

Metro

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



Metro

Agenda - Final Revised

Wednesday, October 14, 2015

2:00 PM

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

Planning and Programming Committee

Mike Bonin, Chair

Sheila Kuehl, Vice Chair

James Butts

Jacquelyn Dupont-Walker

Hilda Solis

Carrie Bowen, non-voting member

Phillip A. Washington, Chief Executive Officer

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

CALL TO ORDER

ROLL CALL

18. APPROVE Consent Calendar Items: 19, 20 and 21.

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

19. RECEIVE AND FILE this **quarterly status report on the Airport Metro Connector (AMC) 96th Street transit station** in response to the June 2014 Board motion (Attachment A). [2015-0900](#)

Attachments: [Attachment A - June 26 2014 Board Motion](#)

(ALSO ON CONSTRUCTION COMMITTEE)

20. RECEIVE AND FILE report on the **creation of the Transit Oriented Communities (TOC) Demonstration Program**. [2015-1381](#)

Attachments: [Attachment A - TOC Demonstration Program](#)
[Attachment B - TOC Demonstration Program Site Matrix](#)

21. RECEIVE AND FILE the **Regional Rail Update through August 2015**. [2015-1389](#)

Attachments: [Attachment A](#)
[Attachment B](#)

NON-CONSENT ITEMS

22. AUTHORIZE the Chief Executive Officer to: [2015-1345](#)

- A. EXECUTE Contract Modification No. 16 to Contract No. PS4340-1939 with AECOM (formerly URS Corporation) to **address changes to the project alternatives for the Recirculated Draft EIR/EIS, and evaluate a Preferred Alternative for the I-710 South Corridor Project**, in an amount not to exceed \$7,012,735, increasing the total contract not-to-exceed amount from \$38,781,395 to \$45,794,130 and a contract extension of 15 months;
- B. EXECUTE Contract Modification No. 10 to Contract No. PS4340-1940 with Moore Iacofano Goltsman, Inc., for the **continued facilitation of community outreach services through the evaluation of the**

Preferred Alternative, in an amount of \$616,413, increasing the total contract amount from \$3,192,312 to \$3,808,725, and a contract extension of 15 months;

- C. EXECUTE Contract Modification No. 8 to Contract No. PS4710-2647 with AECOM (I-710 South Utility Study - South Segment), for the **utilities and structural engineering efforts associated with the revised project alternatives**, in an amount not to exceed \$648,969 increasing the total contract from \$7,448,929 to \$8,097,898, and a contract extension of 15 months; and
- D. INCREASE Contract Modification Authority (CMA) specific to the three contracts to **cover the cost of any unforeseen issues that may arise during the performance of the contracts** as follows:
1. Contract No. PS4340-1939 in the amount of \$1,051,910; increasing the total CMA amount from \$3,526,331 to \$4,578,241
 2. Contract No. PS4340-1940 in the amount of \$92,462; increasing the total CMA amount from \$177,884 to \$270,346
 3. Contract No. PS4710-2647 in the amount of \$97,345, increasing the total CMA amount from \$742,845 to \$840,190.

Attachments:

[A1 PS43401939 Procurement Summary](#)

[B1 Contract Modification Change Order Log for PS4340-1939](#)

[C1 PS4340-1939 DEOD Summary](#)

[A2 PS4340-1940 Moore Iacofan Goltman Inc. \(MIG\) Procurement Summary](#)

[B2 PS4340-1940 Moore Iacofan Goltman Inc. \(MIG\) Contract Modification Char](#)

[C2 PS4340-1940 Moore Iacofan Goltman Inc \(MIG\) DEOD Summary](#)

[A3 PS4710-2647 AECOM Procurement Summary](#)

[B3 PS4710-2647 AECOM Contract Modification Change Order Log](#)

[C3 PS4710-2647 AECOM DEOD Summary](#)

22.1 **MOTION by Director Solis** that the Board of Directors make approval of Item 22 contingent on studying the following as a part of the evaluation of Alternatives 5C and 7 in the I-710 Recirculated Draft Environmental Impact Report/ Supplemental Environmental Impact Statement:

2015-1595

- A. Geometric design for the I-710 Freight Corridor (under Alternative 7 only) that eliminates significant impacts and displacements of homes, businesses, or community resources, such as but not limited to the Bell Shelter or Senior Centers, and the implications of such a design on commuter and freight traffic demands; where significant impacts are unavoidable, provide documentation of the rationale and constraints;
- B. An option, under Alternative 7 only, to operate only zero-emissions

trucks along the Freight Corridor;

- C. Implementing high frequency Express Bus Transit service along the main 710 corridor and the impact of such a line on commuter and freight traffic demands;
- D. Adding transit service on the bus and rail lines serving the I-710 project area, including operating Blue and Green Line trains with a minimum of 10-minute headways and a minimum of 25% increase in local bus, express bus and community shuttles service frequencies;
- E. Traffic Control measures, traffic management, intelligent transportation systems and operational efficiency improvements, such as highway ramp metering and transit system signal prioritization, to reduce congestion on local streets and arterials before considering expanding lanes;
- F. The use of the best available technology construction equipment as defined by the California Air Resources Board;
- G. Construction of a new, 8-foot, Class-I bike path and access points within the Los Angeles Flood Control District right-of-way on the western levee of the Los Angeles River Channel from the Pacific Coast Highway [Long Beach] to Imperial Highway [South Gate] to connect with the existing Los Angeles River Bike Path;
- H. Construction of a new 8-foot, Class I bike path and access points within SCE right-of-way, roughly parallel to Greenleaf Blvd., between the Los Angeles Blue Line and Sportsman Drive;
- I. Construction of a new 8-foot, Class I bike path and access points within SCE and LADWP right-of-way from Willow/TI Freeway [Long Beach] to connect with the Rio Hondo Bike trail at Garfield Avenue [South Gate] This new route would be approximately 12 miles in length;
- J. Upgrades to the existing Los Angeles River Bike Path consisting of safety, landscaping, hardscape, lighting and access enhancements and fix station including to locations, between Ocean Blvd. [Long Beach] and its northern terminus at Slauson Avenue [Vernon];

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- K. The replacement/enhancement of approximately 28 existing bridges/underpasses and the construction of at least five new pedestrian/bike bridges/underpasses to ensure safe and easily accessible freeway and river crossings to reduce gaps between crossing over ½ a mile where demand for increased access exists along the project corridor;

 - L. Ensure implementation of Complete Streets treatments that promote sustainable and “livable neighborhoods” for all those arterials, ramp termini, and intersections as part of the proposed I-710 Project. Designs shall be consistent with the principles outlined in Caltrans’ *Main Streets, California: A Guide for Improving Community and Transportation Vitality*;

 - M. Consistent with Caltrans’ policy, maximize the number of new trees, shrubs and foliage within proposed state ROW that are drought resistant and have superior biosequestration and biofiltration capabilities, in an effort to surpass the minimum tree removal/replacement ratio;

 - N. Consistent with the Regional Water Quality Control Board and their Municipal Separate Storm Sewer System permits, identify suitable locations within the state’s right of way to implement additional storm water Best Management Practices and enhance the water quality for the LA River and its tributaries; and

 - O. Incorporate into the project design, avoidance and minimization measures to reduce the level of impacts to Los Angeles River’s riverbanks, trails, pocket parks, open space, wetlands and native landscaping within the project area.

FURTHER MOVE that the Board of Directors instruct the Chief Executive Officer to consider the following mitigation during construction, in parallel to the EIR/EIS process:

- A. Direct staff to monitor traffic congestion on all rail and bus routes in the I-710 construction area to identify and make needed adjustments to service based on actual traffic conditions and to determine if Metro services should operate on an incentive fee structure during the construction period;

- B. Direct staff to identify potential incentive programs for the Blue line and Metro buses in the I-710 corridor and affected by construction, to be considered as possible mitigation to help ease the impact of delays to bus service identified in the recirculated DEIR/DEIS;

- C. Develop a community outreach plan in conjunction with community stakeholders to provide quarterly reports on the progress of the I-710 project to the Gateway Cities Council of Governments (GCCOG) and the community at public meetings/hearings where there is the opportunity for community input;

- D. Establish a bike and pedestrian safety plan during construction; and

- E. Create a residential and school noise and air mitigation program, to be incorporated into the I-710 Community Health and Benefit Program.

FURTHER MOVE that the Board of Directors instruct the Chief Executive Officer take the following actions, working with Caltrans and partner agencies as necessary and in parallel to the EIR/EIS process:

- A. Direct staff to include an analysis of a Zero Emission Truck procurement and operations program (Alternative 7 only) in any Public Private Partnership analysis to be done for the Project;

- B. Work with the Gateway Cities Council Of Government jurisdictions to add, align and/or partner bus route stops with access points to surrounding Class-I bike paths to further promote the combination of active transportation and transit ridership; and

- C. Direct staff to work with community based partners (community groups, faith based groups and labor) on the development of a Local and Targeted Hiring Policy and PLA for construction jobs and a First Source Hiring Policy for permanent jobs created by the project. This should completed, at the latest, by the completion of the recirculated DEIR/DEIS.

23. AUTHORIZE the Chief Executive Officer to award and execute a 21-month firm fixed price Contract No. PS3604300 (RFP No. PS113344540-R) to Inland Transportation Services, Inc. (ITS) in the amount of \$1,198,055 for **Metro Rideshare Program Support services in Los Angeles County** and to increase the FY 2016 budget for Regional Rideshare by \$425,000. [2015-1223](#)

Attachments: [Attachment A Procurement Summary PS3604300](#)
 [Attachment B DEOD Summary PS3604300](#)

24. AUTHORIZE Parking Management staff to **pilot a public parking program at the Westlake/MacArthur Park Station Joint Development Project** for twelve months. [2015-0890](#)

Item 25, File ID 2015-1328, has been moved to Construction Committee and will not be heard at the Planning and Programming Committee.

25. AUTHORIZE the Chief Executive Officer to: [2015-1328](#)

- A. APPROVE programming \$50.111 million in supplemental funding for the **I-5 Carmenita Road Interchange project**, consistent with the attached Unified Cost Management Process and Policy for Measure R Projects analysis in Attachment A, and an increase in project funding from \$369.770 million to \$419.881 million; and
- B. ENTER into a Local Advance Construction (AC) agreement (Attachment B) with the California Department of Transportation (Caltrans) for the use of up to \$97 million in local funds to finance the construction of the I-5 South Segment 2 project until such time that federal funds already programmed to the project become available.

Attachments: [ATTACHMENT A Analysis of Unified Cost Management Process and Policy f](#)
 [ATTACHMENT B Local AC Form 3-I](#)
 [ATTACHMENT C Letter from Caltrans August 21 2015](#)
 [ATTACHMENT D Letter from Caltrans September 15 2015](#)

26. CONSIDER: [2015-1333](#)
- A. ADOPTING **Southern California Association of Governments (SCAG's) Draft Regional Program** for Los Angeles County ATP applicants as shown in Attachment A.

-
- B. APPROVING the designation of ten points to reflect the consistency of the projects listed in Attachment A with regional and local plans.

Attachments: [Attachment A - SCAG 2015 ATP Regional Program..pdf](#)

27. APPROVE programming of up to \$6.521 million from fiscal year (FY) 2015 Federal Department of Homeland Security (DHS) - Transit Security Grant Program (TSGP) funds that are available for the eligible operating project, as shown in Attachment A. [2015-1365](#)

28. APPROVE the Resolution in Attachment A which: [2015-1388](#)

- A. AUTHORIZES the Chief Executive Officer (CEO) or his designee to claim up to \$28 million in **FY 2015-16 the Low Carbon Transit Operations Program (LCTOP) funds from California's Cap-and-Trade Program's Greenhouse Gas Reduction Fund**, including \$24 million in funding appropriated to Metro and up to \$4 million in funding appropriations to any other Los Angeles County eligible recipients which may opt not to claim their appropriation;
- B. IDENTIFIES the projects for which LCTOP funds are to be claimed; and
- C. AUTHORIZES the Chief Executive Officer (CEO) or his designee, as an eligible fund recipient, to execute all required documents of the LCTOP and any amendments thereto with the California Department of Transportation and to execute the attached Authorized Agent form (Attachment B) and the attached Certification and Assurances document (Attachment C).

Attachments: [Attachment A - Certifying Resolution.docx](#)
[Attachment B - Authorized Agent Form.pdf](#)
[Attachment C - Certification and Assurances Document.pdf](#)
[Attachment D - Projects identified for LCTOP Funding - Descriptions.docx](#)
[Attachment E - Disadvantaged Communitiesw Map.pdf](#)

29. **WITHDRAWN:** CONSIDER: [2015-1402](#)

- A. PROGRAMMING ~~\$2,585,858~~ for the ~~Burbank-Bob Hope Airport/Hollywood Way Metrolink Station Project (BHA Project) in Surface Transportation Uniform Relocation Assistant Act (STURAA) funds;~~

- ~~B. PROGRAMMING \$1,500,000 in Measure R 3% funds for the BHA-
Project;~~
- ~~C. AMENDING the FY 2015-16 Metro budget to include \$1,000,000 in
Measure R 3% funds for the construction of the BHA Project;~~
- ~~D. AUTHORIZING the Chief Executive Officer, or his designee, to
negotiate and execute all agreements necessary for this action.~~

30. RECEIVE AND FILE:

[2015-1545](#)

- A. The draft **Long Range Transportation Plan (LRTP) Potential
Ballot Measure Framework** in Attachment A and draft
Assumptions in Attachment B;
- B. The Stakeholder Process Input in Attachment C, Attachment D,
and Attachment E, as described below; and
- C. The Roadmap to a Potential Ballot Measure in Attachment F.

Attachments: [Attachment A - LRTP Potential Ballot Measure Framework and Sequencing Crit](#)
[Attachment B - LRTP Potential Ballot Measure Assumptions](#)
[Attachment C - Link](#)
[Attachment D - Sub-Regional Stakeholder Draft Project - Constrained](#)
[Attachment E - Regional Facility Provider Draft Needs Lists - Unconstrained](#)
[Attachment F - Roadmap](#)

(ALSO ON EXECUTIVE MANAGEMENT COMMITTEE)

60. CONSIDER:

2015-1279

- A. AUTHORIZING the Chief Executive Officer (CEO) to award and
execute a 37-month Firm Fixed Price Contract No.
AE354280011791, to RNL Interplan, Inc. in the amount of
\$3,835,439 for a base contract to develop advanced conceptual
engineering design documents (60% design development
drawings) for the **Willowbrook/Rosa Parks Station
Improvements Project** (Project) and one of two optional tasks to
advance the design to the construction document stage through
either i) a Design/Build project delivery method in an amount not to
exceed \$800,000; or ii) a Design/Bid/Build project delivery method
in an amount not to exceed \$1,920,629 for a total not to exceed
amount of \$5,756,068;

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- B. AFFIRMING the Board's previous commitment to provide \$16 million in local match funding in line with the funding requirements of the US Department of Transportation (DOT) Transportation Investment Generating Economic Recovery Act (TIGER) VI Discretionary Grant program;

 - C. APPROVING a Preliminary Project Funding Plan which includes additional funding up to \$32.8 million to be sourced from state or local funds to cover any funding gaps.

 - D. APPROVING Contract Modification Authority specific to Contract No. AE354280011791 in the amount of \$1,151,214 or 20% of the total contract value, to cover the costs of any unforeseen design issues that may arise during the course of the contract.

Attachments:
Attachment A – Location Map
Attachment B – Project Site Plan and Renderings
Attachment C – Preliminary Funding Plan
Attachment D- Procurement Summary
Attachment E - DEOD Summary

61. CONSIDER:

2015-1442

- A. APPROVING expansion of the SCRIP to include the Los Angeles Union Station Master plan passenger concourse and accommodate a high speed rail system in Union Station;

- B. PROGRAMMING \$15,000,000 in FY 16 Measure R 3% funds for the SCRIP environmental and preliminary engineering scope of work; and

- C. ACCOMODATING high speed rail in Los Angeles Union Station as part of the implementation of the Los Angeles Union Station Master Plan.

31. RECEIVE oral report of the Chief Executive Officer.

[2015-1550](#)

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 #: 2015-0900, **File Type:** Informational Report**Agenda Number:** 38.

**PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 14, 2015
CONSTRUCTION COMMITTEE
OCTOBER 15, 2015****SUBJECT: AIRPORT METRO CONNECTOR****ACTION: RECEIVE AND FILE****RECOMMENDATION**

RECEIVE AND FILE **quarterly status report on the Airport Metro Connector (AMC) 96th Street transit station** in response to the June 2014 Board motion (Attachment A).

ISSUE

At the June 26, 2014 meeting, the Board directed that quarterly status reports be provided on the AMC 96th Street transit station in coordination with Los Angeles World Airport (LAWA) staff. The report provides updates on the status of the AMC project including: (1) environmental review process; (2) architectural and engineering design services; and (3) Crenshaw/LAX design accommodations for the future AMC transit station. The report responds to the Board directive.

DISCUSSION

Staff continues in coordination with LAWA to advance the AMC 96th Street Transit Station. Over this past quarter, work continued on the environmental review, station design and on the Crenshaw/LAX Line accommodations to allow for the construction of the station. LAWA continues its environmental clearance of its Los Angeles International Airport (LAX) Landside Access Modernization Program (LAMP) including the Automated People Mover (APM) system.

The AMC 96th Street transit station is receiving interest by the Federal Transit Administration (FTA). On August 26th, FTA Acting Administrator Therese McMillan along with Leslie Rogers, FTA Region 9 Administrator and other high ranking FTA staff toured LAX and both the LAMP and AMC project areas. LAWA staff joined the tour and provided a briefing on their LAMP.

On September 8th, Metro submitted an expression of interest for the AMC 96th Street transit station for FTA's pilot project for expedited project delivery. This \$77 million expression of interest, if approved for funding, will help Metro to accelerate the project to a 2023 opening date, consistent with

the Board direction to deliver this project earlier than the 2028 revenue operations date in the 2009 Long Range Transportation Plan.

Environmental Review Process

Staff continues to work with LAWA representatives to coordinate the environmental efforts for both the AMC transit station and LAMP project, which are on parallel schedules. Metro and LAWA staff have been meeting bi-weekly to confirm project definitions, baseline traffic data, ridership model assumptions and bicycle and pedestrian connectivity. This will help ensure that both separate and independent projects are fully synchronized.

In addition to exchanging data with LAWA representatives, Metro staff has been attending bi-weekly multi-agency ground access technical coordination meetings led by LAWA with Caltrans, the Southern California Association of Governments (SCAG) and the Los Angeles Department of Transportation (LADOT) to discuss roadway concepts, freeway access, traffic modeling, and details of the LAMP project.

Architectural and Engineering Design Services

In July, the Board awarded the architectural and engineering design services contract for the station. A kick-off meeting was held on August 25th with the design team to present the project objectives, discuss the Board directed transit station design considerations as well as the Crenshaw/LAX construction schedule, accommodations for the 96th Street station and the Southwest Yard design and construction schedule. On August 26th, the design team received a detailed briefing by the Crenshaw/LAX Transit Project, Southwestern Maintenance Yard and LAWA's LAMP design teams and toured the project area. Staff reinforced that the Crenshaw/LAX and Southwest Yards' construction schedules cannot be impacted by the AMC 96th Street Transit station. Work progresses on defining the station's program elements.

Crenshaw/LAX Design Accommodations

Staff issued a limited change order with Walsh-Shea Corridor Constructors for the design of the accommodations. Staff has also informed the affected property owners that additional property acquisition is no longer needed on the east side of the Metro ROW for the accommodations.

NEXT STEPS

Staff in close coordination with LAWA staff will continue to work on the environmental document, station design and the Crenshaw/LAX design accommodations.


ATTACHMENTS

Attachment A - June 26, 2014 Board Motion

Prepared by: Meghna Khanna, Transportation Planning Manager (213) 922-3931
Cory Zelmer, Project Manager (213) 922-1079

David Mieger, Executive Officer (213) 922-3040
Renee Berlin, Managing Executive Officer (213) 922-3035
Rick Meade, Executive Officer (213) 922-7917

Reviewed by: Martha Welborne, FAIA, Chief Planning Officer, (213) 922-7267
Bryan Pennington, Deputy Executive Director, Program Management (213) 922-7449
Rick Clarke, Executive Director, Program Management, (213) 922-7557



Phillip A. Washington
Chief Executive Officer

June 26, 2014 Board Motion

**MTA Board Meeting
June 26, 2014**

Relating to Item 65

**MOTION BY
MAYOR ERIC GARCETTI, COUNCILMEMBER MIKE BONIN, SUPERVISOR
DON KNABE & SUPERVISOR MARK RIDLEY-THOMAS**

For decades, the biggest missing piece of the transportation puzzle in Los Angeles has been a quick, convenient, and viable option for the traveling public to connect to our airport using our mass transit system. Making that connection has been a high priority for all Angelenos, who clearly made their position known by overwhelmingly supporting the construction of a direct airport connection as part of Measure R.

Several criteria are essential in evaluating the various alternatives that have been proposed for the Airport Metro Connector including cost, travel time, and interoperability with the regional network. However, given the considerable importance that the transit riders have placed on a seamless and robust airport connection, the final project will be judged largely by its ability to deliver on one critical aspect: passenger convenience.

The desire to provide an exceptional passenger experience should guide the Metro Board in designing this project. This airport connection will only be as good as the passenger experience it delivers, and the ridership numbers will largely reflect our ability to anticipate, meet, and exceed the expectations of the traveling public.

Done right, Alternative A2 (96th Street Station) could be the airport rail connection that Angelenos have longed for. It would provide a direct rail connection that will not only help address the ground transportation challenges at LAX, but also continue to expand MTA's regional transportation network, and has the potential to provide a world-class passenger experience to the traveling public.

The 96th Street Station can be the new "front door" to LAX for transit riders, and MTA and LAWA should work together and think imaginatively to meet and exceed the needs of the traveling public, and create a robust, visionary transit facility.

