including Metro. Epic is a DBE/WBE firm and is certified by Metro as an SBE.

Estolano Lesar Perez Advisors (ELP)

ELP specializes in managing multi-stakeholder processes to address complex public policy issues. ELP has led efforts to promote transit oriented development and sustainable economic strategies. ELP has led strategic planning processes and designed performance management measures that tie action to goals, vision, and mission, for many public sector clients, including Metro. The firm is a Metro certified SBE.

Gruen Associates (Gruen)

Gruen is a planning and architecture firm with a portfolio of landmark projects spanning 70 years. Gruen's professionals provide architecture, retail architecture, transportation, urban design, streetscape design, planning and landscape architecture services and solutions that have created multi-purpose, engaging spaces for community interaction, and social and economic growth. Gruen has extensive experience providing services to public agencies, including the Los Angeles Union Station Master Plan for Metro.

Gwynne Pugh Urban Studio

Gwynne Pugh Urban Studio was founded in 2010, marking a new venture from architect and engineer Gwynne Pugh. Gwynne Pugh Urban Studio is structured to ensure Gwynne Pugh's participation in each project, capitalizing on his expertise in architectural and urban design, planning, sustainability and consultation. The firm is a Metro certified SBE.

HR&A Advisors (HR&A)

HR&A is a consulting firm with offices in Los Angeles, New York, Dallas and Washington DC. The firm provides services in real estate, economic development, and program design and implementation. HR&A has provided strategic advisory services for some of the most complex mixed-use, neighborhood, downtown, campus, and regional development projects across North America and abroad for 40 years. HR&A understands the importance of linking accretive private investment with public resources to support investors and communities' responsibilities and aspirations.

IBI Group

IBI Group is a globally integrated architecture, planning, engineering, and technology firm. IBI provides a full range of services related to the movement of people and goods for public and private sector clients. The firm has won numerous awards for

their approach to transportation master plans, multimodal integration, transit-oriented development, and rapid transit designs.

Johnson Fain

With headquarters in downtown Los Angeles, Johnson Fain has established itself as an architecture, planning and interior design firm known for its creative approach to the built environment over the past 25 years. Projects have included master plans, new town plans, facilities master planning, general and specific plans, site feasibility, and land use analysis for a variety of clients and diverse industries including: aviation, universities, media, public agencies, cities, the United States and international governments, resorts, private and public development, and redevelopment.

Keyser Marston Associates

Keyser Marston Associates is a boutique real estate advisory firm, with offices in San Francisco, Los Angeles and San Diego, that specializes in real estate deal structuring, developer selection and transaction negotiation. The firm focuses on the following specialties: public/private partnerships, structuring affordable housing financing and implementation transactions, fiscal analysis and municipal services financing to ensure new development generates sufficient reserves to fund needed services, and traditional real estate market and financial feasibility pro forma analysis.

Lee Andrews Group

Lee Andrews Group is a full-service public affairs and strategic planning firm that specializes in public outreach, government relations, project/construction management support, media communications, media spokesperson and event planning for complex projects. Lee Andrews Group has provided successful outcomes for over 20 years serving Southern and Northern California. Lee Andrews Group serves a wide range of industries including aviation, transportation and infrastructure, energy, school districts/facilities, municipal government, environment, public agencies, ports, developers and smart new companies. The firm is a Metro certified SBE.

Los Angeles Neighborhood Initiative (LANI)

LANI is a non-profit social services organization founded 20 years ago by former Los Angeles Mayor Richard Riordan. The mission of LANI is to stimulate community-driven neighborhood revitalization. LANI facilitates stakeholder participation and decision-making, and promotes public/private partnerships that result in catalytic community improvement projects. LANI achieves this through: community consensus building; transportation and pedestrian corridor improvements; business district revitalization; urban greening development; and support of community organizations. LANI has delivered tangible results to 32 communities across Los Angeles County.

MIG

MIG is a multi-disciplinary firm with headquarters in Berkeley, California, with branch offices nationwide, including Pasadena. MIG designs and implements multi-leveled, well-documented involvement processes aimed at increasing public confidence in decision-making. With more than 25 years of expertise, MIG's community outreach process focuses on developing common objectives and providing a full range of successful strategies for achieving those objectives.

Studio One Eleven

Based in downtown Long Beach, California, Studio One Eleven is an integrated practice of architecture, landscape, and urban design dedicated to creating more vibrant communities. From master plans to individual buildings, each endeavor aims at making a more humane and sustainable urban whole. Studio One Eleven views every project as an opportunity to physically enhance the urban context that sustains it.

The Maxima Group

An independent professional services firm founded in 1995, The Maxima Group has offices in northern and southern California. The firm takes pride in its high standards for creative solutions, quality services and value creation when working with organizations to address their complex and sophisticated business issues or transactions. Drawing on their experience and strong technical capabilities, the firm provides reliable, focused, collaborative and responsive services in several areas including fiscal impact and economic analysis. The firm is a Metro certified SBE.

C. Cost/Price Analysis

The RFIQ contained neither price nor a specific Statement of Work. Each future Task Order RFP will contain a specific Statement of Work which will be competed with the firms within the appropriate discipline. The contractors within each discipline will propose according to the requirements of the task order and a cost/price analysis will be performed, as appropriate, on all task orders issued.

D. Background on Recommended Contractor

Refer to Procurement Summary, Section B, Qualifications Summary, for background on the recommended contractors.

DEOD SUMMARY

JOINT DEVELOPMENT BENCH/PS26132

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 28% goal inclusive of a 25% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. Joint Development Bench Proposers were required to submit a "SBE/DVBE Affidavit" confirming their commitment to the 25% SBE and 3% DVBE goal. Additionally, Proposers were required to list all known SBE and DVBE firms that will perform any portion of the work without specific dollar commitments.

The Joint Development Bench is subject to the Small Business Prime Program requirements. If there are at least three SBE Primes within a bench discipline, the task order solicitation shall be set aside for small businesses only. If a task order solicitation is not issued through the Small Business Prime Program, participants on the Bench will be required to meet the 25% SBE and 3% DVBE contract-specific goal. One Discipline currently has at least three SBE Primes: Discipline 1 – Community Outreach Services. SBE and DVBE commitments will be determined based on the aggregate of all Task Orders issued.

Small Business Goal	SBE 25% DVBE 3%	Small Business Commitment	Various SBE and DVBE Commitments
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	Proposer	SBE Commitment %	DVBE Commitment %
1.	IBI Group	25%	3%
2.	Community Arts Resource Center (SBE)	97%	3%
3.	Gwynne Pugh Urban Studio (SBE)	50%	3%
4.	Estolano Lesar Perez Advisors (SBE)	97%	3%
5.	HR&A Advisors, Inc.	25%	3%
6.	Epic Land Solutions, Inc. (SBE)	97%	3%
7.	MIG, Inc.	25%	3%
8.	BAE Urban Economics (SBE)	97%	3%

9.	Keyser Marston Associates, Inc.	25%	3%
10.	Los Angeles Neighborhood Initiative	25%	3%
11.	Lee Andrews Group, Inc. (SBE)	97%	3%
12.	The Maxima Group LLC (SBE)	65%	3%
13.	Studio One Eleven	25%	3%
14.	Gruen Associates	25%	3%
15.	Cityworks Design (SBE)	25%	3%
16.	Johnson Fain	25%	3%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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