WE THEREFORE MOVE THAT the MTA Board of Directors adopt and direct the Chief Executive Officer to do the following:

1. Develop the 96th Street Station, in consultation with LAWA, using the following design guidelines:
 - a. Enclosed facility
 - b. Integrated APM/Light Rail station, minimizing walk distances
 - c. Concourse areas
 - d. LAX airline check-in with flight information boards
 - e. Station restrooms
 - f. Free public WiFi & device charging areas
 - g. Private vehicle drop-off area, and taxi stand
 - h. Pedestrian plaza with landscaping and street furniture
 - i. Metro Bike Hub with parking, a bike repair stand and bike pump, showers, lockers, controlled access and 24-hour security cameras
 - j. Retail (food/beverage and convenience)
 - k. L.A. visitor info and LAX info kiosk
 - l. Connectivity to Manchester Square and surrounding areas, including walkways
 - m. At a minimum, LEED Silver certification
 - n. Public art installation
 - o. Other amenities for airport travelers, including currency exchange and bank/ATM machines
 - p. Passenger safety

2. Report back at the September 2014 MTA Board meeting, in consultation with LAWA, with a review of baggage check amenities that are available at other transportation centers that serve major airports, including an assessment of the feasibility of offering baggage check at the proposed 96th Street Station.
3. Procure a qualified architectural firm to design the station as described under no. 1 above.
4. Provide quarterly updates, in coordination with LAWA staff, including, but not limited to, on the development of the 96th Street Station, the Intermodal Transportation Facility and Automated People Mover, of the following:
 - a. Design
 - b. Schedule
 - c. Cost Estimates
5. Report back at the September 2014 MTA Board meeting with a conceptual and station design approach plan as described above, and provide quarterly updates on implementation progress thereafter; and
6. Instruct the CEO to work with LAWA and the Board of Airport Commissioners to obtain their written commitment to construct and operate an automated people mover connecting the airport's central terminal area to a planned Metro Rail Station, and to report back at next month's (July 2014) Planning and Programming and Construction Committees, and at Committees each month thereafter until this written commitment is obtained, in order to ensure that the light rail connection to LAX that was promised to the voters in Measure R becomes a reality.

**Board Report**

File #: 2015-1381, **File Type:** Informational Report**Agenda Number:** 20.

**PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 14, 2015****SUBJECT: TRANSIT ORIENTED COMMUNITIES (TOC) DEMONSTRATION PROGRAM****ACTION: RECEIVE AND FILE****RECOMMENDATION**

RECEIVE AND FILE report on the **creation of the Transit Oriented Communities (TOC) Demonstration Program.**

ISSUE

At the direction of the Chief Executive Officer (CEO), the Joint Development (JD) Department has developed the Transit Oriented Communities (TOC) Demonstration Program (the "Program"), identifying changes to the JD process as well as a "TOC Toolkit" to promote a more expansive approach to integrating transit into communities. Attachment A is a draft of the TOC Demonstration Program, including a description of sites to be showcased through the Program and Attachment B has a more detailed TOC Demonstration Program Site Matrix.

DISCUSSION**Program Overview**

TOCs represent a comprehensive approach to creating compact, walkable and bikeable places in a community context. The key difference between Transit Oriented Development (TOD) and TOCs are that TOCs focus more broadly on the community rather than focusing on a single development.

Moving from TOD to TOCs requires that Metro take a leadership role in collaborating with a variety of local stakeholders, including local government, private developers and community members, to make our individual transit oriented developments and policies part of a vibrant built environment for existing and future residents to live, work, play, and commute. The TOC Demonstration Program will showcase a broader community development focus to all aspects of Metro's work in building the public transit system. The Program will be realized through two components:

1. A re-calibration of the JD Process focused on active collaboration with community stakeholders and local jurisdictions; and
2. Building a "TOC Toolkit" that draws upon an array of creative community development tools to support JD projects in achieving broader TOC goals.

The JD Process has been updated with the following components:

- TOC Webpage Reboot (June 2015);
- Update of the Joint Development Policy (July 2015);
- Development Guidelines - process refinement underway, will include more robust community participation and encompass additional Metro goals including active transportation;
- Design Review - Expanded beyond technical operational review to more comprehensively consider the quality of design and impact on community

The TOC Toolkit is a set of tools and strategies that can be applied as appropriate to the Demonstration Program sites and to the 1 - 1 ½ corridor radius around the sites, and includes:

- Affordable Housing Policies - 35% portfolio wide goal and proportional land discount approved at July 2015 Board meeting; an update on the affordable housing and small business development loan fund additional, in-development policies was reported to the Board in September 2015;
- Coordination on public funding;
- Joint ventures with other public agencies;
- Support for active transportation improvements;
- TOD Planning Grant Program (4 Rounds awarded, Round 5 anticipated in 2017);
- Other site-specific tools, including:
 - Bulk discounts on TAP cards for Metro JD affordable housing projects;
 - Inclusion of adjacent properties in Metro Joint Development projects;
 - Partnerships with Community-Based-Organizations;
 - Station Connections;
 - Reduction, relocation or consolidation of transit parking, if appropriate;
 - Innovative financial partnerships;
 - Transit improvements

Site Selection

The sites that will be showcased in the TOC Demonstration Program were selected based on the following criteria:

- Geographic spread across LA County, to the extent possible;
- Within an existing or in-construction rail or high quality bus transit corridor;
- Site is owned by Metro (or an interested public agency or private developer) and available for new construction within the next 5 years (i.e. not on hold for transit improvements and/or in

use for staging or other construction-related needs for more than 5 years from September 2015);

- Existing land uses support TOC development and/or land use planning underway;
- Commitment by local jurisdiction or County to collaborate in the demonstration program;
- Ability for Metro to have a direct and active role in the development of the site;
- Commitment by developer/property owner, where applicable;
- If not a development site, then a program/project area that is focused on a set of improvements that promote TOCs.

Each of the 7 sites identified for inclusion in the Demonstration Program was vetted with staff from each Board Director's office with jurisdiction as well as the participating municipality. The sites are described in Attachment B, the TOC Demonstration Program Site Matrix. It is important to note that the TOC approach will not be limited to those sites included in the Demonstration Program, but will be applied to all active Joint Development projects and sites, as well as any new Joint Development sites. The selected sites are being showcased because they have the potential to impact a broader area and best demonstrate the power of the TOC approach.

Implementation

Metro's JD staff will provide quarterly progress reports to the Board for each of the Demonstration sites, starting at the January 2016 Board meeting. In addition, any time that the Board is asked to take action regarding one of the Demonstration sites, staff will note the site's inclusion in the Demonstration Program and indicate how the proposed actions are in keeping with Program's goals. The TOC Demonstration Site matrix (Attachment B) identifies near and longer term goals for each site, however it is anticipated that each site will generate more specific TOC goals during the outreach and project development process. For example, specific public improvements or community uses to accompany each site, as well as creative financing opportunities and partnerships that will realize these goals will not be known until we progress further into the community outreach and project development phases of each site.

FINANCIAL IMPACT

The Demonstration Program will be managed with existing staff and budget from the Joint Development (cost center 2210) and Strategic Initiatives (cost center 4530) departments in FY16. Beginning in FY2017, it is recommended that we budget an additional \$200,000 each fiscal year, to support additional technical and feasibility studies and/or grant writers, or other opportunities to provide critical support to our municipal partners and the project and programs within the Demonstration Program. Because this is a multi-year program, the Chief Planning Officer and the Managing Executive Officer, Countywide Planning and Development, will be responsible for including future expenditures in proposed future year budgets.

Impact to Budget

The FY16 adopted budget includes funding for cost centers 2210 and 4530 to cover project costs associated with the TOC Demonstration Sites.

ALTERNATIVES CONSIDERED

The Board could request that staff not move forward with the TOC Demonstration Program. This is not recommended as the CEO has specifically requested the development of this program to showcase a more holistic, community development approach to Joint Development and station area planning. In addition, the subject sites are part of the Joint Development and Strategic Initiatives work program, and in many instances already subject to Board-authorized agreements, therefore they are moving forward regardless. The Board could also request that different sites be showcased through the Program. This is not recommended because the recommended sites were vetted through the criteria provided in Attachment A as well as through meetings with each of the Board Directors' offices. The sites have further been selected based on the capacity of the current staffing in the Joint Development and Strategic Initiatives departments.

NEXT STEPS

The JD team will continue with implementation efforts for the selected Demonstration Program sites and will provide a progress report to the Board in January 2016.

ATTACHMENTS

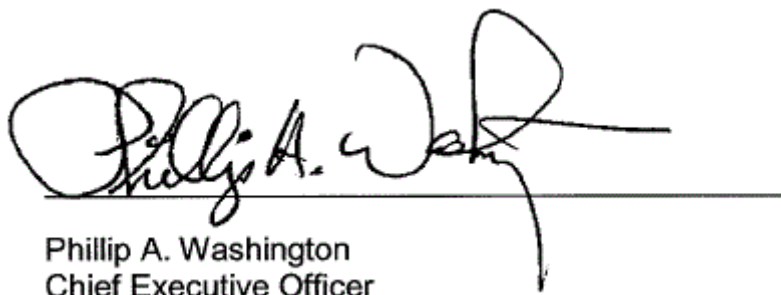
Attachment A - TOC Demonstration Program

Attachment B - TOC Demonstration Program Site Matrix

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Phillip A. Washington
Chief Executive Officer

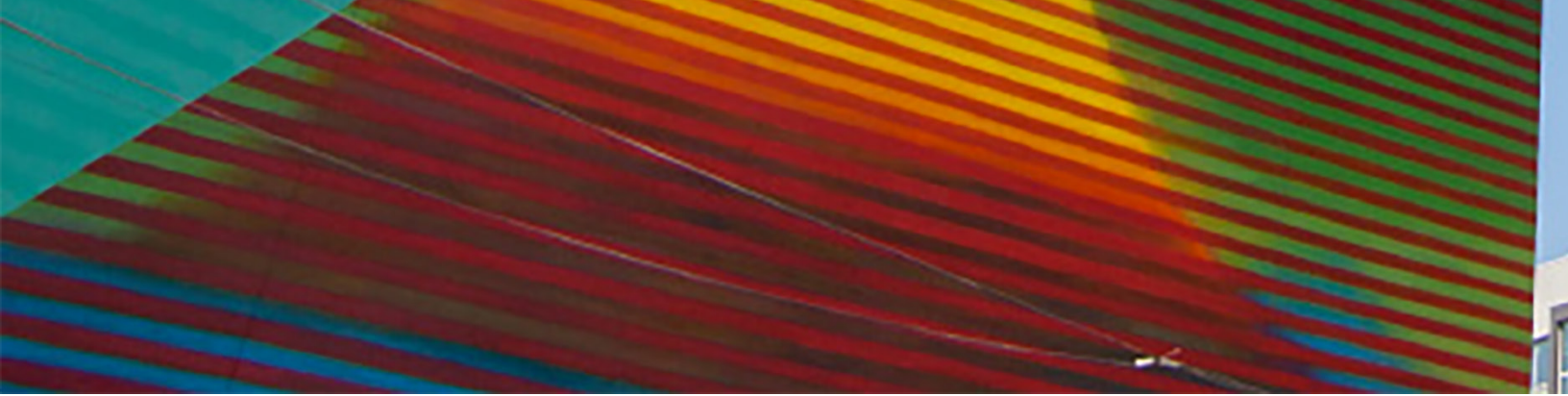


Supporting Transit Oriented Communities

A Metro Demonstration Program



SEPTEMBER 2015



Moving from TOD to TOCs

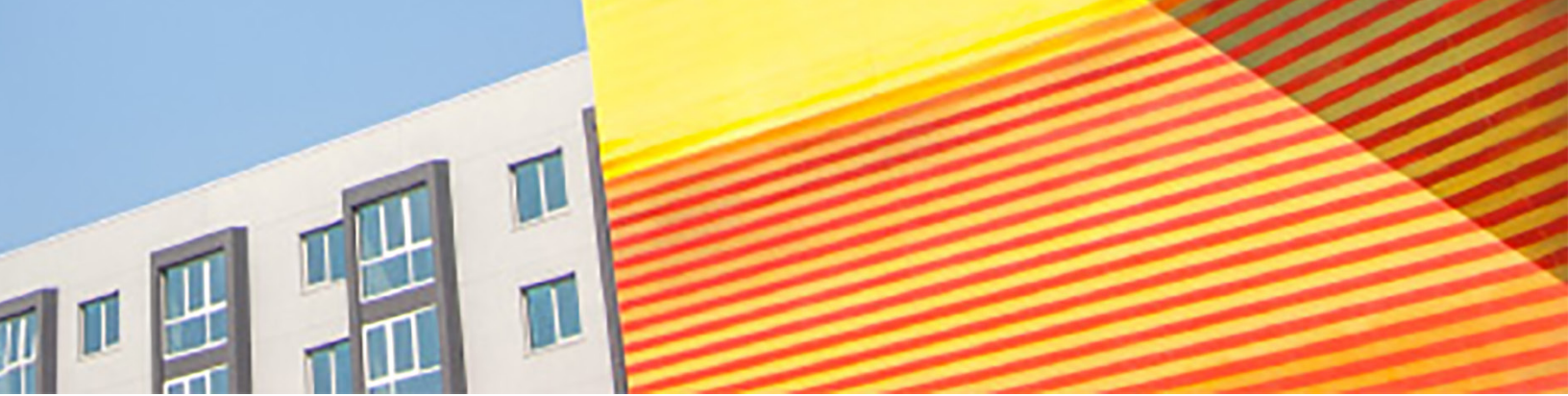
With the 2008 passage of Measure R, Los Angeles County's voters put in place a groundbreaking plan to double the rail system by 2035. This investment in the region's quality of life provides tremendous opportunity to shape how the County grows to meet the demands of its growing population. The concept of Transit Oriented Development (TOD) is a type of community development that includes a mixture of housing, office, retail and/or other commercial development and amenities integrated into a walkable and bikeable neighborhood and located within a half-mile of quality public transportation.

By connecting people and amenities through improved access to public transit, TOD reduces car dependency and therefore lowers air pollution and greenhouse gas emissions; promotes walkable and bikeable communities that accommodate more healthy and active lifestyles; increases transit ridership and therefore revenues for transit operators; improves access to jobs and economic opportunities; and creates more opportunities for mobility. Metro's vision goes beyond TOD to focus on the creation of "transit oriented communities" (TOC). TOCs represent a comprehensive approach to creating compact, walkable and bikeable places in a community context, rather than concentrating on a single development site. For Metro, creating TOCs means expanding the boundaries to consider the impact of our system in a 1 – 1 ½ mile corridor around a transit station.

Moving from TOD to TOCs requires that Metro take a leadership role in collaborating with a variety of local stakeholders, including local government, private developers and community members, to make our individual transit oriented developments and policies part of a vibrant built environment for existing and future residents to live, work, play, and commute. To make this move to TOCs, Metro's Joint Development (JD) Program is spearheading a TOC Demonstration Program that will showcase a broader community development focus to all aspects of its work.

The TOC Demonstration Program ("Program") has two components:

- 1) A re-calibration of the JD Process focused on active collaboration with community stakeholders and local jurisdictions; and
- 2) Building a "TOC Toolkit" that draws upon an array of creative community development tools to support JD projects in achieving its broader TOC goals.



TOC Demonstration Program

PROGRAM GOALS

The JD Demonstration Program will:

- > Demonstrate successful Transit Oriented Communities
- > Test an expanded role for Metro in the creation of TOCs
- > Focus on stations with catalytic potential along a transit corridor and the greatest opportunity for success
- > Collaborate with local stakeholders to identify opportunities to broaden the impact of individual projects to a 1 – 1 ½ mile radius from stations
- > Learn from a diversity of project types and individual project goals
- > Allow sufficient time for implementation (3 – 5 years)

PROGRAM COMPONENTS

The Program will be realized through two sets of actions: 1) changes in the JD Process, and 2) the TOC Toolkit.

1) Joint Development Process

- > Update of the Joint Development Policy
- > TOC Webpage Reboot
- > Development Guidelines
- > Design Review

2) TOC Toolkit

- > Affordable Housing
- > Coordination of Public Funding
- > Joint venture with other government agencies
- > Support Active Transportation Improvements
- > TOD Planning Grant Program
- > Other Project-Specific Tools

1) Joint Development Process

Starting in late 2014, the JD department began a re-evaluation of its process, looking at everything from how we create Development Guidelines, how communities and jurisdictions are engaged, legal documents, the webpage and the JD Policy and Procedures. Changes to the JD Process include:

> UPDATE OF THE JOINT DEVELOPMENT POLICY

At the July 23, 2015 meeting of the Metro Board of Directors, the Board approved an update to the Joint Development Policy that includes key policy changes regarding affordable housing (described in the TOC Toolkit section below), describes the importance of meaningful community engagement in the JD process, and provides clarity on the JD process and policies.

> TOC WEBPAGE REBOOT

In June 2015, Metro re-launched its Joint Development webpage under the banner of Transit Oriented Communities. The new webpage describes a host of activities that Metro is shepherding to support TOCs, including Joint Development, the TOD Planning Grant Program, and the TOD Toolkit. In addition, the JD portion of the new webpage includes Project Pages offering information and regular updates for active JD Projects.

> DEVELOPMENT GUIDELINES

The JD process begins with the creation of Development Guidelines, driven by a community engagement process designed to garner meaningful input from local stakeholders. The Development Guidelines will typically be created with assistance from outside architectural firms. Informed by the underlying local jurisdiction plans and regulations and neighborhood context, the Development Guidelines are an opportunity to provide input on desired land uses, density and amenities for a Metro-owned site, as well as assess opportunities for integration with active transportation and other community development goals. The Development Guidelines are brought to the Metro Board of Directors for review and adoption. The Program will make the Development Guidelines process more robust and community-driven through the following:

- > Use of outside design consultants to facilitate community focus groups, charrettes and larger workshops to create site-specific Development Guidelines. The design consultant will likely be retained to work on the design review process, described below.
- > Include a “walk audit” with the First/Last Mile strategic plan team to identify opportunities to tie into existing or recommended active transportation improvements at the project site and within a broader radius around the project/station site.
- > The local councilmember and/ or supervisor’s office and planning staff will be consulted and collaboration between the local policy makers and land use staff will be critical to the Development Guidelines process.

1) Joint Development Process (continued)

> DESIGN REVIEW

To date, “Design Review” of JD projects has typically been limited to input from various Metro departments, including but not limited to Engineering, Operations, Security, Civil Rights, and Communications, and has focused on avoiding impacts to transit facilities or operations. The Program includes launching a Design Review process that will address these issues as well as more comprehensively consider the quality of the design, architecture and aesthetics of developments on Metro-owned property, and reflect the recommendations of the Metro First/Last Mile Strategic Plan active transportation goals, and Metro’s Sustainability Policy. The design review process will also be another check point to identify opportunities for the proposed development to contribute to promoting TOCs.

The new Design Review process will be implemented by coordinating with a hired design professional for JD projects. In most cases this will be the same consultant that will facilitate engagement on and create the Development Guidelines. The Design Review Component of the Program includes:

- > Hiring a Consultant to conduct design review through both the developer selection process and project development;
- > Ensuring the highest quality of design, placemaking and TOC through Metro’s JD projects;
- > Facilitating Metro’s interdepartmental coordination for projects that are transit adjacent;
- > Revising the Exclusive Negotiations and Planning Agreement document to require that selected JD developers participate in a design review process.

2) TOC Toolkit

To achieve the broader community development goals of TOC, Metro has adopted policies and will seek creative opportunities for expanding the reach of its joint development projects through supporting local adoption of TOC-supportive land use policies, partnerships with other agencies (public and private) and creative financing strategies, including identifying grants and other funding options. The TOC Toolkit is a set of tools and strategies that can be applied as appropriate to the Demonstration Program sites and to the 1 – 1 ½ mile radius around the sites.

> AFFORDABLE HOUSING

Metro has adopted, as part of its updated JD Policy, a series of affordable housing policies:

- > **35% Portfolio-Wide Goal:** Metro's JD Program seeks to facilitate construction of affordable housing units, such that 35% of the total housing units in the Metro joint development portfolio are affordable to households earning 60% of area median income or below.
- > **Land Discounting:** Where appropriate, and subject to Federal Transit Administration (FTA) approval (if applicable), Metro may discount joint development ground leases below the fair market value in order to accommodate affordable housing with an income target of 60% of AMI or below. Such a land discount may not be greater than 30% of the fair market value.

> COORDINATION OF PUBLIC FUNDING

To the extent that the community and/or selected developers identify additional public improvements and/or community-serving uses to be included in the pilot program sites, the Metro JD Team will actively partner with the community, Developer, County and/or appropriate local jurisdiction to identify funding sources to support these additional benefits within the JD Project. This may include assisting with grant writing.

> JOINT VENTURE WITH OTHER GOVERNMENT AGENCIES

Metro will seek partnerships with local municipalities and/or the County that take advantage of publicly owned land at or adjacent to JD project sites.

> SUPPORT ACTIVE TRANSPORTATION IMPROVEMENTS

Metro will partner with Developers and local municipalities to identify opportunities to create and implement active transportation plans that connect transit to nearby community amenities within a 1 – 1 ½ mile radius of targeted sites and transit stations.

2) TOC Toolkit (continued)

> TOD PLANNING GRANT PROGRAM

Started in 2011, the TOD Planning Grant Program has awarded 36 grants totaling over \$22 million to local jurisdictions to develop and approve land use plans that remove regulatory barriers to TOD. Metro will continue to implement Rounds 1- 4 of the program and will further target outreach for Round 5 to municipalities that have not yet adopted TOC-supportive land use plans.

TOD Planning Grant Program Awards in LA County



> OTHER PROJECT-SPECIFIC TOOLS

The following tools and incentives can be explored for each of the Demonstration Program sites, as appropriate:

- > **Bulk Discounts on TAP cards:** The Board directed staff to explore opportunities to offer discounts on bulk purchase of TAP cards for affordable housing developments on Metro-owned property. If adopted and as appropriate, this program will be included in JD procurements.
- > **Inclusion of Adjacent Property(ies):** During the Development Guidelines process, if the community

2) TOC Toolkit (continued)

stakeholders and the JD Team identify benefits from encouraging adjacent properties to become part of Metro JD sites, additional points may be offered during the competitive procurement process for development teams that own or have agreements with owners of adjacent properties. Similarly, if an adjacent property owner approaches Metro outside of the competitive procurement process, Metro may consider an unsolicited proposal subject to state and federal unsolicited proposal guidelines.

- > **Community-Based Organizations:** As appropriate, additional consideration may be offered during the competitive procurement process to development teams that include community-based organizations (CBOs) with a history of community engagement, investment and provision of services within the project site area who have partnered with an experienced development team.
- > **Station Connections:** Coordinating proposals for direct connections from adjacent properties to Metro stations.
- > **Reduce, Relocate or Consolidate Transit Parking:** Metro will consider the reduction, relocation and/or consolidation (e.g. converting surface lots into structured parking) of transit parking that can increase opportunities for TOCs. Such actions will be subject to (1) a clear history of utilization rates for the parking lot in question; (2) a review of any federal/environmental requirements pertaining to the provided or required parking; and (3) a careful study of the economic feasibility and cost impacts of relocating or consolidating the parking.
- > **Innovative Financial Partnerships:** Explore various means of using Metro land ownership in support of innovative financial structures.
- > **Transit Improvements:** At some sites, improvements to the transit facility itself will support new Joint Development projects and active transportation connections within the targeted 1 – 1½ mile radius. Metro will partner with local jurisdictions, stakeholders and funders to identify such opportunities, plan for their integration into TOC planning efforts, and seek funding for implementation.

Site Selection Criteria

The Demonstration Program has identified seven (7) sites and/or study areas for initial participation, using the following criteria:

- > Geographic spread across LA County, to the extent possible;
- > Within an existing or in-construction rail or BRT corridor;
- > Site is owned by Metro (or an interested public agency or private developer) and available for new construction within the next 5 years (i.e. not on hold for transit improvements and/or in use for staging or other construction-related needs for more than 5 years from September 2015);
- > Existing land uses support TOC development and/or land use planning underway;
- > Commitment by local jurisdiction or County to participate in the pilot program;
- > Ability for Metro to have a direct and active role in the Development of the site;
- > Commitment by developer/property owner;
- > If not a development site, then a program/project area that is focused on a set of improvements or planning actions that promote TOCs.

It is important to note that the 7 sites identified for the Program are not the only active projects in the current JD work program, participating in the TOD Planning Grant program or undertaking broader transit planning activities. The TOC approach will be applied to all active sites, as well as any new Joint Development sites and applicable projects and studies. The selected sites are being showcased because they have the potential to impact a broader area and best demonstrate the power of the TOC approach. The sites are described below and more detail is provided in the TOC Demonstration Program Site Matrix attached.

Demonstration Program Implementation

Metro's JD staff will report quarterly to the Board on progress for each of the Demonstration sites, starting at the January 2016 Board meeting. The Demonstration Program Site Matrix will be the basis for tracking and documenting progress. In addition, any time that the Board is asked to take action regarding one of the Demonstration sites, staff will note the site's inclusion in the Demonstration Program and indicate how the proposed actions are in keeping with Program's goals.

Demonstration Program Sites

- 1 Golden State Specific Plan
- 2 Crenshaw/LAX Line
- 3 Duarte Station
- 4 El Monte Station
- 5 North Hollywood Station
- 6 Connect US Action Plan
- 7 Willowbrook/Rosa Parks Station Improvement Project

Golden State Specific Plan

In Round 2 of the TOD Planning Grant program, Metro funded a joint study by the City of Burbank and the Burbank, Glendale, Pasadena Airport Authority to evaluate development opportunities and related TOD planning requirements as part of a federally funded airport ground access study. The LinkBurbank study identified opportunities for transit and transportation improvements as well as opportunities for TOD that take advantage of proximity to Metrolink, Amtrak, Airport, and Metro bus service.

Upon completion of the study, the City of Burbank was awarded a Round 4 TOD Planning Grant to create a new Specific Plan (Golden State Specific Plan) that will implement the recommendations in the study. In addition, the City of Burbank participated in Eco District training in Portland, Oregon that will advance the sustainable priorities for the station area and was awarded \$800,000 of station area planning funds from the California High Speed Rail Authority to coordinate and integrate all planning efforts around the future HSR station in Burbank.

> LINE

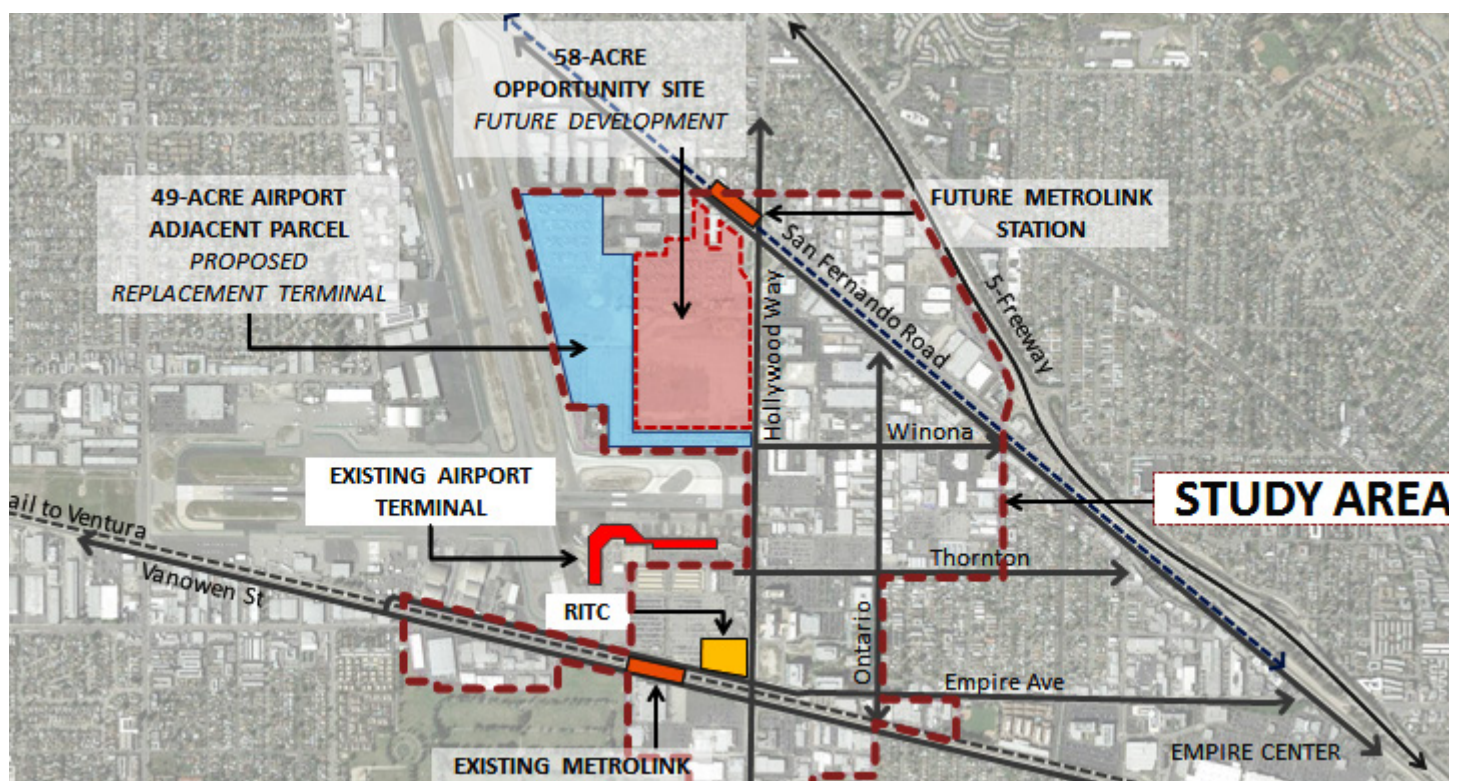
Metrolink and Burbank Airport, future High Speed Rail

> CITY/COMMUNITY

City of Burbank

> SUPERVISORIAL DISTRICT

Supervisorial District 5 - Antonovich Director Najarian



Crenshaw/LAX Line

Includes 3 station sites currently in construction:

(1) Expo/Crenshaw: This Metro Joint Development opportunity is at the crossroads of the Expo and Crenshaw Lines, adjacent to the under-construction District Square project, a regional shopping center. Metro also provided a TOD Planning Grant to the City to amend the Crenshaw Corridor Specific Plan and prepare a Crenshaw Streetscape Plan. The County of LA intends to vacate a Probation Department facility across from Metro's station and allow Metro to oversee and negotiate the development of both sites as part of a single proposal. Metro is exploring the possibility of relocating proposed transit parking to accommodate joint development.

(2) Leimert Park Station: The City of LA owns two surface parking lots adjacent to the Leimert Park station. Metro is entering into an MOU with the City to coordinate on planning and outreach and any potential partnerships in support of the development of these sites.

(3) Fairview Heights Station: Metro provided a TOD Planning Grant to the City of Inglewood to create transit overlay zone for this station area. The County intends to vacate a DPSS facility adjacent to the Station and Metro will oversee developer solicitation and negotiations for the site. Metro is working with the City to create a strong pedestrian connection between the Station and surrounding community and to explore the opportunities for public open space.

> LINE

Metro Crenshaw/LAX and Expo Lines

> CITY/COMMUNITY

City of Los Angeles/South LA, City of Inglewood

> SUPERVISORIAL DISTRICT

Supervisorial District 2 - Ridley Thomas

City of LA: Directors Garcetti, Bonin, DuPont Walker, Krekorian
Director Butts



(1) Expo/Crenshaw



(2) Leimert Park Station



(3) Fairview Heights Station

Duarte Station

With funds from Round 1 of the TOD Planning Grant, the City of Duarte created and adopted the Gold Line Station Area Development Specific Plan. Included in the station area is the City of Hope, a major employment center interested in expansion.

One of the opportunity sites identified in that plan is a Metro parcel that will be used for transit parking upon opening of the Gold Line. The City of Duarte has had preliminary discussions with neighboring property owners regarding their interest in selling and/or redeveloping their properties. Metro will work with the City to identify opportunities to partner with adjacent property owners to create development opportunities.

> LINE

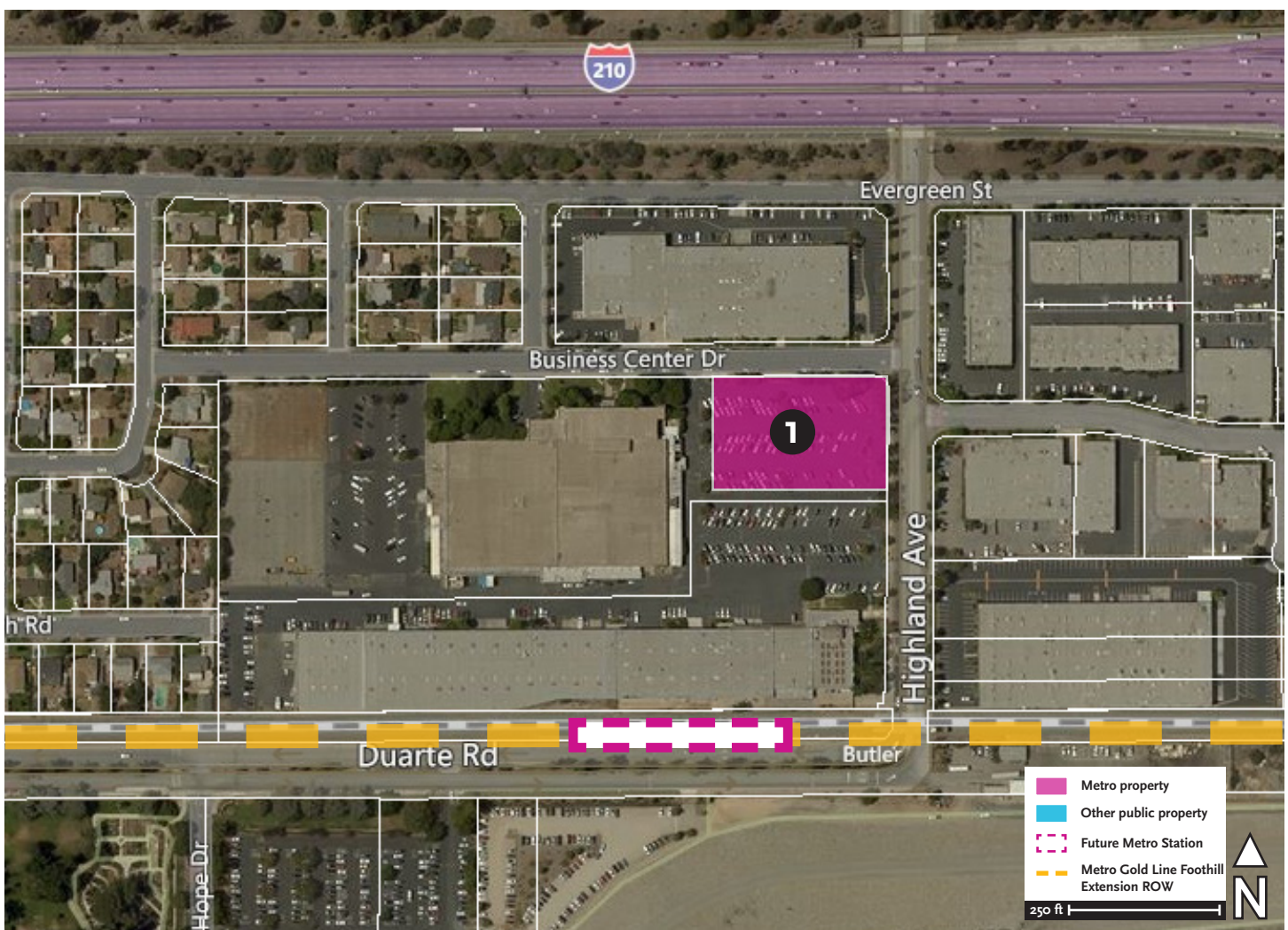
Metro Gold Line (Foothill Extension)

> CITY/COMMUNITY

City of Duarte

> SUPERVISORIAL DISTRICT

Supervisorial District 5 - Antonovich
Director Fasana



El Monte Station

The El Monte Station, a recently completed state-of-the-art regional bus facility, is the largest of its kind on the west coast, serving approximately 22,000 passengers daily. The El Monte Gateway Specific Plan envisions a vibrant, mixed-use urban activity center around the Station connecting to the City's downtown commercial core.

Metro and Caltrans own a significant amount of land currently used as Station-supporting park-and-ride lots. Working with public sector partners, including Caltrans and the City, Metro intends to solicit developer interest in transit-oriented infill development to complement existing transit infrastructure at the site.

> LINE

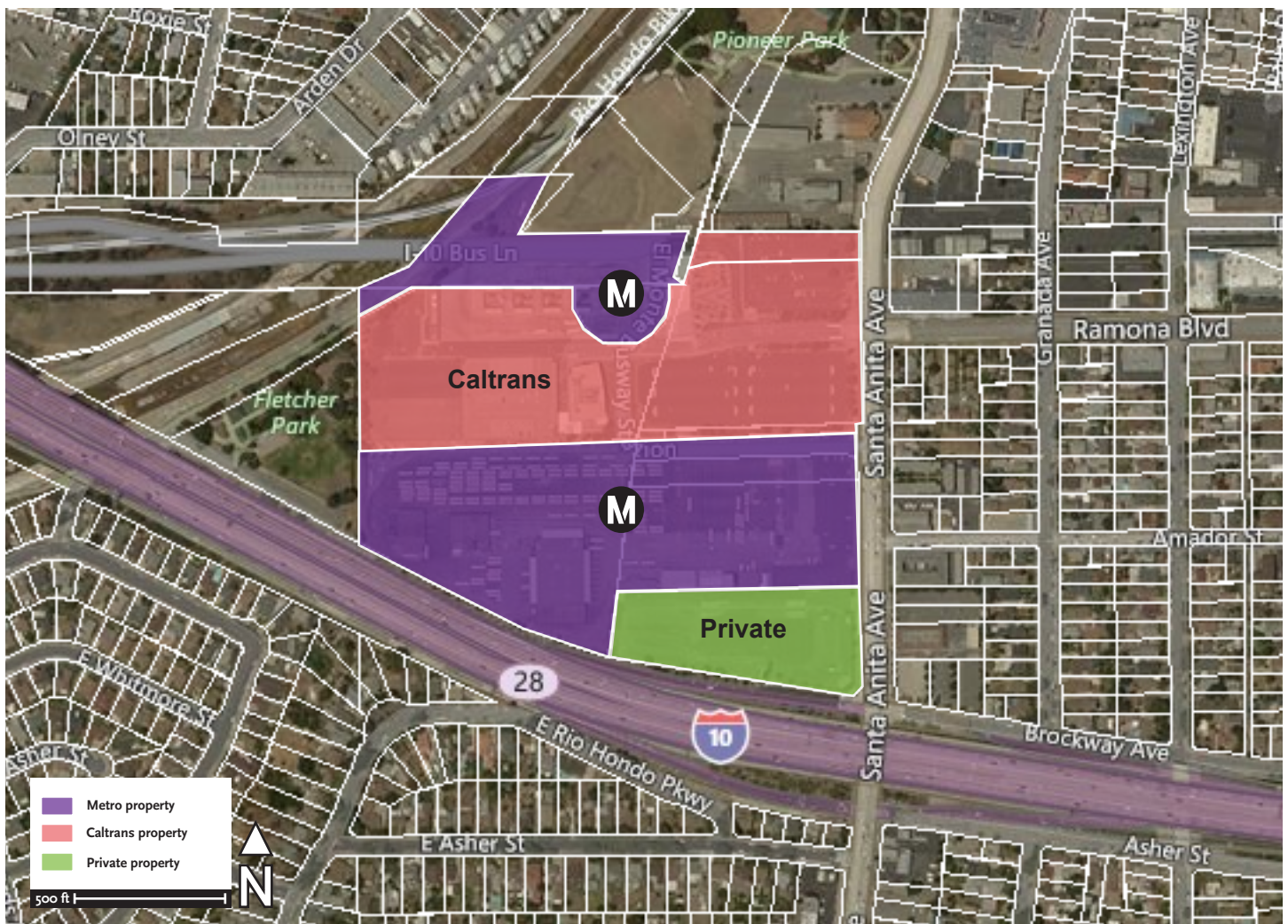
Metro Silver Line (Bus Rapid Transit)

> CITY/COMMUNITY

City of El Monte

> SUPERVISORIAL DISTRICT

Supervisorial District 1 - Solis
Director Fasana



North Hollywood Station

The North Hollywood (NoHo) Station is a major transit hub in the San Fernando Valley, with over 24,000 daily boardings. Metro owns 15.6 acres that include the termini of the Red Line subway and the Orange Line bus rapid transit, along with 957 transit parking spaces. At the heart of the rapidly developing NoHo Arts District, the site has the potential to be a transformative center for the area and an iconic example of the TOC approach to development.

The JD Program began a two-phased competitive solicitation process for the site in March 2015 and is starting Development Guidelines in September 2015.

> LINE

Metro Orange and Red Lines

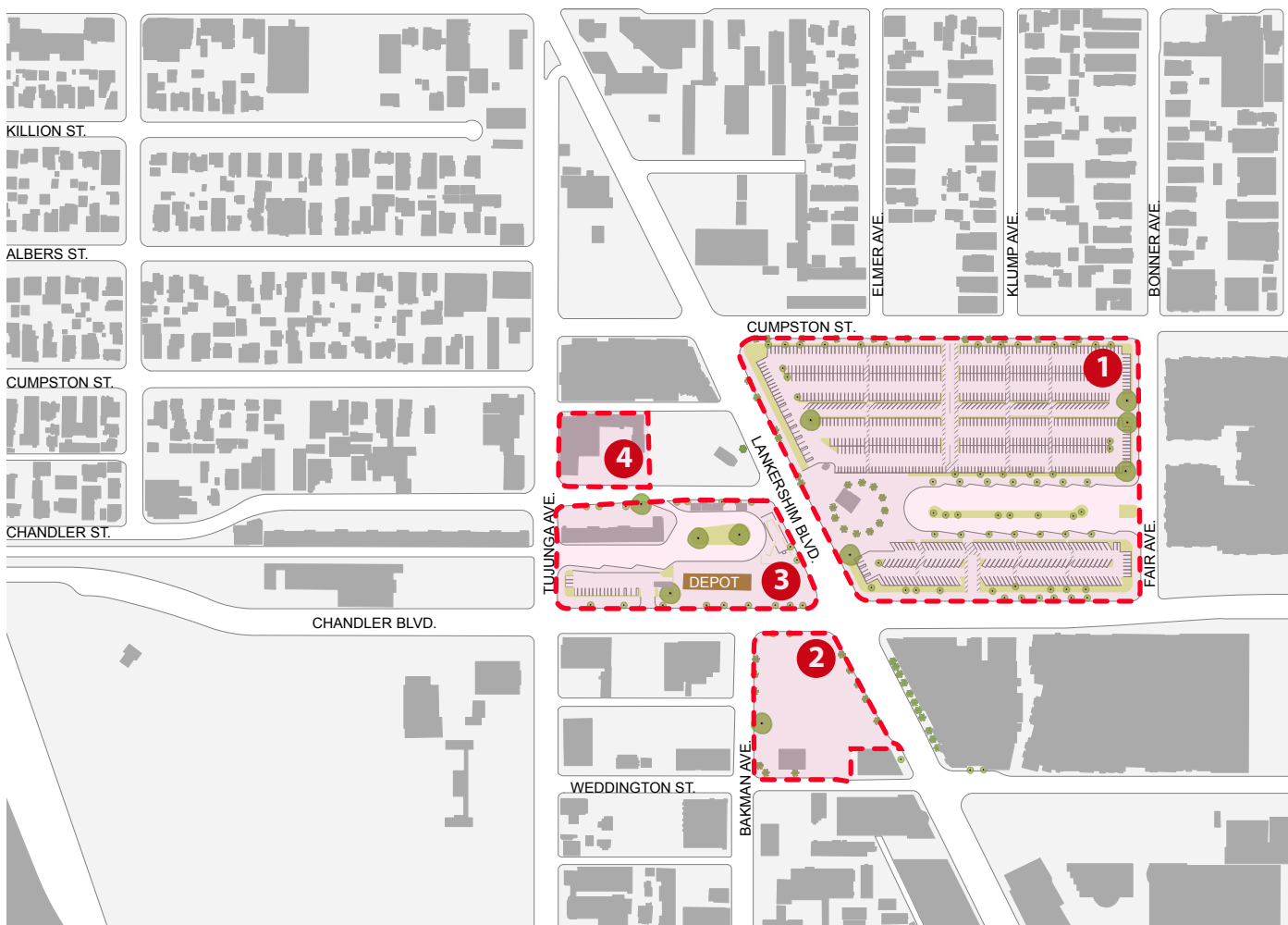
> CITY/COMMUNITY

City of Los Angeles/San Fernando Valley

> SUPERVISORIAL DISTRICT

Supervisorial District 3 - Kuehl

City of LA: Directors Garcetti, Bonin, DuPont Walker, Krekorian



Connect US Action Plan

Concurrent with the Union Station Master Plan, and in response to feedback from stakeholders, Metro partnered with SCAG and the City of Los Angeles to develop the Connect US Action Plan. Connect US is a community-driven public improvement plan that identifies and prioritizes bicycle and pedestrian linkages connecting Union Station and the Regional Connector 1st and Central Station and the surrounding cultural and historic communities. The final plan offers a vision for a network of improvements that link housing, employment and tourist destinations to the regional transit hub, broken down into 16 projects.

Metro is taking the lead on implementation, in close partnership with the City of Los Angeles and other local jurisdictions/agencies, including Caltrans and El Pueblo State Historic Park, as well as community partners. Implementation is focused on (1) adoption of the Connect US Plan through the Department of City Planning and (2) identifying and securing funding for implementation of projects.

> LINE

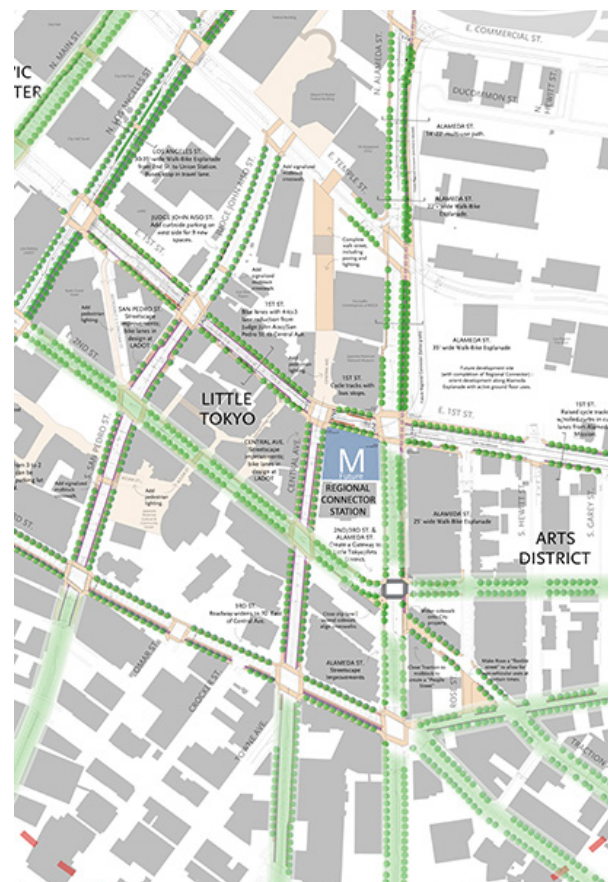
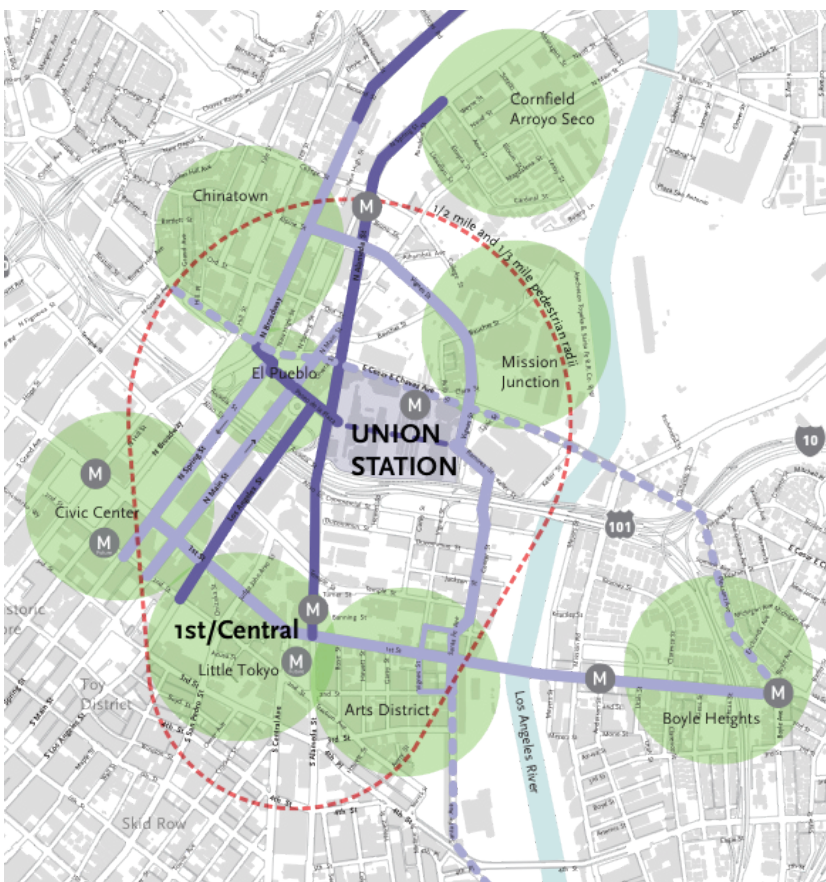
Regional Connector (Expo and Blue Lines), Metro Red, Purple, Silver and Gold Lines, Metrolink, Amtrak, future High Speed Rail

> CITY/COMMUNITY

City of Los Angeles: Chinatown, Little Tokyo, Boyle Heights, Arts District, Civic Center

> SUPERVISORIAL DISTRICT

Supervisorial District 1 - Solis
City of LA: Directors Garcetti, Bonin, DuPont Walker, Krekorian



Willowbrook/Rosa Parks Station Improvement Project

Metro is embarking on a \$67 million investment in the revitalization of the Willowbrook/Rosa Parks Station, a major regional hub that connects the Metro Blue and Green Lines with numerous Metro and municipal bus lines and community shuttles. The Project is being completed in partnership with Los Angeles County which is contributing a portion of the adjacent shopping center land to the Project.

Metro's investment in this Station leverages ongoing public and private investments in the area to revitalize this economically distressed community. The Station improvements are complementary to the County's Willowbrook TOD Specific Plan (funded in Round 3 of the TOD Planning Grant Program) and streetscape improvement plans to enhance pedestrian and bicycle connections between the Station and the surrounding area, including the nearby Martin Luther King, Jr. Medical Center Campus and other medical, educational and cultural assets in the community which are experiencing a renaissance.

> LINE

Metro Blue and Green Lines

> CITY/COMMUNITY

Unincorporated LA County/Willowbrook

> SUPERVISORIAL DISTRICT

Supervisorial District 2 - Ridley Thomas



**TRANSIT ORIENTED COMMUNITIES DEMONSTRATION PROGRAM
SITE MATRIX**

Number	Project Name	Line	City/Community Disadvantaged Community?	Board Director(s)	TOC Opportunity
1	Golden State Specific Plan	MetroLink and Burbank Airport, future High Speed Rail	City of Burbank Disadvantaged Community	- Supervisorial District 5 (Antonovich) - Director Najarian	In Round 2 of the TOD Planning Grant program, Metro funded a joint study by the City of Burbank and the Burbank, Glendale, Pasadena Airport Authority to evaluate development opportunities and related TOD planning requirements as part of a federally funded airport ground access study. The LinkBurbank study identified opportunities for transit and transportation improvements as well as opportunities for TOD that takes advantage of proximity to Metrolink, Amtrak, Airport, and Metro bus service. Upon completion of the study, the City of Burbank was awarded a Round 4 TOD Planning Grant to create a new Specific Plan (Golden State Specific Plan) that will implement the recommendations in the study. In addition, the City of Burbank participated in Eco District training in Portland, Oregon that will advance the sustainable priorities for the station area and was awarded \$800,000 of station area planning funds from the California High Speed Rail Authority to coordinate and integrate all planning efforts around the future HSR station in Burbank.
2	Crenshaw/LAX Line	Crenshaw/LAX and Expo Lines	City of Los Angeles / South Los Angeles City of Inglewood Disadvantaged Community	- Supervisorial District 2 (Ridely Thomas) - City of LA: Directors Garcetti, Bonin, DuPont Walker, Krekorian - Director Butts	Includes 3 station sites currently in construction: (1) Expo/Crenshaw: This Metro Joint Development opportunity is at the crossroads of the Expo and Crenshaw Lines, adjacent to the under-construction District Square project, a regional shopping center. Metro also provided a TOD Planning Grant to the City to amend the Crenshaw Corridor Specific Plan and prepare a Crenshaw Streetscape Plan. The County of LA intends to vacate a Probation Department facility across from Metro's station and allow Metro to oversee and negotiate the development of both sites as part of a single proposal. Metro is exploring the possibility of relocating proposed transit parking to accommodate joint development to make (2) Leimert Park Station: The City of LA owns two surface parking lots adjacent to the Leimert Park station. Metro is entering into an MOU with the City to coordinate on planning and outreach and any potential partnerships in support of the development of these sites. (3) Fairview Heights Station: Metro provided a TOD Planning Grant to the City of Inglewood to create transit overlay zone for this station area. The County intends to vacate a DPSS facility adjacent to the Station and Metro will oversee developer solicitation and negotiations for the site. Metro is working with the City to create a strong pedestrian connection between the Station and surrounding community and to explore opportunities for public open space.
3	Duarte Station	Gold Line (Foothill Extension)	City of Duarte Disadvantaged Community	- Supervisorial District 5 (Antonovich) - Director Fasana	With funds from Round 1 of the TOD Planning Grant, the City of Duarte created and adopted the Gold Line Station Area Development Specific Plan. Included in the station area is the City of Hope, a major employment center interested in expansion. One of the opportunity sites identified in that plan is a Metro parcel that will be used for transit parking upon opening of the Gold Line. The City of Duarte has had preliminary discussions with neighboring property owners regarding their interest in selling and/or redeveloping their properties. Metro will work with the City to identify opportunities to potentially partner with adjacent property owners to create development opportunities.
4	El Monte Station	Silver Line (Bus Rapid Transit)	City of El Monte Disadvantaged Community	- Supervisorial District 1 (Solis) - Director Fasana	The El Monte Station, a recently completed state-of-the-art regional bus facility, is the largest of its kind on the west coast, serving approximately 22,000 passengers daily. The El Monte Gateway Specific Plan envisions a vibrant, mixed-use urban activity center around the Station connecting to the City's downtown commercial core. Metro and Caltrans own a significant amount of land currently used as Station-supporting park-and-ride lots. Working with public sector partners, including Caltrans and the City, Metro intends to solicit developer interest in transit-oriented infill development to complement existing transit infrastructure at the site.
5	North Hollywood Station	Orange and Red	City of Los Angeles / San Fernando Valley Disadvantaged Community	- Supervisorial District 3 (Kuehl) - City of LA: Directors Garcetti, Bonin, DuPont Walker, Krekorian	The North Hollywood (NoHo) Station is a major transit hub in the San Fernando Valley, with over 24,000 daily boardings. Metro owns 15.6 acres that include the termini of the Red Line subway and the Orange Line bus rapid transit, along with 957 transit parking spaces. At the heart of the rapidly developing NoHo Arts District, the site has the potential to be a transformative center for the area and an iconic example of the TOC approach to development. The JD Program began a two-phased competitive solicitation process for the site in March 2015 and is starting Development Guidelines in September 2015.

**TRANSIT ORIENTED COM
SITE MATRIX**

Number	Project Name	Applicable TOC Toolkit Tools	Status	Short and Long Term Implementation Targets
1	Golden State Specific Plan	<ul style="list-style-type: none"> • TOD Planning Grant Program • Partnership with local jurisdictions • Transit Improvements that support TOC 	<ul style="list-style-type: none"> • Round 4 TOD Planning Grant awarded • City to start planning work for both Station Area Plans • Metrolink Station – planning underway 	<p>Within 3 years:</p> <ul style="list-style-type: none"> • Golden State Specific Plan Completed • High Speed Rail Station Area Plan completed <p>Within 5 years:</p> <ul style="list-style-type: none"> • Hollywood Way Metrolink Station completed and open for service • CEQA completed for Burbank Airport terminal replacement • Permanent all-day bus service in place from NoHo Station to Burbank Airport
2	Crenshaw/LAX Line	<ul style="list-style-type: none"> • New Development Guidelines Process • Partnership with local jurisdictions • Affordable housing policy • Active transportation planning • Coordination on funding • Partnering with CBOs • Reduction or relocation of transit parking • TOD Planning Grant 	<ul style="list-style-type: none"> • Strategic Plan for joint development on Crenshaw Line presented to Metro Board • Early stage community outreach on JD process underway • MOU negotiations underway with LA County Community Development Commission and City of Los Angeles • Procurement underway for Development Guidelines consultant • ULI TAP panel held Aug 6 - 7 made recommendations for development around the Leimert Park Station • Metro Construction teams exploring opportunities for relocating parking at Expo/Crenshaw Station 	<p>Within 1 year:</p> <ul style="list-style-type: none"> • Complete Development Guidelines, select developer(s) through RFP • Complete feasibility studies for Exploratory Sites <p>Within 3 years:</p> <ul style="list-style-type: none"> • JDA for Expo/Crenshaw and Fairview Heights Station • New coordinated streetscape, parking and station area plan for Fairview Heights station • City of LA will have agreement with a developer for Leimert Park
3	Duarte Station	<ul style="list-style-type: none"> • TOD Planning Grant Program • Partnership with local jurisdictions • Inclusion of adjacent properties 	<ul style="list-style-type: none"> • Metro and City beginning coordination to develop strategy 	<p>Within 1 year:</p> <ul style="list-style-type: none"> • Metro and City to develop strategy • Meet with neighboring property owners <p>Within 3 years:</p> <ul style="list-style-type: none"> • Solicit proposals for development opportunities
4	El Monte Station	<ul style="list-style-type: none"> • TOD Planning Grant Program (Main Street Specific Plan) • Partnership with local jurisdictions and other government agencies • Consolidation of transit parking • Active transportation planning • Affordable housing policy • Potential inclusion of adjacent properties 	<ul style="list-style-type: none"> • Due diligence underway including coordination with Caltrans • Assessing options to solicit development interest 	<p>Within 1 year:</p> <ul style="list-style-type: none"> • Solicit developer interest <p>Within 3 years:</p> <ul style="list-style-type: none"> • Enter into joint development agreements • Commence construction
5	North Hollywood Station	<ul style="list-style-type: none"> • New Development Guidelines Process • Partnership with local jurisdictions • Affordable housing policy • Active transportation planning • Coordination on funding • Reduction or relocation of transit parking • Transit improvements 	<ul style="list-style-type: none"> • Development Guidelines consultant selected • Outreach and charrettes for Development Guidelines to begin September 2015 • Response to RFIQ received June 2015 • Full RFP to shortlisted developers expected January 2016 	<p>Within 3 years:</p> <ul style="list-style-type: none"> • Development Guidelines, RFP and ENA completed; JDA in place • Set of streetscape improvements identified for the station area <p>Within 5 years:</p> <ul style="list-style-type: none"> • Project in construction

TRANSIT ORIENTED COMMUNITIES DEMONSTRATION PROGRAM

SITE MATRIX

Number	Project Name	Line	City/Community Disadvantaged Community?	Board Director(s)	TOC Opportunity
6	Connect US Action Plan	Regional Connector (Expo and Blue Lines), Red, Purple, Silver and Gold Lines, Metrolink, Amtrak, future High Speed Rail	City of Los Angeles / Chinatown, Little Tokyo, Boyle Heights, Arts District, Civic Center Disadvantaged Community	- Supervisorial District 1 (Solis) - City of LA: Directors Garcetti, Bonin, DuPont Walker, Krekorian	Concurrent with the Union Station Master Plan, and in response to feedback from stakeholders, Metro partnered with SCAG and the City of Los Angeles to develop the Connect US Action Plan. Connect US is a community-driven public improvement plan that identifies and prioritizes bicycle and pedestrian linkages connecting Union Station and the Regional Connector 1st and Central Station and the surrounding cultural and historic communities. The final plan offers a vision for a network of improvements that link housing, employment and tourist destinations to the regional transit hub, broken down into 16 projects. Metro is taking the lead on implementation, in close partnership with the City of Los Angeles and other local jurisdictions/agencies, including Caltrans and El Pueblo State Historic Park, as well as community partners. Implementation is focused on (1) adoption of the Connect US Plan through the Department of City Planning and (2) identifying and securing funding for implementation of projects.
7	Willowbrook/Rosa Parks Station Improvement Project	Blue and Green Lines	Unincorporated LA County / Willowbrook Disadvantaged Community	- Supervisorial District 2 (Ridley Thomas)	Metro is embarking on a \$67 million investment in the revitalization of the Willowbrook/Rosa Parks Station, a major regional hub that connects the Metro Blue and Green Lines with numerous Metro and municipal bus lines and community shuttles. The Project is being completed in partnership with Los Angeles County which is contributing a portion of the adjacent shopping center land to the Project. Metro's investment in this Station leverages ongoing public and private investments in the area to revitalize this economically distressed community. The Station improvements are complementary to the County's Willowbrook TOD Specific Plan (funded in Round 3 of the TOD Planning Grant Program) and streetscape improvement plans to enhance pedestrian and bicycle connections between the Station and the surrounding area, including the nearby Martin Luther King, Jr. Medical Center Campus and other medical, educational and cultural assets in the community which are experiencing a renaissance.

**TRANSIT ORIENTED COM
SITE MATRIX**

Number	Project Name	Applicable TOC Toolkit Tools	Status	Short and Long Term Implementation Targets
6	Connect US Action Plan	<ul style="list-style-type: none"> • Active transportation planning • Coordination with local jurisdictions • Coordination with CBOs • Creative financing strategies 	<ul style="list-style-type: none"> • Program EIR for USMP kicked off July 2015, will include traffic studies to support environmental clearance and further design for some Connect US projects. • Metro awarded \$11.8 M in TIGER funds and is matching that with \$5 M that will implement two Connect US projects. • City of LA awarded \$4.8 M in State ATP and matching funds to implement two Connect US projects. • Metro applied for \$20 M in State ATP funds in June 2015 to support two Connect US projects. • Metro working with City Dept of Planning on strategy to adopt Connect US Action Plan. 	<p>Within 3 years:</p> <ul style="list-style-type: none"> - Secure additional funding for Connect US projects - Complete traffic studies and Program EIR to support environmental clearance for projects in front of Union Station - Amend Master Cooperation Agreement with City of LA to design, fund and implement improvements. <p>Within 5 years:</p> <ul style="list-style-type: none"> - Further environmental clearance of projects - Additional implementation funding secured.
7	Willowbrook/Rosa Parks Station Improvement Project	<ul style="list-style-type: none"> • Partnership with local jurisdictions • Active transportation planning • Coordination on funding • Transit improvements • Inclusion of adjacent properties • TOD Planning Grant Program 	<ul style="list-style-type: none"> • Project awarded TIGER and Cap & Trade grant funding • Conceptual plan completed, final design/engineering contract to be awarded in fall 2015 • Environmental clearance to be completed in August 2015 • Negotiations with County and adjacent land owner underway to acquire additional land to create transit plaza 	<p>Within 1 year:</p> <ul style="list-style-type: none"> • Complete acquisition • Secure all funding • Execute design and engineering contract, advance preliminary engineering <p>Within 3 years:</p> <ul style="list-style-type: none"> • Complete design and engineering • Commence construction of improvements <p>Within 5 years:</p> <ul style="list-style-type: none"> • Complete construction



Board Report

File #: 2015-1389, **File Type:** Informational Report

Agenda Number: 21.

PLANNING AND PROGRAMMING COMMITTEE OCTOBER 14, 2015

SUBJECT: REGIONAL RAIL UPDATE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the **Regional Rail Update through August 2015**.

ISSUE

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

DISCUSSION

LACMTA 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.

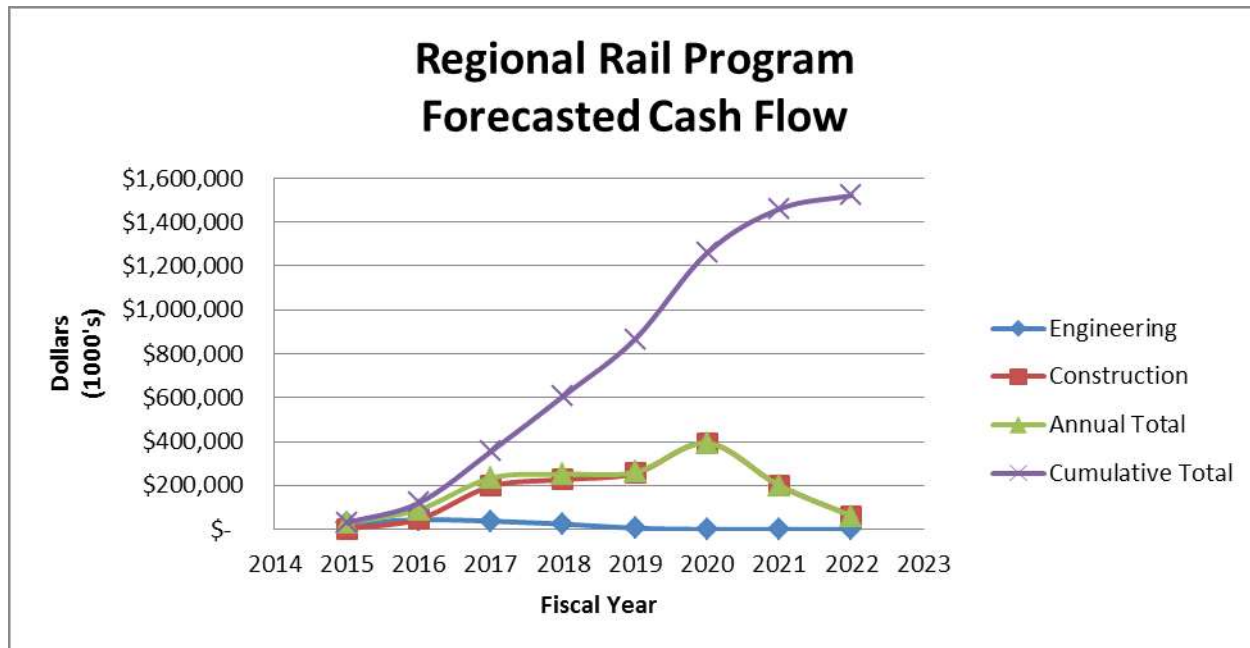
LACMTA is a member of the Los Angeles - San Diego - San Luis Obispo (LOSSAN) Rail Corridor Agency. This Joint Powers Authority (JPA) coordinates the passenger rail services of the three carriers (Amtrak, Metrolink, and COASTER) within this intercity rail corridor. In July, day-to-day management of the Pacific Surfliner intercity rail service was transferred from the State to local control.

LACMTA is instrumental in the planning and coordination efforts within the County of Los Angeles for the future high speed rail alignment connecting northern California to southern California. Staff is involved with regional and statewide groups working to develop integrated passenger rail service in the state.

The Regional Rail team coordinates and leads capital improvement projects for the Metro owned and Metrolink operated right-of-way.

Capital Projects

The Regional Rail unit has 10 capital improvement projects that it is actively managing. The following graph shows the relative timeframe of project expenditures:



The Southern California Regional Interconnector Project is the major driver of the cash flows. This

graph shows the annual fiscal year total forecasted cash flow for the department as well as the cumulative total. The projects are described in more detail in Attachment A. Of note are the following:

- **Bob Hope Airport/Hollywood Way Station, Antelope Valley Line**
This project will add a new Metrolink station on the Antelope Valley Line, to provide better access to the Bob Hope Airport. Procurement for the construction of the Project is underway. The design is complete and staff is working through the final issues related to procurement and the associated grant. This is scheduled to be out to bid for construction in early 2016.
- **Bob Hope Airport Pedestrian Grade Separation, Ventura Line**
This project will construct an elevated walkway to enhance safety and directly link the current station to the airport. In March 2015 the Metro Board awarded the design contract. Notice to Proceed was issued in April 2015. Staff is working closely with Burbank/Bob Hope Airport staff in the development of the project. The alternative analysis is completed. The 30% design documents are currently being developed.
- **Brighton to Roxford Double Track, Antelope Valley Line**
This project will double track 10.95 miles of the Antelope Valley Line between Burbank and Sylmar. Once completed, Metrolink will be able to significantly improve on time performance and increase service levels on the Antelope Valley Line. This project includes construction of three new railroad bridges, modification of 15 at-grade crossings, and modifications to two stations. The project will be designed to be compatible with the future high speed rail alignment. Once completed, there will be 13.9 miles of continuous double track between CP Burbank Junction and CP Balboa.

The Metro Board awarded the contract for design on July 23, 2015. Notice To Proceed (NTP) was issued on September 1, 2015. The kick-off meeting was conducted and the consultant is currently working on Phase-1 (Environmental Clearance and Preliminary Engineering).

- **Doran Street and Broadway/Brazil Safety and Access Project, Antelope Valley Line**
The Doran Street grade crossing on the Antelope Valley Line has been identified by the California Public Utilities Commission (CPUC) as one of the most hazardous crossings on the Metrolink system. This project grade separates the crossing and enhances safety and mobility into the area. The project is moving into the Environmental phase

A Project Study Report Equivalent (PSRE) was completed in April 2014. Locally preferred Alternative 2 was approved by the Board in June. This approval required Metro Staff to replace the proposed Fairmont Connector Bridge near the Doran crossing with an option that meets the needs of the community. Metro staff is working with the design consultants, the cities of Glendale and Los Angeles to study options to replace the Fairmont Connector Bridge. Meetings have begun with property owners affected by the project.

A contract amendment was issued to the Contractor in September 2014 to complete the engineering of the interim condition at Doran Street. This one - way westbound configuration will be in place through the development of the grade separation. Meetings have been conducted with emergency responders and the CPUC and a consensus has been reached on the design of the crossing.

- **L.A. County Grade Crossing and Corridor Safety Program**

This is a comprehensive grade crossing and corridor safety program. This project will analyze more than 150 at-grade crossings and 165 miles of LACMTA owned and Metrolink operated right of way. A strategy for the development of 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 contract award for the project was approved by the Board in September 2015.

- **Raymer to Bernson Double Track, Ventura County Line**

Six miles of second main line track will be constructed between Van Nuys and Chatsworth, completing double tracking between the Los Angeles/Ventura County Line and Los Angeles. A second side platform will also be built at the Metrolink Northridge Station as well as enhancements to nine at-grade crossings in the corridor. Preliminary engineering and environmental work is complete. In January 2014, LACMTA received an allocation of \$6.5M from the CTC for final design. Final design started in August 2014 and will take 12 to 15 months to complete.

A public meeting to discuss the project progress and to receive input from the community was also held in April 2015. A public meeting with the community was held on August 25, 2015. Residents in the community raised concerns about placing a second mainline track within Metro Right-of-Way but abutting a residential corridor. Some of the concerns raised include noise and vibration, transport of oil trains by freight railroads and safety of trains on double tracks. Staff is currently responding to the specific concerns received from the community. Staff is conducting a noise and vibration study. Staff attended another community meeting with the Sherwood Forest Homeowners Association meeting on September 16, 2015. Staff will be reaching out to the community in the Fall.

- **Rosecrans/Marquardt Grade Separation, Orange County Line**

This project will grade separate the existing at-grade crossing at the Rosecrans and Marquardt intersection in Santa Fe Springs on the Metrolink Orange County Line.

This project is related to the 14.7 mile triple track project that the BNSF Railway is constructing in the area. This project will allow the completion of the triple track project and adds capacity to the corridor.

LACMTA Board awarded the contract in March 2015 and Notice to Proceed was issued on April 15, 2015. The kick-off and Project Development Team meetings were conducted and the consultant is currently working on Phase-1 (Alternative Analysis). A TIGER Grant Application for \$25 million was submitted by Caltrans to USDOT on June 5, 2015.

Field survey for base mapping and control data has been started. Utility notifications were sent out to utility owners. Briefings were presented to the cities of Santa Fe Springs and La Mirada City Council in August 2015. Public Outreach Community meetings occurred on September 30, 2015.

- **Southern California Regional Interconnector Project (SCRIP)**

Four to six tracks from the south end of LAUS will be extended across the 101 freeway to connect

with the main tracks along the Los Angeles River. This will complete a loop that will allow trains to enter and leave the station at either end, as opposed to the current single entrance and exit point. With this project, the capacity of the station will be significantly increased as well as sharply reducing greenhouse gases associated with idling locomotives.

Modeling of a four-track or six-track configuration has been completed. Both options are seen to provide substantial benefit to the station capacity by doubling the peak period capacity at the station.

The SCRIP was previously developed with the raising of just two platforms and related tracks, showing that the project can be completed and operated without raising the entire yard. However, a separate task has been added to the engineering contract to study the effects of raising the entire yard to accommodate the concourse that is part of the Union Station Master Plan as well as identifying any associated operational benefits. The study of the concourse is complete and the results of that study are being incorporated into the design.

Staff is continuing to coordinate the development of SCRIP with the California High Speed Rail Authority (CHSRA). Meetings have been held between the SCRIP team and the CHSRA about accommodating the high speed rail program into the footprint of Union Station. Modeling has been done that shows that this high speed rail can be incorporated into the Union Station rail yard. Discussions are underway as to what this would look like and other issues regarding the joint use of the yard. Further meetings will discuss this further. Staff is coming to the Board with a separate item in October.

- **Van Nuys Second Platform**

Currently, there is only one single side platform serving the two main line tracks at the Amtrak/Metrolink Van Nuys 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 are complete. In December 2013 LACMTA received an allocation of \$4M from the CTC for final design. Final design started in July 2014 and will take 15 to 18 months to complete.

Engineering design coordination with stakeholders and third parties is ongoing. Public meetings to discuss the project progress and station architectural vision were held with the community in November 2014. Metro received the 90% design submittal from the design consultant in July 2015. The 90% design submittal has been reviewed by Metro Engineering and Estimating and the stakeholders.

100% design submittal was received in September 2015. Issue for Bid documents will be received by November 17, 2015.

Metrolink Commuter Rail

- **Antelope Valley Line (AVL) Assistant Conductor and Fare Reduction Pilot Programs**
In December 2014, the Metro board approved \$1.7M in funding for 11 assistant conductors to provide 100% fare enforcement on the AVL. In April 2015, the Metro board approved \$2.5M in funding for a six month pilot demonstration program, which started on July 1, 2015, to reduce fares by 25% on the AVL. Both programs expire December 31, 2015 unless extended by the Metro Board.

Preliminary data for two months thru August 2015 indicates that ridership and revenues on the AVL are higher than expected. Ridership on the AVL during July and August 2015 is 10% higher than in 2014. Revenues are down 18% instead of 25% and trending favorably.

	Month	2014	2015	Change	%
Ridership	July	101,486	109,450	7,964	7.80%
	August	100,958	113,703	12,745	12.60%
	Sum	202,444	223,153	20,709	10.20%
	Month	2014	2015	Change	%
Revenue	July	\$836,756	\$671,741	(\$165,015)	-19.70%
	August	\$823,489	\$692,871	(\$130,618)	-15.90%
	Sum	\$1,660,245	\$1,364,613	(\$295,633)	-17.80%

In September 2015, Metrolink initiated a public review process and Title VI analysis regarding possible extension of the AVL fare reduction program and implementation of a \$3 station-to-station fare, to promote short distance rides. Staff will report back to the board when more data is available and the Title VI analysis has been completed, with a recommendation regarding possible extension of the AVL pilot programs beyond December 31, 2015.

- **Metrolink Financial Update**

Metro staff presented Metrolink's FY 2015-16 budget to the Metro Board for approval on June 25, 2015, with the recommendation to only approve Metrolink Operating costs totaling \$68,634,128. Metrolink's budget also included their rehabilitation and capital programs. However, due to issues raised in Metro Board Motion 6.1 which was presented concurrent with Metrolink's budget item, the Metro Board declined approval of any additional funds until Metrolink provided a response to Motion 6.1 and demonstrates significant progress in expending and/or reprogramming \$40M of previously Metro board approved rehabilitation and capital funding. Metro received Metrolink's response to Motion 6.1 on August 5, 2015. Metro staff has evaluated the information provided by Metrolink and are providing further recommendations to the Metro Board in a separate board item this month.

- **Metrolink Invoices and Billing**

After numerous attempts over the last year to resolve \$6M in outstanding Metrolink invoices Metro staff has reduced our receivable balance to under \$2 million. However, of the remaining \$2M, over \$1M of this balance consists of billing issues that we are working to resolve. Metro staff has established a path forward with weekly/monthly Metrolink meetings to resolve invoicing issues.

- **Funding For Tier IV Locomotives**

In June Metrolink was successful in receiving the maximum available \$41M in State Cap and Trade Transit and Intercity Rail Capital Program (TIRCP) funding for the purchase of Tier IV locomotives to reduce greenhouse gases and provide for Metrolink service expansion in Los Angeles County. In September Metrolink received a South Coast Air Quality Management District (SCAQMD)

commitment for an additional \$58M for tier IV locomotives. Combined, the \$99M in funding represents more than 75% of the funds needed to acquire 19 new tier IV locomotives.

Staff will be coming to the Board with a separate action to fund two locomotives for potential service expansion within L.A. County.

- Metrolink Ridership and Revenues for FY 2014-15

Metrolink ridership for FY 2014-15 was up 1% over FY 2013-14 levels but approximately 8% below budget. Revenues were down 2.5% below FY 2013-14 levels and 8% below budget.

More information is available in Attachment B.

METROLINK RIDERSHIP AND REVENUES (July 1, 2014 thru June 30, 2015)							
	FY 14-15 Budget (000s)	FY 14-15 Actual (000s)	Change	%	FY 13-14 Actual (000s)	Change	%
Ridership	12,815	11,824	(991)	-7.7%	11,737	87	.7%
Revenues	\$ 91,396	\$ 83,774	(\$ 7,622)	-8.3%	\$ 85,894	(\$ 2,120)	-2.5%

LOSSAN Intercity Rail (Amtrak Pacific Surfliner)

LOSSAN 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 Amtrak Pacific Surfliner plus 4.5 million on Metrolink and Coaster commuter rail.

Ridership on the Pacific Surfliner continues to be strong, with thirteen consecutive months of year-over-year growth. Revenues are equally strong, with year-over-year increases in 16 of the last 17 months. More information is available in Attachment D

The LOSSAN Joint Powers Authority (JPA) continues to transition from State to local management of the intercity rail service. Effective July 1st, LOSSAN successfully executed the Interagency Transfer Agreement (TA) with the State to transfer management of the Pacific Surfliner to local control. LOSSAN is in the process of hiring staff and working to implement a more robust and coordinated marketing campaign.

Also in July, LOSSAN was successful in receiving a State cap and trade grant of \$1.7M which will make it easier for riders to transfer from the Pacific Surfliner to connecting local transit. Starting in early 2016, Metro day passes will be available for sale on board Pacific Surfliner trains at discounted rates. This convenience to the riders will promote and encourage increased ridership on our Metro 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. LACMTA is developing the Brighton to Roxford Double Track Project in a manner that would be usable under any high speed rail scenario for this corridor. This will minimize or eliminate throw away work.

The Initial Operating Segment terminus, will be located in Burbank near Burbank/Bob Hope Airport. This location further enhances plane to train connections in the region. Furthermore, the CHSRA is accelerating the development of the Palmdale to Burbank segment. Staff is working with the CHSRA to coordinate the development of the high speed rail system with commuter rail along Metro owned right of way.

FINANCIAL IMPACT

None.

Impact to Budget

None.

ALTERNATIVES CONSIDERED

None

NEXT STEPS

NEXT STEPS

- Continue to develop the projects defined in Attachment A1
- Develop projects for funding under the High Speed Rail
- Continue to work with Metrolink to resolve invoicing items

ATTACHMENTS

Attachment A-1 -- Regional Rail Capital Projects Status Report

Attachment A-2 - Regional Rail Capital Projects Budget

Attachment B -- Metrolink Ridership Trends

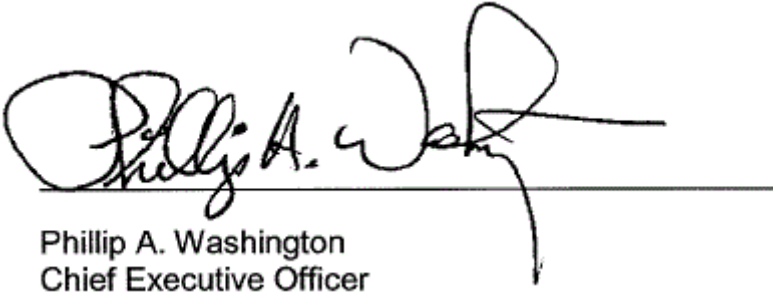
Attachment C -- LOSSAN Corridor Map

Attachment D -- LOSSAN Corridor Trends

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Phillip A. Washington
Chief Executive Officer

**REGIONAL RAIL PROJECT STATUS REPORT
AS OF OCTOBER 15, 2015**

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	JUN 2013	BENCH	AUG 2013	Construction	AUG 2013	AUG 2015	Cost increase due to adding parking lot that the Airport was originally to build. Additional cost increases are due to additional work requested by Metrolink, as well as other costs, that were not part of the original cost estimate. The original cost estimate included station construction costs only and did not include other soft costs for Metrolink involvement and construction management.
Bob Hope Airport Pedestrian Bridge	JUN 2014	OCT 2014	JAN 2015	MAR 2015	Design	MAY 2015	JUN 2016	Project was delayed in procurement.
Brighton to Roxford Double Track	JUL 2012	JUL 2014	SEP 2014	Not yet	Environmental	SEP 2015	MAY 2020	Project was delayed in procurement.
Doran St Grade Separation	MAY 2011	NOV 2012	DEC 2012	JUL 2013	Engineering	JUL 2013	JUN 2019	The Alternative Analysis completion was delayed based on issues raised during outreach to the public.
L.A. County Grade Crossings	JUL 2012	NOV 2014	MAR 2015	SEPT. 2015	In procurement	OCT 2015	TBD	Project was delayed in procurement.
L.A. County Metrolink Station Needs Assessment	JUL 2012	NOV 2014	BENCH	Not yet	In procurement	SEP 2015	JUN 2016	Delayed due to staffing and other high priority projects
Lone Hill to White - Env & 30 % Design	OCT 2013	MAY 2015	SEPT. 2015	Not yet	In procurement	JAN 2016	DEC 2016	Delayed due to staffing and other high priority projects
Raymer/Bernsen Double Track	JAN 2014	JAN 2014	JUN 2014	AUG 2014	Engineering	AUG 2014	MAR 2018	
Rosecrans Marquardt Grade Separation	Measure R List	AUG 2014	OCT 2014	APR 2015	Environmental	APR 2015	APR 2020	
San Bernardino Line Study	JUL 2012	OCT 2012	FEB 2013	APR 2013	Completed	MAY 2013	SEP 2014	
SCRIP	JUL 2012	AUG 2013	OCT 2013	AUG 2014	ON HOLD	NOV 2014	TBD	Project cost and timeline will increase to include Union Station Master Plan and CHSRA project requirements.
Van Nuys North Platform	JAN 2014	JAN 2014	FEB 2014	JUN 2014	Engineering	JUL 2014	JAN 2018	

ATTACHMENT B

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
Passenger Fare Revenue and Ridership Report - Systemwide
Fiscal Year Ended June 30, 2015
(Thousands)

Description	FY 14-15 Budget	FY 14-15 Actual	Increase (Decrease)		FY 13-14 Actual	Comparison FY 15 Vs FY 14 Actuals		
			Amount	%		Amount	%	
Revenue								
July	\$ 7,435	\$ 7,188	\$ (247)	-3.3%	\$ 7,251	\$ (63)	-0.9%	
August	\$ 7,654	\$ 7,190	\$ (464)	-6.1%	\$ 7,295	\$ (104)	-1.4%	
September	\$ 7,521	\$ 7,106	\$ (415)	-5.5%	\$ 7,197	\$ (91)	-1.3%	
October	\$ 8,273	\$ 7,205	\$ (1,067)	-12.9%	\$ 7,567	\$ (361)	-4.8%	
November	\$ 7,752	\$ 6,828	\$ (925)	-11.9%	\$ 7,163	\$ (336)	-4.7%	
December	\$ 6,988	\$ 6,517	\$ (471)	-6.7%	\$ 6,704	\$ (188)	-2.8%	
January	\$ 7,532	\$ 6,660	\$ (873)	-11.6%	\$ 7,080	\$ (420)	-5.9%	
February	\$ 7,464	\$ 6,740	\$ (725)	-9.7%	\$ 6,944	\$ (204)	-2.9%	
March	\$ 7,864	\$ 7,199	\$ (665)	-8.5%	\$ 7,255	\$ (56)	-0.8%	
April	\$ 7,969	\$ 7,186	\$ (783)	-9.8%	\$ 7,246	\$ (60)	-1%	
May	\$ 7,884	\$ 6,957	\$ (927)	-11.8%	\$ 7,146	\$ (190)	-3%	
June	\$ 7,059	\$ 6,999	\$ (60)	-0.9%	\$ 7,047	\$ (48)	-1%	
Totals Y-T-D Revenue	\$ 91,396	\$ 83,774	\$ (7,622)	-8.3%	\$ 85,894	\$ (2,120)	-2.5%	

Ridership*

July	1,043	1,023	(19)	-1.8%	1,017	7	0.7%
August	1,072	1,018	(54)	-5.0%	1,029	(11)	-1.1%
September	1,058	996	(62)	-5.9%	951	45	4.7%
October	1,156	1,083	(73)	-6.3%	1,074	9	0.8%
November	1,085	870	(215)	-19.8%	915	(45)	-4.9%
December	981	903	(78)	-8.0%	869	33	3.9%
January	1,051	934	(117)	-11.1%	978	(44)	-4.5%
February	1,045	907	(138)	-13.2%	915	(8)	-0.9%
March	1,107	1,033	(74)	-6.7%	989	44	4.5%
April	1,116	1,048	(68)	-6%	1,028	20	2%
May	1,106	984	(122)	-11%	1,013	(29)	-3%
June	995	1,025	29	3%	960	65	7%
Totals Y-T-D Ridership	12,815	11,824	(991)	-7.7%	11,737	86	0.7%

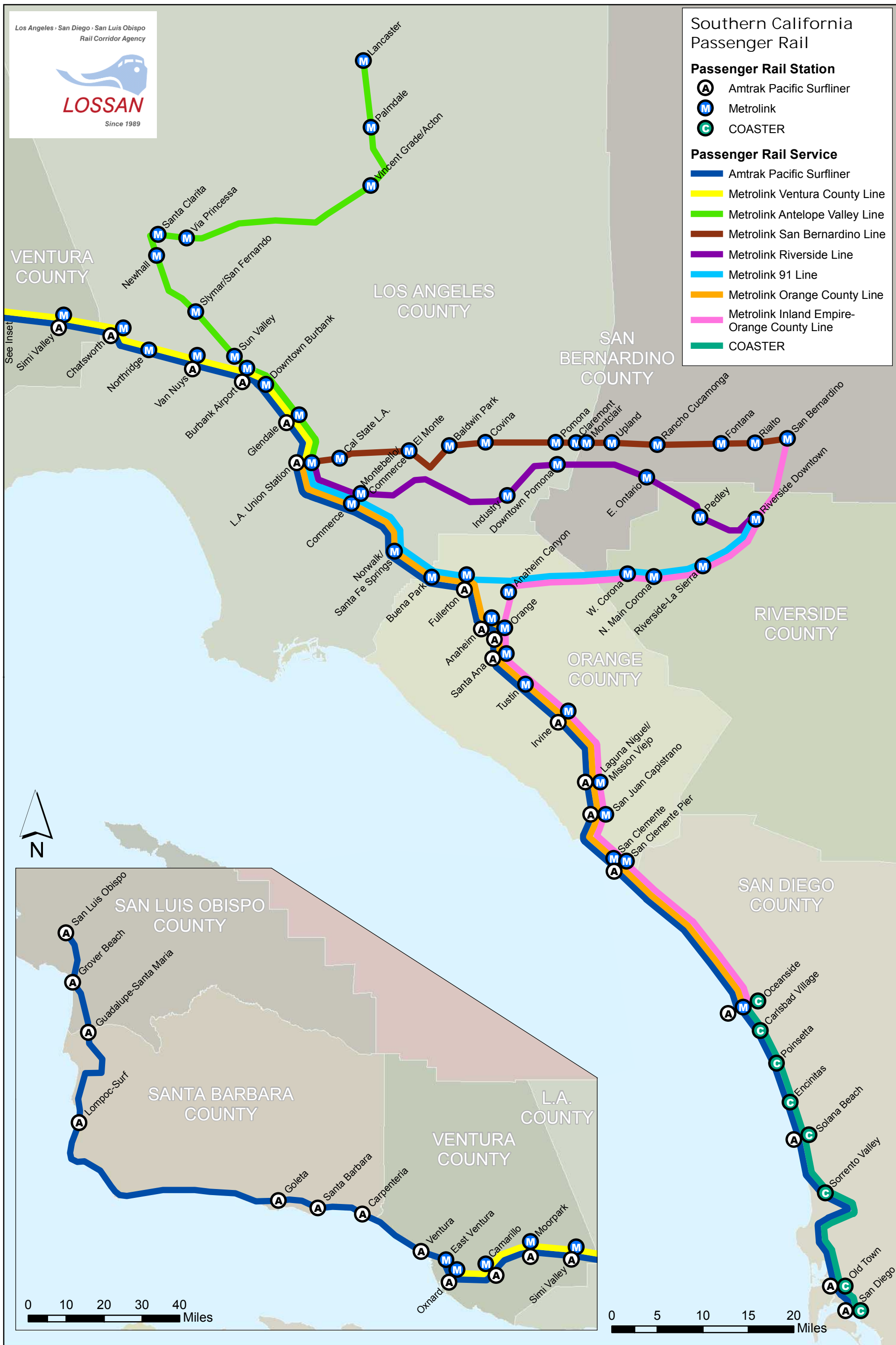
Revenue Per Rider

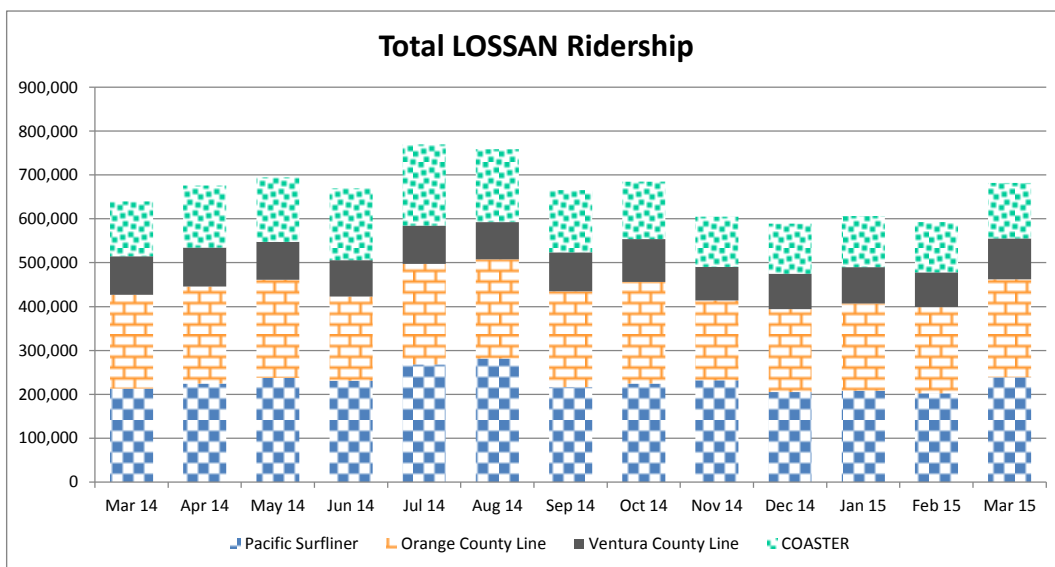
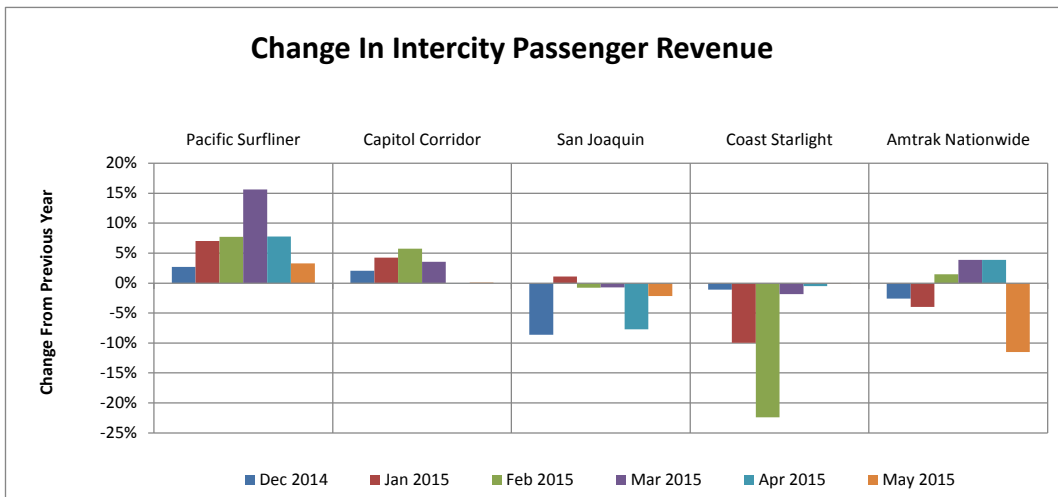
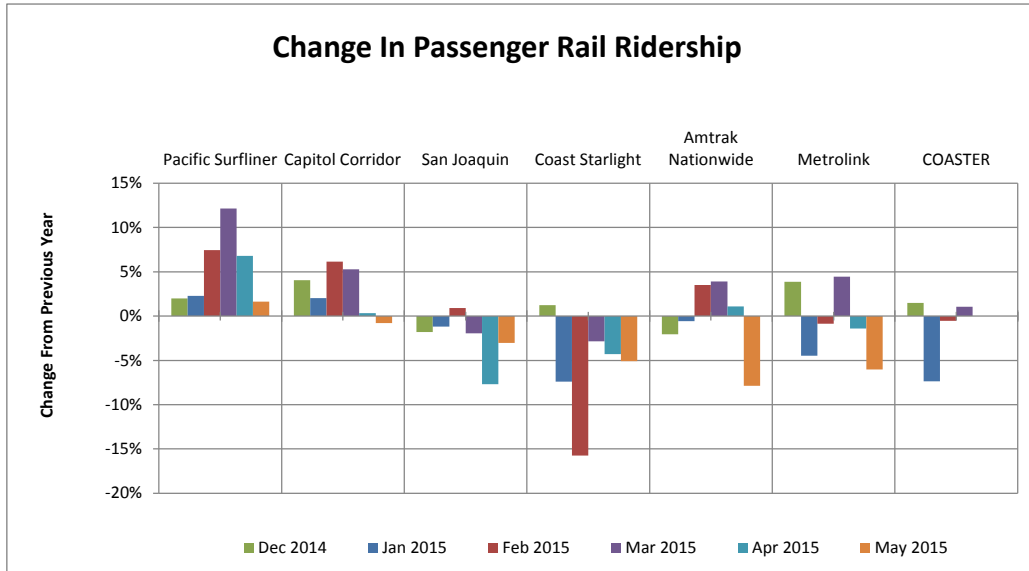
July	\$ 7.13	\$ 7.02	\$ (0.11)	-1.5%	\$ 7.13	\$ (0.11)	-1.5%
August	\$ 7.14	\$ 7.06	\$ (0.08)	-1.1%	\$ 7.09	\$ (0.03)	-0.4%
September	\$ 7.11	\$ 7.13	\$ 0.03	0.4%	\$ 7.57	\$ (0.43)	-5.7%
October	\$ 7.16	\$ 6.65	\$ (0.50)	-7.0%	\$ 7.04	\$ (0.39)	-5.5%
November	\$ 7.14	\$ 7.85	\$ 0.70	9.9%	\$ 7.83	\$ 0.02	0.2%
December	\$ 7.13	\$ 7.22	\$ 0.10	1.3%	\$ 7.71	\$ (0.49)	-6.4%
January	\$ 7.17	\$ 7.13	\$ (0.04)	-0.5%	\$ 7.24	\$ (0.11)	-1.5%
February	\$ 7.15	\$ 7.43	\$ 0.28	4.0%	\$ 7.59	\$ (0.16)	-2.1%
March	\$ 7.10	\$ 6.97	\$ (0.13)	-1.9%	\$ 7.34	\$ (0.37)	-5.0%
April	\$ 7.14	\$ 6.86	\$ (0.28)	-4.0%	\$ 7.05	\$ (0.19)	-2.7%
May	\$ 7.13	\$ 7.07	\$ (0.06)	-0.8%	\$ 7.06	\$ 0.01	0.2%
June	\$ 7.09	\$ 6.83	\$ (0.26)	-3.7%	\$ 7.34	\$ (0.51)	-6.9%
Average Y-T-D Revenue/Rider	\$ 7.13	\$ 7.09	\$ (0.05)	-0.7%	\$ 7.32	\$ (0.23)	-3.2%

* Ridership includes Rail to Rail

The Fare Revenue and Ridership report is based on preliminary data and information, and does not include year-end adjustments. Should additional details become available that will impact the information presented herein, the report will be adjusted accordingly.

Los Angeles – San Diego – San Luis Obispo Rail Corridor Map







Board Report

File #: 2015-1345, File Type: Contract

Agenda Number: 22.

**PLANNING & PROGRAMMING COMMITTEE
OCTOBER 14, 2015**

SUBJECT: I-710 SOUTH CORRIDOR PROJECT EIR/EIS SCOPE, BUDGET, AND SCHEDULE

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATIONS

PLANNING AND PROGRAMMING COMMITTEE RECOMMENDED (3-0) authorizing the Chief Executive Officer to:

- A. EXECUTE Contract Modification No. 16 to Contract No. PS4340-1939 with AECOM (formerly URS Corporation) to **address changes to the project alternatives for the Recirculated Draft EIR/EIS, and evaluate a Preferred Alternative for the I-710 South Corridor Project**, in an amount not to exceed \$7,012,735, increasing the total contract not-to-exceed amount from \$38,781,395 to \$45,794,130 and a contract extension of 15 months;
- B. EXECUTE Contract Modification No. 10 to Contract No. PS4340-1940 with Moore Iacofano Goltsman, Inc., for the **continued facilitation of community outreach services through the evaluation of the Preferred Alternative**, in an amount of \$616,413, increasing the total contract amount from \$3,192,312 to \$3,808,725, and a contract extension of 15 months;
- C. EXECUTE Contract Modification No. 8 to Contract No. PS4710-2647 with AECOM (I-710 South Utility Study - South Segment), for the **utilities and structural engineering efforts associated with the revised project alternatives**, in an amount not to exceed \$648,969 increasing the total contract from \$7,448,929 to \$8,097,898, and a contract extension of 15 months; and
- D. INCREASE Contract Modification Authority (CMA) specific to the three contracts to **cover the cost of any unforeseen issues that may arise during the performance of the contracts** as follows:
1. Contract No. PS4340-1939 in the amount of \$1,051,910; increasing the total CMA amount from \$3,526,331 to \$4,578,241
 2. Contract No. PS4340-1940 in the amount of \$92,462; increasing the total CMA amount from \$177,884 to \$270,346
 3. Contract No. PS4710-2647 in the amount of \$97,345, increasing the total CMA amount from \$742,845 to \$840,190.

ISSUE

At the January 2013 Board meeting, staff provided a status update and recommended the re-circulation of the Draft EIR/EIS to update the traffic assumptions/forecasts and address proposed changes in the design of the alternatives required to minimize impacts. At that time, the Board approved modifications to increase funding for the I-710 Corridor Project EIR/EIS (Project) engineering and outreach contracts. The additional funds were required to continue the Project's environmental document through the final EIR/EIS and Record of Decision (ROD). However, once the traffic forecast update work got underway, it became apparent that the project alternatives needed to be re-evaluated to address public input and important changes in the base growth, goods movement and project assumptions. Most of the approved budget under the last contract modifications was therefore used to complete the revision to the alternatives.

The additional funds being requested are required to re-circulate the Draft EIR/EIS with a set of revised alternatives and to evaluate a Preferred Alternative. Metro staff developed five separate scopes of work (one for engineering/environmental, three for supporting the engineering efforts and another for outreach) and independent cost estimates to address all of the needs listed above. This request is for three of the five contracts; the other two contract modifications were approved at the September Board meeting. The contract modification scopes do not cover the entire cost to complete the Final EIR/EIS and Project Report, nor does it cover the extensive community participation effort associated with completing the Final EIR/EIS. The requested amount covers efforts to carry studies through the selection of a Preferred Alternative. Once a Preferred Alternative is recommended by the I-710 advisory committees, staff will return to the Board with a recommendation on the Preferred Alternative and a funding request for the completion of the Final EIR/EIS and ROD.

DISCUSSION

Background

The I-710 Corridor Project (I-710 South) study encompasses an 18-mile long corridor that extends from Ocean Blvd in Long Beach to State Route 60. I-710 is a vital transportation artery, linking the Ports of Los Angeles and Long Beach to Southern California and beyond. As a result of population growth, cargo container growth, increasing traffic volumes, and aging infrastructure, the I-710 Freeway experiences serious congestion and safety issues. Among the major concerns in the corridor are the higher than average truck accident rates, the projected growth in the study area, which include the Ports, and effects on mobility and the quality life in the surrounding communities. The I-710 South Project alternatives seek to improve safety, air quality/public health, mobility, and accommodation for projected growth.

The Project was initiated in January 2008 by Metro and six funding partners: Caltrans, Gateway Cities Council of Governments (GCCOG), Port of Los Angeles, Port of Long Beach, Southern California Association of Governments (SCAG), and the I-5 Joint Powers Authority. Caltrans is the CEQA/NEPA lead agency for the project and Metro is the agency responsible for managing the consultant contracts.

The Project has advanced through a very robust community participation process. Decisions regarding analytical assumptions, project alternatives, and the scope of the environmental analysis have been made in consultation with community stakeholders through the I-710 Community Participation Framework; this framework comprises a number of advisory committees formed at the Project's inception, including: Local Advisory Committees (LAC), a Corridor Advisory Committee (CAC), a Technical Advisory Committee (TAC) and a Project Committee, which includes elected officials for each of the corridor cities as well as representatives from each of the Funding Partner agencies.

A Draft EIR/EIS was circulated on June 28, 2012. The Draft EIR/EIS evaluated four build alternatives, three of which included a grade-separated freight corridor. Close to 3,000 comments were received as part of the circulation.

Status of Draft EIR/EIS Recirculation

During the first half of 2013, the Project Team updated the traffic forecast for the project based on the most recent regional model. Important changes in the base growth, goods movement, and project assumptions were factored in. These changes resulted in a revised No Build traffic forecast that, as compared to the previous forecast, indicated less growth in vehicular traffic and more dispersed origins and destinations for truck trips in the region. This led the Project Team to re-assess the effectiveness of the Alternatives previously evaluated in the Draft EIR/EIS. It was determined these Build Alternatives needed to be revised to better address the forecasted traffic conditions. The Project Team proceeded to evaluate various revisions to the Build alternatives.

In early 2014, the Project Team began working with the various I-710 advisory committees to present the work accomplished so far (traffic forecasting and alternatives development) and to further refine the preliminary build alternatives and geometric concepts. By the middle of 2014, the following two Build Alternatives were presented to the 710 Committees for inclusion in the RDEIR/SDEIS:

Alternative 5C - widen to 5 mixed flow lanes in each direction plus improvements at I-710/I-405 (including truck by-pass lanes), I-710/SR-91, I-710/I-5 and every local interchange between Ocean Blvd. and SR-60.

Alternative 7 - two dedicated lanes (in each direction) for clean technology trucks from Ocean Blvd. in Long Beach to the intermodal railroad yards in Commerce/Vernon, plus improvements at I-710/I-405, I-710/SR-91, I-710/I-5 and every local interchange between Ocean Blvd. and SR-60.

Both alternatives include: maximum goods movement by rail, TSM/TDM/ITS improvements, transit improvements, arterial improvements, active transportation improvements, consideration of public-private partnership (P3) for financing, delivery, and operation, and lastly, support for Zero or Near Zero Emission Truck commercialization and incentive programs.

The preliminary cost estimates are \$8 billion for Alternative 7 and \$4 billion for Alternative 5C.

Since the middle of 2014, the Project Team has been completing the preliminary engineering work on these two Build Alternatives. The environmental technical studies will be completed in March 2016, in

an effort to release the recirculated Draft EIR/EIS in late 2016.

Project Expenditures

Initial funding for the environmental phase of the Project was provided by Metro and the I-710 Funding Partners (Metro, GCCOG, SCAG, Caltrans, I-5 Joint Powers Authority, Port of Long Beach, and Port of Los Angeles), with Metro taking the lead and becoming the contracting agency for the EIR/EIS. Due to extensive changes in the design of the Project throughout the environmental process, the original budget was depleted in 2012, and since then, the Board has approved additional Measure R I-710 South/Early Action Project funding to continue the EIR/EIS document. The engineering contract started off with a budget of \$23 million and has increased to \$38.8 million, while the outreach contract increased from \$2.5 million to \$3.5 million. Additionally, three separate engineering contracts (utility studies) were initiated in 2011 to supplement the utilities and structural engineering components of the Project. These studies were required to address the significant amount of potential utility impacts and to complete the structural Advance Planning Studies required by Caltrans but not included in the original scope. Three separate contracts were procured to ensure that focused and relevant technical expertise could be applied to the different engineering challenges present at the three major segments of the Project: south, central and north. These contracts amount to another \$19.4 million. The Board has also authorized \$1.5 million in third party support costs. Altogether, \$66.8 million has been authorized so far in expenditures on the Project, out of which, approximately \$55.9 million has been spent to date on the environmental phase of the Project.

Participation and support from third parties such as Caltrans, US Army Corp of Engineers, GCCOG, Gateway Cities, and SCE have been necessary for the development of the Project. Staff anticipates the continued need for this support and is recommending increasing funding to cover the remainder of the environmental phase. Caltrans funding is estimated to total \$2,500,000; GCCOG funding is estimated to increase by approximately \$300,000; SCE funding is estimated to increase by \$400,000; funding for US Army Corp of Engineers is to be determined, and Gateway Cities funding for the review of the environmental document is estimated to increase by approximately \$522,000. Final funding amounts will be negotiated with each party.

Project Schedule

The Recirculation of the Draft EIR/EIS is anticipated late 2016. A decision on a Preferred Alternative will be made post the recirculation of the Draft EIR/EIS.

DETERMINATION OF SAFETY IMPACT

The I-710 South Corridor project scope, schedule, and budget revisions will have no impact to the safety of Metro's patrons or employees.

FINANCIAL IMPACT

Funding for these contract modifications is currently included in the \$14,009,495 FY16 budget in Cost Center 4730 (Highway Program B), Project 460316, (I-710 South Early Action Projects), Account 50316 (Services Professional/Technical), as well as \$19,048,000 in Cost Center 0442 (Highway

Subsidies), Account 54001 (Subsidies to others), Project 460316 (I-710 South and/or Early Action Projects). Since this is a multi-year project, the cost center manager and the Managing Executive Officer of the Highway Program will continue to be responsible for budgeting in future years.

Impact to Budget

The additional source of funds for this project will be from Measure R Highway Capital (20%) Funds from the I-710 South and/or Early Action Projects. These funds are not eligible for bus and rail operating and capital expenditures.

ALTERNATIVES CONSIDERED

The Board may elect not to approve the contract modifications. This option is not recommended. Completing the environmental document for the project is a necessary step in developing the improvements described in Measure R for the corridor. The Board has recognized that the strength of this project has evolved around the development of community consensus throughout the corridor. Board approval would allow the project to move forward with continued community engagement and support which has been the trademark of this study.

NEXT STEPS

Upon approval by the Board, staff will execute the three contract modifications.

ATTACHMENTS

- Attachment A1 - Procurement Summary for PS4340-1939
- Attachment B1 - Contract Modification/Change Order Log for PS4340-1939
- Attachment C1 - DEOD Summary for PS4340-1939
- Attachment A2 - Procurement Summary for PS4340-1940
- Attachment B2 - Contract Modification/Change Order Log for PS4340-1940
- Attachment C2 - DEOD Summary for PS4340-1940
- Attachment A3 - Procurement Summary for PS4710-2647
- Attachment B3 - Contract Modification/Change Order Log for PS4710-2647
- Attachment C3 - DEOD Summary for PS4710-2647

Prepared by: Lucy Olmos, Transportation Planning Manager, (213) 922-7099
Ernesto Chaves, Transportation Planning Manager, (213) 922-7343

Reviewed by: Ivan Page, Interim Executive Director, Vendor/Contract Management, (213) 922-6383
Bryan Pennington, Deputy Executive Director, Program Management, (213) 922-7449

Richard Clarke, Executive Director, Program Management, (213) 922-7557



Phillip A. Washington
Chief Executive Officer

**PROCUREMENT SUMMARY
I-710 SOUTH CORRIDOR PROJECT
ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STUDY (EIR/EIS)
ENGINEERING/ENVIRONMENTAL COMPONENT**

1.	Contract Number: PS4340-1939 (Modification #16)		
2.	Contractor: AECOM (formerly URS Corp.)		
3.	Modification Work Description: Changes to project alternatives		
4.	Contract Work Description: EIR/EIS for the I-710 Corridor Project		
5.	The following data is current as of: September 23, 2015		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	01/28/08	Contract Award Amount: \$22,686,314
	Notice to Proceed (NTP):	01/28/08	Total of Modifications Approved: \$16,095,081
	Original Complete Date:	06/30/15	Pending Modifications (including this action): \$7,012,735
	Current Est. Complete Date:	3/31/17	Current Contract Value (with this action): \$45,794,130
7.	Contract Administrator: Walter Sparkuhl		Telephone Number: 213-922-7339
8.	Project Manager: Ernesto Chaves		Telephone Number: 213-922-7343

A. Procurement Background

This Board Action is to approve Modification No. 16 which addresses changes to the project alternatives for the re-circulated draft EIR/EIS and evaluate a preferred alternative in support of the I-710 Corridor EIR/EIS Engineering/Environmental program. The period of performance is extended for an additional 15 months for a revised completion date of March 31, 2017.

This contract modification was processed in accordance with Metro's Acquisition Policy and Procedures, and the contract type is cost plus fixed fee.

A total of fifteen modifications have been executed to date. For details, please refer to Attachment B1 – Contract Modification/Change Order Log.

B. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate, MASD audit, cost analysis, technical analysis, and fact finding.

Proposal Amount	Metro ICE	Modification Amount
\$7,012,735	\$7,186,014	\$7,012,735

B. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate, MASD audit, cost analysis, technical evaluation and fact finding.

Proposal Amount	Metro ICE	Modification Amount
\$7,012,735	\$7,186,014	\$7,012,735

**PROCUREMENT SUMMARY
I-710 SOUTH CORRIDOR PROJECT ENVIRONMENTAL IMPACT REPORT/
ENVIRONMENTAL IMPACT STUDY (EIR/EIS)
COMMUNITY OUTREACH COMPONENT**

1.	Contract Number: PS4340-1940 (Modification #10)		
2.	Contractor: Moore Iacofan Goltsman, Inc. (MIG)		
3.	Mod. Work Description: Additional Community Outreach due to re-circulation of draft EIR/EIS with revised set of alternatives		
4.	Contract Work Description: Facilitation of Community Outreach		
5.	The following data is current as of: September 24, 2015		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	1/28/08	Contract Award Amount: \$1,778,838
	Notice to Proceed (NTP):	1/28/08	Total of Modifications Approved: \$1,413,474
	Original Complete Date:	7/15/15	Pending Modifications (including this action): \$616,413
	Current Est. Complete Date:	3/31/17	Current Contract Value (with this action): \$3,808,725
7.	Contract Administrator: Walter Sparkuhl		Telephone Number: 213-922-7339
8.	Project Manager: Ernesto Chaves		Telephone Number: 213-922-7343

A. Procurement Background

This Board Action is to approve Modification No. 10 issued in support of the I-710 Corridor Project Environmental Impact Report/Environmental Impact Study (EIR/EIS) Facilitation of Community Outreach project. As a result of changes to the EIR/EIS project alternatives, additional community outreach notification and discussion is required to support the project initiatives. The period of performance is extended by 15 months for a revised completion date of March 31, 2017.

This contract modification was processed in accordance with Metro's Acquisition Policy and Procedures, and the contract type is firm fixed price.

A total of nine modifications have been executed to date. For details, please refer to Attachment B2 – Contract Modification/Change Order Log.

B. Cost Analysis

The recommended price was determined to be fair and reasonable based upon an independent cost estimate, MASD audit, cost analysis, technical analysis, fact finding, and negotiations.

Proposal Amount	Metro ICE	Negotiated Amount
\$822,289	\$721,485	\$616,413

PROCUREMENT SUMMARY
I-710 SOUTH UTILITY STUDY- SOUTH SEGMENT/PS4710-2647

1.	Contract Number: PS4710-2647 (Mod #8)		
2.	Contractor: AECOM		
3.	Mod. Work Description: Changes to Project Build Alternatives		
4.	Contract Work Description: I-710 South End Utility Study		
5.	The following data is current as of: September 23, 2015		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	5/23/11	Contract Award Amount: \$6,472,293
	Notice to Proceed (NTP):	5/23/11	Total of Modifications Approved: \$976,636
	Original Complete Date:	6/30/15	Pending Modifications (including this action): \$648,969
	Current Est. Complete Date:	3/31/17	Current Contract Value (with this action): \$8,097,898
7.	Contract Administrator: Walter Sparkuhl		Telephone Number: 213-922-7339
8.	Project Manager: Ernesto Chaves		Telephone Number: 213-922-7343

A. Procurement Background

This Board Action is to approve Modification No. 8 issued in support of the I-710 Corridor Project South End Utility Study. The I-710 South End Utility Relocation contractor is providing the planning, studies, and conceptual design for relocating various utilities along this segment of the project. This modification reflects changes in the Project's build alternatives and extends the period of performance by 15 months for a revised end date of March 31, 2017.

This contract modification was processed in accordance with Metro's Acquisition Policy and Procedures, and the contract type is a cost plus fixed fee.

A total of seven modifications have been executed to date. For details, please refer to Attachment B3 – Contract Modification/Change Order Log.

B. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate, cost analysis, fact finding and a technical analysis.

Proposal Amount	Metro ICE	Modification Amount
\$648,969	\$772,434	\$648,969

**CONTRACT MODIFICATION/CHANGE ORDER LOG
I-710 SOUTH CORRIDOR PROJECT EIR/EIS
ENGINEERING/ENVIRONMENTAL COMPONENT/PS4340-1939**

Mod. No.	Description	Date	Amount
	Original Contract	1/28/08	\$22,686,314
1.	Added New DBE/ and updated Project Manager	5/20/08	\$0.00
2.	Added New Subcontractor/Revised SOW – to include additional Traffic Studies	1/15/09	\$53,599
3.	Revised SOW – Utility Design	10/29/09	\$299,193
4.	Revised SOW – to include additional Traffic Studies	1/25/10	\$78,019
5.	Revised SOW – Enhanced Landscape Design Services	02/22/10	\$254,947
6.	Revised SOW to include additional geometric design options, traffic analysis and forecasts, advanced planning studies	10/20/10	\$484,017
7.	Revised SOW to revise build alternatives 6A/6B, oil field relocation strategies, visual impact analysis, meeting support, project management support, tolling alternatives, utility strategy alternatives analysis	1/5/11	\$4,001,672
8.	Revised SOW to revise alternative segment 6 and design options, update geometric plans, visual impact analysis, meeting support, project management support, tolling alternatives, community participation, and public officials coordination	5/23/11	\$1,339,228
9.	Supplemental SOW – Traffic Simulation Model	04/23/12	\$324,339
10.	Supplemental Environmental Analyses for the I-710 Corridor Project (\$255,525) and Task reductions (-\$255,525) resulting in net zero change	04/24/12	\$0.00
11a.	Supplemental SOW (\$218,518) and Task reductions (-\$218,518) resulting in net zero change	11/30/12	\$0.00
12.	Revised SOW incorporating project changes, changes in state and federal improvement requirements, evaluation of Preferred alternative, re-circulation of Draft EIR/EIS and completion of Final EIR/EIS	1/24/13	\$9,190,276
13.	Supplemental Work -Augment public officials, and staff oversight coordination	1/13/14	\$69,791
14.	Period of Performance Extension	6/29/15	\$0.00
15.	Period of Performance Extension December 31, 2015	9/21/15	\$0.00
16.	Supplemental Statement of Work and Period of Performance Extension to March 31, 2017	PENDING	\$7,012,735
	Total:		\$45,794,130

**CONTRACT MODIFICATION/CHANGE ORDER LOG
I-710 SOUTH CORRIDOR PROJECT ENVIRONMENTAL IMPACT REPORT/
ENVIRONMENTAL IMPACT STUDY (EIR/EIS)
COMMUNITY OUTREACH COMPONENT/ PS4340-1940**

Mod. No.	Description	Date	Amount
	Original Contract	1/28/08	\$1,778,838
1	Modified the Payment Schedule and revised Special Provision SP-05 Insurance, Section C, Minimum Insurance Limits of Insurance, and modified the Professional Liability Insurance provision.	10/9/08	\$0.00
2	Modified Statement of Work (SOW) to remove and include new activities and revised the Project Payment Schedule.	11/1/08	\$0.00
3	Extended the period of performance (POP) and revised the SOW to include additional facilitation and outreach.	5/16/11	\$550,446
4	POP Extension	6/06/12	\$0.00
5	Consolidated tasks, reallocated and de-scoped tasks from the SOW.	10/17/12	\$0.00
6	Revised the SOW to include additional outreach materials, facilitation and outreach.	5/16/13	\$863,028
7	POP Extension	4/29/15	\$0.00
8	POP Extension	6/25/15	\$0.00
9	POP Extension to December 31, 2015	9/9/15	\$0.00
10	Supplemental Statement of Work and POP Extension to March 31, 2017	Pending	\$616,413
	Total:		\$3,808,725

**CONTRACT MODIFICATION/CHANGE ORDER LOG
1-710 SOUTH UTILITY STUDY- SOUTH SEGMENT
PS4710-2647**

Mod. No.	Description	Date	Amount
	Original Contract	5/23/11	\$6,472,293
1	Supplemental Statement of Work and extends Period of Performance Extension	8/20/12	\$976,636
2	Period of Performance Extension	8/22/13	\$0
3	Supplemental Statement of Work	5/20/14	\$0
4	Period of Performance Extension	6/24/14	\$0
5	Period of Performance Extension	12/12/14	\$0
6	Period of Performance Extension	6/25/15	\$0
7	Period of Performance Extension to December 31, 2015	9/29/15	\$0
8	Supplemental Statement of Work and Period of Performance Extension to March 31, 2017	PENDING	\$648,969
	Total:		\$8,097,898

**DEOD SUMMARY
I-710 CORRIDOR PROJECT EIR/EIS
ENGINEERING/ENVIRONMENTAL COMPONENT**

A. Small Business Participation

AECOM/URS Corporation made a 9.56% Disadvantaged Business Enterprise (DBE) commitment. The current DBE participation is 9.95%. Metro staff worked with contractor to exceed their 2007 DBE commitment of 9.56%.

According to AECOM/URS, they are proposing to add one additional DBE firm to the team and to expand the role of existing ones, making a 17.50% DBE commitment for Contract Modification No. 16, which will increase their projected total DBE participation to 10.61% for the remaining contract budget. Although the overall project work scope is far advanced, AECOM/URS is expected to continue to demonstrate ongoing efforts to meet and exceed their DBE commitment. Furthermore, AECOM/URS has committed to encouraging and supporting the meaningful participation of DBE firms and to provide guidance and mentorship to the DBE firms they work with on this contract. Their project budget is 96% spent.

SMALL BUSINESS COMMITMENT	DBE 9.56%	SMALL BUSINESS PARTICIPATION	DBE 9.95%
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	DBE Subcontractors	Ethnicity	% Commitment	% Current Participation¹
1.	Civil Works Engineers	Non-Minority Woman	3.11%	2.80%
2.	JMD, Inc.	African American	2.76%	1.84%
3.	Tatsumi and Partners, Inc.	Asian Pacific American	0.79%	1.23%
4.	Wagner Engineering & Survey	Non-Minority Woman	2.90%	1.80%
5.	Epic Land Solutions	Non-Minority Woman	0.0%	0.05%
6.	Wiltec	African American	0.0%	0.37%
7.	D'Leon Consulting Engineers	Hispanic American	0.0%	0.93%
8.	MBI Media	Non-Minority Woman	0.0%	0.62%
9.	Galvin Preservations	Non-Minority Woman	0.0%	0.31%
Total			9.56%	9.95%

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

**DEOD SUMMARY
I-710 SOUTH CORRIDOR PROJECT EIR/EIS
COMMUNITY OUTREACH COMPONENT**

A. Small Business Participation

Moore Iacofano Goltsman, Inc (MIG) made a 16.96% Disadvantaged Business Enterprise (DBE) Anticipated Level of Participation (DALP) commitment. MIG's current DALP participation is 4.13%, a shortfall of 12.87%. The project is 81% complete. MIG was contacted to address their current participation and indicated that in the seven years since the project was initiated, there have been both internal and external changes with the project that have triggered adjustments to the work plan, scope, budget, and schedule. Initially, the DBE firm on the MIG team was to provide community outreach and facilitation to targeted communities within the I-710 project area. The project manager confirmed that due to circumstances beyond the control of the project and consultant team, some communities did not require the level and type of outreach support originally proposed by the MIG outreach team. This resulted in the firm not expending their original budget amount at the rate committed by MIG in the original contract. Metro's project management confirmed the statements above.

With Contract Modification No. 3 (remaining contract budget) MIG has specifically redesigned the outreach approach to create greater opportunity to engage DBE firms. To this end, MIG added DBE subcontractor, The Sierra Group, to provide community outreach services. MIG made a 26.04% DALP commitment for Contract Modification No. 10, which will increase their total DALP participation to 6.87% for the remaining contract budget. MIG indicated that they will continue to work closely with their DBE subcontractors to ensure maximum DBE participation and reaching their DALP commitment. DEOD will continue to monitor MIG's efforts to meet their DALP commitment. It is expected that MIG will not meet their DALP commitment.

DALP COMMITMENT	DBE 16.96%	DALP PARTICIPATION	DBE 4.13%
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	DBE Subcontractor	Ethnicity	% Committed	Current Participation¹
1.	The Robert Group	African-American Female	16.96% (not performing)	4.13%
2.	The Sierra Group	Hispanic American	Added	0.00%
Total			16.96%	4.13%

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

DEOD SUMMARY
1-710 SOUTH UTILITY STUDY- SOUTH SEGMENT/PS4710-2647

A. Small Business Participation

AECOM made a 27% Small Business Enterprise (SBE) commitment. AECOM's current SBE participation is 22.61%, a shortfall of 4.39%. The project is 80% complete. AECOM was contacted to address their current participation and indicated that two contract modifications changed the scope of work pertaining to utilities, which affected the amount of work committed to SBE subcontractors. Diaz-Yourman, Lenax Services and SafeProbe work are scheduled to perform engineering work in 2017 to make up the remaining SBE commitment 4.67% shortfall. In addition, AECOM plans to modify the scopes for BA, Inc. and Utility Specialists, for gas distribution and oil field production, to increase their overall SBE participation October 2015.

SMALL BUSINESS COMMITMENT	27% SBE	SMALL BUSINESS PARTICIPATION	22.61% SBE
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	SBE Subcontractors	% Committed	Current Participation¹
1.	BA, Inc	4.18%	3.36%
2.	Chris Nelson & Associates	2.05%	2.68%
3.	D'Leon Consulting	5.25%	4.69%
4.	Diaz Yourman	1.10%	0.98%
5.	Lenax Services. Inc	2.32%	0.17%
6.	SafeProbe	1.50%	1.43%
7.	Utility Specialist	11.30%	8.29%
	Total	27.00%	22.61%

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

**Board Report**

File #: 2015-1223, **File Type:** Contract**Agenda Number:** 23.

**PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 14, 2015****SUBJECT: METRO RIDESHARE PROGRAM SUPPORT****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

PLANNING AND PROGRAMMING COMMITTEE RECOMMENDED (4-0) authorizing the Chief Executive Officer to award and execute a 21-month firm fixed price Contract No. PS3604300 (RFP No. PS113344540-R) to Inland Transportation Services, Inc. (ITS) in the amount of \$1,198,055 for **Metro Rideshare Program Support services in Los Angeles County** and to increase the FY 2016 budget for Regional Rideshare by \$425,000.

ISSUE

Metro provides commuter assistance services to worksites in Los Angeles County with the objective of improving mobility by reducing single occupant vehicle trips and providing information and services to increase rideshare modes, including transit ridership, carpooling, vanpooling, walking, and bicycling to work. Metro relies on highly trained in-house consulting staff to manage and provide services. The current contract for services will expire March 31, 2016; however, funding is available only through October 31, 2015 since this contract is currently shared with Metro Commute Services for A-TAP and B-TAP support. The new contract will be separate from Metro Commute Services and will allow Metro to continue providing rideshare services to Los Angeles County employer worksites and commuters.

DISCUSSION

Consulting staff is responsible for a number of tasks including supporting Employee Transportation Coordinators (ETC) with responding to Rule 2202 from the South Coast Air Quality Management District (SCAQMD) through Average Vehicle Ridership (AVR) surveys, providing commuters with ridematching services and RideGuides, and responding to customer questions related to ridesharing. Consultant staff is also trained in Ridepro and will be managing the Los Angeles County portion of the regional database shared with Orange County Transportation Authority (OCTA) and Ventura County Transportation Commission (VCTC). Ridepro is a software system provided by Trapeze Software Group, Inc. under a separate contract that assists worksites with air quality compliance and employer based ridematching.

In addition, ITS will be responsible for managing Metro's incentive programs which include the regional Guaranteed Ride Home, Metro Rewards, and Go Metro to Work Free. Consulting staff will be actively attending Transportation Management Organization (TMO) and Transportation Management Association (TMA) meetings and other industry events to provide information about the services offered by Metro. Consulting staff will provide support at events that encourage ETC development and training, including workshops, countywide rideshare events, and ETC Briefings.

In addition, the Board is being asked to authorize the CEO to increase the FY 2016 budget for Regional Rideshare by \$425,000 for additional costs related to the award of this contract and for software upgrades required for Ridepro. The additional costs related to the contract are due to increased level of effort for staff and a higher level of oversight requested of the ITS project manager to cover the tasks in the statement of work. The software upgrades required for Ridepro include software modifications resulting from recent changes to Rule 2202 by SCAQMD, as well as upgrades related to an improved ridematch.info website, and improved software capabilities.

DETERMINATION OF SAFETY IMPACT

The Board action will not have a negative impact on the safety of Metro's patrons or employees. The Metro Rideshare Program has demonstrated effectiveness in reducing the number of cars on the road during the peak commute period. This contributes to public safety. Currently, Metro provides support to over 220,000 commuters and 800 worksites in Los Angeles County.

FINANCIAL IMPACT

The FY16 approved budget includes costs for this contract in Cost Center 4540, Project 405547, Task 01.10. The FY 2016 budget includes \$400,000 for the Metro Rideshare Support contract, however this is insufficient since the recommended price is higher than anticipated and has been determined to be fair and reasonable based upon MAS audit findings, an independent cost estimate, cost analysis, technical analysis, and fact finding. The budget for this contract needs to be increased from \$400,000 to \$605,000, which is an increase of \$205,000. In addition, the FY 2016 budget includes \$92,000 for upgrades to Ridepro, however an additional \$220,000 is required for the contract modification. The total budget increase for Regional Rideshare would be \$425,000. The funding source for Regional Rideshare comes from Proposition C 25% sales tax. These funds are from a Regional Rideshare allocation programmed in the Transportation Improvement Program (TIP) pursuant to the Long Range Transportation Plan (LRTP). The Project Manager will be accountable for managing costs during the term of this contract. Since this is a multi-year contract, the Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

The source of funds for this action, Proposition C 25% Streets & Highway, is not eligible to fund bus and rail operating and capital expenditures.

ALTERNATIVES CONSIDERED

The Board can choose not to authorize the CEO to award this contract to ITS and not to increase the

Regional Rideshare FY 2016 budget, however staff does not recommend this option. If the Board denies this request, services will lapse and Metro will no longer be able to provide support to 800 worksites regulated by SCAQMD in Los Angeles County and ridematching services to 220,000 commuters. Incentive programs would terminate and countywide support of rideshare services would end. Moreover, Metro is the holder of a license agreement with Trapeze Software Group, Inc. for the use of Ridepro in partnership with the Orange County Transportation Authority and Ventura County Transportation Commission and without the continuation of this contract, Metro would not have the capability to immediately provide staff resources to continue using Ridepro and would lose the financial investment in this database. The impact to the regional partners would be significant since Los Angeles County participants are 72% of the database and the maintenance of this information would lapse. In addition, without the funding for the required modifications to Ridepro, Metro would be out of compliance with Rule 2202 and the updates to ridematch.info would not be completed, software upgrades would not be completed and the Ridepro software would become less user-friendly.

NEXT STEPS

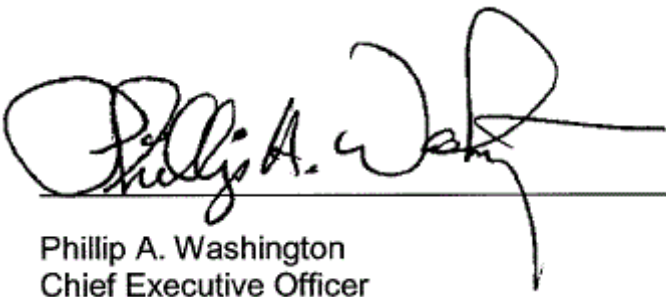
Upon Board approval, staff will award and execute the Metro Rideshare Program Support contract and increase the FY 2016 Regional Rideshare budget by \$425,000.

ATTACHMENTS

- Attachment A - Procurement Summary
- Attachment B - DEOD Summary

Prepared by: Paula Carvajal-Paez, Regional Rideshare Manager, (213) 922-4258
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Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

METRO RIDESHARE PROGRAM SUPPORT

1.	Contract Number: PS3604300 (RFP No. PS113344540-R)	
2.	Recommended Vendor: Inland Transportation Services Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: May 16, 2015	
	B. Advertised/Publicized: May 16, 2015 LA Daily News, LA Watts Times, Rafu Shimpo & Eastern Group Publications	
	C. Pre-proposal/Pre-Bid Conference: May 21, 2015	
	D. Proposals/Bids Due: June 15, 2015	
	E. Pre-Qualification Completed: July 28, 2015	
	F. Conflict of Interest Form Submitted to Ethics: August 5, 2015	
	G. Protest Period End Date: October 21, 2015	
5.	Solicitations Picked up/Downloaded: 66	Bids/Proposals Received: 2
6.	Contract Administrator: W. T. (Ted) Sparkuhl	Telephone Number: (213) 922-7399
7.	Project Manager: Paula Carvajal-Paez	Telephone Number: (213) 922-4258

A. Procurement Background

This Board Action is to approve Contract No. PS3604300 to provide Metro Rideshare Program Support in Los Angeles County.

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

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

- Amendment No. 1, issued June 2, 2015, provided copies of the pre-proposal sign-in sheets, the Pre-Proposal Conference Agenda, the Planholders' List of record, and provided responses to proposers questions submitted during the pre-proposal conference.
- Amendment No. 2, issued June 10, 2015, clarified that the period of performance was 21 months, and announced the new contract administrator for the RFP.

A pre-proposal conference was held on May 21, 2015, and attended by ten participants representing ten firms. There were nine questions received and responses were released prior to the proposal due date.

A total of two proposals were received on June 15, 2015, from:

1. Inland Transportation Services, Inc.
2. Steer Davies Gleave

B. Evaluation of Proposals/Bids

A Proposal Evaluation Team (PET) consisting of staff from Metro's Share Mobility & Implementation Program Office, Orange County Transportation Authority and Ventura County Transportation Commission was convened and conducted a comprehensive technical evaluation and review of the proposals received.

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

- | | |
|--|-----|
| 1. Qualifications of the Firm | 25% |
| 2. Staffing and Project Organization | 20% |
| 3. Work Plan | 20% |
| 4. Cost Proposal | 20% |
| 5. Partnering with Small Business | 10% |
| 6. Partnering with Disabled Veteran Business Enterprises | 5% |

The evaluation criteria are appropriate and consistent with criteria developed for Metro rideshare program support procurements. Several factors were considered when developing these weights, giving the greatest importance to the qualifications of the firm.

On June 18, 2015, proposals were distributed to the PET. The PET completed the proposal evaluations on July 10, 2015. Based on the evaluation process, Inland Transportation Services, Inc. was determined to be the most qualified firm.

Qualifications Summary of Firms within the Competitive Range:

Inland Transportation Services

Inland Transportation Services, Inc. (ITS) is a Transportation Demand Management (TDM) consulting firm which employs a staff of 20. The ITS team has a combined total of 257 years of TDM experience. Further, ITS provides rideshare support and services for other county transportation agencies such as Riverside County Transportation Commission (RCTC), San Bernardino Associated Governments (SANBAG) and Orange County Transportation Authority (OCTA) which closely parallel the requirements of outlined in the RFP. ITS has experience managing, and maintaining RidePro since 2001. The ITS team includes two subcontractors, The

Van Stratten Group, Inc., a Metro SBE certified firm and Roger L. Reed, dba The Blue Pyramid, a Metro certified DVBE firm.

Overall, the ITS proposal demonstrated knowledge of the requirements and is prepared with experienced staff with the education, experience and professional credentials to perform the tasks outlined in the Statement of Work.

Steer Davies Gleave

Steer Davies Gleave (SDG) is a transportation consulting firm. SDG has used iCommute software to automate incentives for employers in San Diego, but iCommute does not have the capability to produce AVR and output reports, ride matching results and RideGuides.

SDG proposed recruiting technical staff to train and use the RidePro program if they were awarded this contract. Technical staff members are key to this project and it is unclear if those recruited afterwards would have the experience and expertise to provide adequate support in one month after transition.

The following is a summary of PET scores:

	FIRM	Weighted Average Score	Factor Weight	Average Score	Rank
1	Inland Transportation				
2	Qualifications of the Firm	91.67	25%	22.92	
3	Staffing and Project Organization	95.00	20%	19.00	
4	Work Plan	93.33	20%	18.67	
5	Cost Proposal	100.00	20%	20.00	
6	Partnering with Small Business	50.00	10%	5.00	
7	Partnering with DVBE	100.00	5%	5.00	
8	Total			90.59	1
9	Steer Davies Gleave				
10	Qualifications of the Firm	81.67	25%	20.42	
11	Staffing and Project Organization	76.67	20%	15.33	
12	Work Plan	80.00	20%	16.00	
13	Cost Proposal	85.60	20%	17.12	
14	Partnering with Small Business	50.00	10%	5.00	
15	Partnering with DVBE	100.00	5%	5.00	
16	Total			78.87	2

C. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate, cost analysis, technical analysis, and fact finding. The firm's proposal includes additional program management, managing Metro's rideshare incentives program and the upgrade of rideshare software to include a new model as required per the statement of work.

Proposer Name	Proposal Amount	Metro ICE	Negotiated Price
Inland Transportation Services, Inc.	\$1,198,494	\$1,081,669	\$1,198,055

D. Background on Recommended Contractor

The recommended firm, Inland Transportation Services (ITS) located in Riverside, CA, founded in 1989 is a leader with over 26 years of Transportation Demand Management (TDM) experience.

The proposed Project Manager for this contract has experience managing the existing contract with Metro. He has a wide range of TDM experience creating and implementing results-oriented TDM strategies. The Project Manager closely manages his team's performance, reviews team and individual results, and conducts monthly staff meetings to brainstorm and improve upon processes being implemented to successfully grow the programs.

ITS is the incumbent contractor and has performed satisfactorily.

DEOD SUMMARY

METRO RIDESHARE PROGRAM SUPPORT/PS3604300

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 15% goal inclusive of a 12% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) for this project. Inland Transportation Group exceeded the goal by making a 12.37% SBE commitment and 3.33% DVBE commitment.

SMALL BUSINESS GOAL	12% SBE and 3% DVBE	SMALL BUSINESS COMMITMENT	12.37% SBE and 3.33% DVBE
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	SBE Subcontractors	% Commitment
1.	The Van Stratten Group, Inc.	12.37%
	Total SBE Commitment	12.37%

	DVBE Subcontractors	% Commitment
1.	Roger L. Reed dba The Blue Pyramid	3.33%
	Total DVBE Commitment	3.33%

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. All Subcontractors Included with Recommended Contractor's Proposal

	Subcontractor	Services Provided
1.	The Van Stratten Group, Inc.	Administrative Services
2.	Roger L Reed dba The Blue Pyramid	Marketing Consulting



Board Report

File #: 2015-1328, File Type: Program

Agenda Number: 25.

~~PLANNING AND PROGRAMMING COMMITTEE~~

~~OCTOBER 14, 2015~~

CONSTRUCTION COMMITTEE

OCTOBER 15, 2015

SUBJECT: I-5 SOUTH CORRIDOR IMPROVEMENTS

ACTION: APPROVE PROGRAMMING RECOMMENDATIONS

RECOMMENDATION

CONSTRUCTION COMMITTEE RECOMMENDED (3-0) authorizing the Chief Executive Officer to:

- A. APPROVE programming \$50.111 million in supplemental funding for the **I-5 Carmenita Road Interchange project**, consistent with the attached Unified Cost Management Process and Policy for Measure R Projects analysis in Attachment A, and an increase in project funding from \$369.770 million to \$419.881 million; and
- B. ENTER into a Local Advance Construction (AC) agreement (Attachment B) with the California Department of Transportation (Caltrans) for the use of up to \$97 million in local funds to finance the construction of the I-5 South Segment 2 project until such time that federal funds already programmed to the project become available.

ISSUE

A. I-5 South/Carmenita Road Interchange Cost Increase

In a letter dated August 21, 2015, the California Department of Transportation (Caltrans) requested that the Los Angeles County Metropolitan Authority (LACMTA) program \$50.111 million in supplemental funding for the I-5 South/Carmenita Road Interchange project. The request for supplemental funding is attributed to the following:

The Carmenita Road Interchange project was originally programmed for \$379,730,000 per Funding Agreement Number MOU.P0006376A-02. However, due to the awarded bid being lower than the Engineering Estimate, construction capital funds were reduced by \$9,960,000 at the time of award to reflect the bid amount. The current budget for the project is \$ 369,770,000.

The project is in construction, and is 68 percent complete. The anticipated cost at completion for the project is \$ 419,881,000 based on a Caltrans cost estimate dated in September 2015. Please see Attachments C and D, the letters from Caltrans for the supplemental fund request and the project

cost estimate.

This is an increase of \$50,111,000 over the current budget. Please see Attachment A, the Unified Cost Management Process and Policy for Measure R Projects analysis, for more information about the funding strategy to be employed to meet this increased cost.

B. I-5 South Segment 2 Local Advanced Construction (AC)

Following the state funding allocation Caltrans proceeded to seek the required federal obligation of the \$97 million in CMAQ funds programmed to the project. However, due to the concurrent authorization of several other large federal projects in Los Angeles County there is insufficient federal obligation authority this year for Caltrans to immediately access the \$97 million in CMAQ funds. In the near term, Caltrans staff is recommending the use of Local Advance Construction (AC) to maintain the current project delivery schedule.

DISCUSSION

A. I-5 South/Carmenita Road Interchange Cost Increase

The cost increases by components are as follows:

1. \$29,415,000 for right of way capital, and \$6,029,000 for right of way support.
2. \$667,000 for Project Approval and Environmental Document (PAED) and Plans, Specifications and Estimates (PS&E).
3. \$14,000,000 for construction support.

The increase in right of way capital is due to many parcels going through condemnation, resulting in full acquisitions for some parcels, which were originally budgeted for partial acquisition. Relocation of businesses was also extremely complicated and resulted in many months of delay in the relocation of utilities. Also, there were many complicated and difficult utility relocations on this project that required more time and coordination than anticipated.

The increases in right of way support and construction support were due to delays in acquiring properties and relocating businesses. These delays had a domino effect on the utility relocations and the construction of the project.

Also, additional geotechnical drilling had to be done during the construction phase because access to properties was not available during the design phase. The increases in the cost of the PAED and PS&E phases were due to underestimating the effort required to complete these phases, and inadequate contingencies to address delivery risks in these phases.

Caltrans recommends programming the project cost increase of \$35.444 million in Right of Way Capital and Right of Way Support with future Regional Improvement Program (RIP) County Shares, the project cost increase of \$14.667 million in Construction Support, PAED and PS&E with State

fund.

B. I-5 South Segment 2 Local Advanced Construction (AC)

Advanced Construction for federal highway projects is analogous to a Letter of No Prejudice (LONP) that Metro has employed for federal transit projects. Advanced Construction would commit the use of local funds in place of federal funds to finance the cost of work until such time that the programmed federal funds become available. In this specific situation it is highly unlikely that any local funds in addition to those already committed to the project would be needed prior to the availability of the federal funds. Nevertheless, the paperwork required by Caltrans stipulates that this is a possibility.

The construction and construction support of the I-5 South Segment 2 project is fully funded as follows:

- * \$52 million in local Proposition C 25%;
- * \$20 million in state Regional Transportation Improvement Program (RTIP);
- * \$28 million in State Highway Operational and Protection Program (SHOPP); and,
- * \$97 million in federal Congestion Mitigation and Air Quality (CMAQ) funds.

The AC arrangement is a temporary measure for the CMAQ funds. As of June 2015 all of the state STIP and SHOPP funds have been allocated by the California Transportation Commission to allow Caltrans, as the lead agency and construction manager for the project, to advertise and award the construction contract. Metro budgets the Proposition C 25% funds each year as necessary.

DETERMINATION OF SAFETY IMPACT

There is no impact to safety by approving this action.

FINANCIAL IMPACT

A. I-5 South/Carmenita Road Interchange Cost Increase

Of the \$50.111 million in supplemental funding recommended for programming, \$35.444 will be provided from the future Regional Improvement Program (RIP) County Shares and \$14.667 million will be from the State Highway Account (SHA).

B. I-5 South Segment 2 Local Advanced Construction (AC)

Fully obligating and expending available federal highway funds makes the Los Angeles County Metropolitan Transportation Authority eligible for a share of additional obligation authority awarded to regions that support Caltrans in accessing obligation authority unused by other states each year. Additionally, LA Metro receives new obligation authority every year that over the construction period of the I-5 South Segment 2 project is sufficient to meet the \$97 million CMAQ commitment and all other federal projects programmed in LA Metro's Transportation Improvement Program (TIP). Absent the use of Local AC, the construction of the I-5 South Segment 2 project could be delayed for up to 6 months, triggering escalation and support cost increases not now budgeted for the project.

Impact to Budget

A. I-5 South/Carmenita Road Interchange Cost Increase

The funding of \$15,000,000 Measure "R" Highway Capital (20%) Fund for FY16 for the I-5 South/Carmenita Road Interchange project is included in Account 54001 - Subsidies to Others, in cost center 0442, under project number 460341, Task 01. The recommendation will not impact the project budget for the current fiscal year. Since this is a multi-year contract/project, the Managing Executive Officer will be accountable for budgeting the cost in future years for LACMTA's share within the updated project budget. The source of funds for this project is Measure R 20% Highway, which is not eligible for bus or rail operations.

B. I-5 South Segment 2 Local Advanced Construction (AC)

The funding of \$52,900,000 of Measure R 20% Highway for FY15 for the I-5 South HOV Widening project is included in Account 54001 - Subsidies to Others, in cost center 0442, under project number 460336, Task 01. The recommendation will not increase the project budget for the current fiscal year. Since this is a multi-year contract/project, the Managing Executive Officer will be accountable for budgeting the cost in future years for LACMTA's share within the updated project budget. The source of funds for this project is Measure R 20% Highway, which is not eligible for bus or rail operations.

ALTERNATIVES CONSIDERED

A. I-5 South/Carmenita Road Interchange Cost Increase

The Board may choose not to approve the supplemental funds. This alternative is not recommended as the completion of the project will be further delayed and the total cost of buttoning-up the project into a safe condition for a period of suspended construction will increase the cost to Metro even further.

The Board may also elect to fund the supplemental funds request with Measure "R" Highway Capital (20%) Fund instead. This alternative is not recommended as it will prevent us from maximizing our ability to deliver other projects that might have relatively low cost and high benefits.

B. I-5 South Segment 2 Local Advanced Construction (AC)

If the MTA Board does not authorize this recommendation, the construction of the I-5 South Segment 2 project could be delayed for up to 6 months, triggering escalation and support cost increases not now budgeted for the project.

NEXT STEPS

A. I-5 South/Carmenita Road Interchange Cost Increase

Upon Board approval of the recommendation for supplemental project funding, an amendment to the funding agreement with Caltrans will then be executed.

B. I-5 South Segment 2 Local Advanced Construction (AC)

Upon Board approval of the recommendation, the agreement will be amended with Caltrans.

ATTACHMENTS

Attachment A - Analysis of Unified Cost Management Process and Policy for Measure R Projects

Attachment B - Local AC Form 3-I

Attachment C -Letter from Caltrans August 21, 2015, "Informing Project Cost Increase and Recommended Course of Action for I-5 South/Carmenita Road Interchange project"

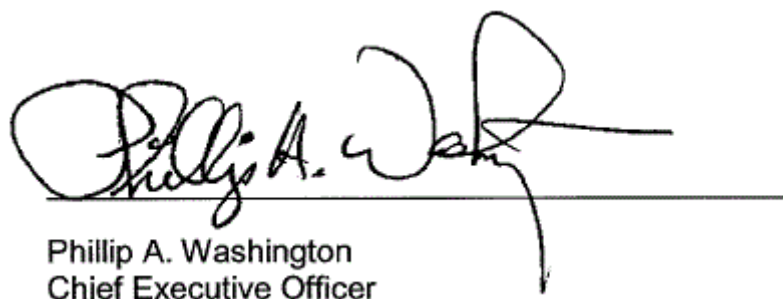
Attachment D -Letter from Caltrans September 15, 2015, "I5 South/Carmenita Road Interchange Project"

Prepared by: Victor Gau, Senior Engineering Manager, Highway Program (213) 922-3031
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David Yale, Managing Executive Officer, Countywide Planning and Development (213) 922-2469

Reviewed by:

Bryan Pennington, Deputy Executive Director, Program Management (213) 922-7449

Richard Clarke, Executive Director, Program Management (213) 922-7557



Phillip A. Washington
Chief Executive Officer

ANALYSIS OF UNIFIED COST MANAGEMENT PROCESS AND POLICY FOR MEASURE R PROJECTS

Introduction

The Measure R Cost Management Process and Policy (the Policy) was adopted by the Metro Board of Directors in March 2011. The Policy caps Measure R project funding at the amounts in the Expenditure Plan approved by voters. The intent of the Policy is to inform the Metro Board of Directors regarding potential cost increases to Measure R-funded projects and the strategies available to close any funding gaps.

The I-5 Carmenita Road Interchange Life-of-Project budget requires an increase in cost of \$50.11 million, from \$369.77 million to \$419.88 million. This Measure R project is subject to this policy analysis. To increase the I-5 South Carmenita Road Interchange Life-of-Project budget, the Board's Policy calls for approval of an action plan to address the increase at the project level, i.e. with value engineering, scope reductions, local contributions, corridor and/or sub-regional contributions, prior to using countywide resources, as described below.

Measure R Cost Management Policy Summary

The adopted Policy stipulates the following: If a project increase occurs the LACMTA Board of Directors must approve a plan of action to address the issue prior to taking any action necessary to permit the project to move to the next milestone. Increases will be measured against the 2009 Long Range Transportation Plan (LRTP) as adjusted by subsequent actions on cost estimates taken by the LACMTA Board of Directors. With certain exceptions, shortfalls will first be addressed at the project level prior to evaluation for any additional resources using these methods in this order:

- 1) Value engineering and/or scope reductions;
- 2) New local agency funding resources;
- 3) Shorter segmentation;
- 4) Other cost reductions within the same transit corridor or highway corridor;
- 5) Other cost reductions within the same sub-region; and finally,
- 6) Countywide transit and highway cost reductions and/or other funds will be sought using pre-established priorities.

The policy was amended in January 2015 to establish Regional Facility Areas at Ports, airports and Union Station; and states that any:

"...capital project cost increases to Measure R funded projects within the boundaries of these facilities are exempt from the corridor and subregional cost reductions. Cost increases regarding these projects will be addressed from the regional programs share."

While the I-5 Carmenita Road Interchange Project does not fall within a Regional Facility Area, the same motion requires that Measure R highway projects be considered on a case-by-case basis. This is the case analysis required by the policy and motion.

Value Engineering and/or Scope Reductions

There were a significant number of parcels that were identified as partial acquisitions that settled as full-takes due to exacerbating part-take impacts to businesses. In addition, thirty five out of thirty nine commercial parcels have to go through condemnation. Consequently, the high number of court settlements exceeded the programmed estimates.

New Local Agency Funding Resources

Per a letter dated August 21, 015, Caltrans recommended using a combination of Regional Improvement Program (RIP) Future County Share, and State Highway Account (SHA) funds to close the funding gap. Metro staff is in concurrence with this approach as it maximizes the amount of available local funds to maintain the delivery schedules for other Measure R Projects while also utilizing funds available only to Caltrans. The funding share attributable to Caltrans is the IPP and SHA funds shown below:

Fund Source	State/Local	Phase	Amount
SHA	State	PAED & PS&E	\$00.667 million
SHA	State	Construction Support	\$14.000 million
Total State Contribution			\$14.667 million

Of the \$50.111 million need to complete the project, the staff recommendation indicates that approximately \$35.444 million is needed from Metro's County Share of the STIP, (Regional Improvement Program funds) as further discussed in the Countywide Cost Reductions and/or Other Funds section below.

Shorter Segmentation

Since this project links to other projects to the immediate north and south, has completed the design phase, and is under construction, shorter segmentation is not possible.

Other Cost Reductions within the Same Highway Corridor

The I-5 South Carpool and Mixed Flow Lanes I-605 to Orange County Line is the only other project within this corridor. All segments of this project are either under

construction or are about to enter procurement. There is no feasible way to reduce project costs on the I-5 South Carpool and Mixed Flow Lanes I-605 to Orange County Line Project without jeopardizing the completion of the project, a critical link between Orange County and Los Angeles County.

Other Cost Reductions within the Same Sub-region

The 2015 Short Range Transportation Plan identifies the following Measure R-funded projects within the Gateway Cities sub-region in Fiscal Years 2016 and 2017: BNSF Grade Separations (\$31.5 million), I-605 Hot Spots (\$29.6 million), I-710 South (\$20 million), I-710 South Early Action Projects in Long Beach (\$35.3 million)¹.

Of these projects, the BNSF Grade Separations Project is fully funded through construction. Diverting funding from this project to the I-5 Carmenita Road Interchange Project would delay a critical goods movement and safety project. For this reason, staff does not recommending delay of this project.

The remaining projects, I-605 Hot Spots, I-710 South, I-710 South Early Action Projects in Long Beach are in the planning or design phases. The Board could elect to defer all or portions of these projects to full fund the I-5 Carmenita Road Interchange Project. Staff however recommends not deferring these projects. The I-605 Hot Spots and I-710 South Early Action Projects identify and fund discreet and actionable projects as funding becomes available. Reprogramming Measure R 20% from these projects to the I-5 Carmenita Road Interchange Project would unnecessarily delay advancement of critical improvements to two major north-south freeways in Los Angeles County.

The I-710 South Project is currently in the environmental review process. It is imperative that all funding be available once this project has secured environmental clearance to advance to the design and right-of-way phases. Deferral of this project would further delay a critical project to improve regional mobility and goods movement.

Staff recommends moving to the final step, consistent with the approach recommended by Caltrans.

Countywide Cost Reductions and/or Other Funds

As the local agency partner, Metro can program \$35.444 million in Measure R 20% Highway Capital Subfunds. Staff does not recommend using Measure R 20% as this approach will limit our ability to deliver other highway projects in the near term.

Instead, Metro staff recommends using future County Share of Regional Improvement Program (RIP) to cover the cost increases in the Right-of-Way phase. In this situation, committing future RIP shares indicates that Metro will debit its RIP County Share when available. While the 2016 State Transportation Improvement Program (STIP) did not include any new funding, Caltrans and Metro staff are confident that future STIP cycles

¹ Dollar amounts indicated here is the Measure R 20% portion of these projects.

will have sufficient programming capacity to deliver this project. Using future RIP County Share now allows Metro to preserve Measure R 20% to maintain the delivery schedule of other Measure R Highway Projects.

Fund Source	State/Local	Phase	Amount
Regional Improvement Program	Local	Right-of-Way	\$29.415 million
Regional Improvement Program	Local	Right-of-Way Support	\$06.029 million
Total Metro Contribution			\$35.444 million

EXHIBIT 3-I REQUEST FOR LOCAL ADVANCE CONSTRUCTION AUTHORIZATION

To: _____
District Local Assistance Engineer

Date: _____
FTIP/FSTIP ID: _____
EA: _____
Project Description: _____

Re: Request for Advance Construction Authorization for _____ for _____ at _____

Dear: _____

The _____ requests federal Advance Construction authorization for the _____ phase(s) of work for the above referenced project.

The _____ understands that currently there are insufficient federal transportation funds (and/or Obligational Authority (OA)) to obligate the appropriate funds for the proposed work.

The _____ agrees to use local funds in lieu of federal funds to finance the cost of work until such time that federal funds (and/or OA) become available for obligation and subsequent reimbursement of the federal share of work. It is understood that an FTIP amendment may be required when the Advance Construction Authorization is converted to a real obligation of federal funds. It also is understood that federal reimbursement is **not** guaranteed.

The _____ understands that work performed prior to federal authorization is ineligible for federal reimbursement and that advertising the construction contract prior to federal authorization will deem the construction and construction phases of work ineligible for federal funds

For questions regarding this request you may contact _____.

Local Agency Representative Authorized to Commit Local Funds

Title

Distribution: 1) DLAE 2) DLA 3) MPO

DEPARTMENT OF TRANSPORTATION

DISTRICT 7

100 S. MAIN STREET, SUITE 100

LOS ANGELES, CA 90012

PHONE (213) 897-0362

FAX (213) 897-0360

TTY 711

www.dot.ca.gov



*Serious drought.
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August 21, 2015

Mr. Phil Washington
Chief Executive Officer
Metro
1 Gateway Plaza
Los Angeles, CA 90012

Dear Mr. Washington:

The California Department of Transportation (Caltrans) appreciates the opportunity to partner with Los Angeles County Metropolitan Transportation Authority (Metro) on the Interstate 5/ Carmenita Interchange project. We want to bring to your attention project cost increases and recommended course of action.

The Interstate 5/Carmenita Interchange project was originally programmed for \$379,700,000 per Funding Agreement Number MOU.P0006376A-02. However, due to the awarded bid being lower than the Engineering Estimate, the State construction capital funds were reduced at the time of award to reflect the bid amount. The current budget for the project is \$ 367,825,000 after the reduction.

The project is in construction, and is 68 percent complete. The anticipated cost at completion for the project is \$ 417,936,000. This is an increase of \$50,111,000 over the current budget. The cost increase by component are as follows: \$29,415,000 for right of way capital, \$6,029,000 for right of way support, \$14,000,000 for construction support, and Project Approval and Environmental Document (PAED) and Plans, Specifications and Estimates (PS&E) for \$667,000.

The increase in right of way capital is due to many parcels going to condemnation, and some parcels becoming full acquisitions, which were originally partial acquisition. The business relocations were also extremely complicated and resulted in many months of delay that impacted utility relocation. Also, there were many complicated and difficult utility relocations on this project that required much more coordination than anticipated.

The increases in right of way support and construction support were due to delays in acquiring properties and relocating businesses. These delays had a domino effect that delayed the utility relocations and the construction of the project. Also, additional geotechnical drilling had to be done during construction because access to properties were not available during design.

Mr. Phil Washington
August 21, 2015
Page 2

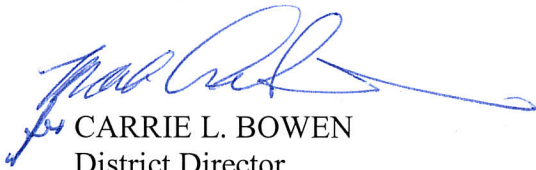
The increases in PAED and PS&E were due to underestimating the effort required to complete these phases, and inadequate contingencies to address delivery risks in these phases.

Caltrans recommends the following to address the project cost increases:

1. Fund Right of Way Capital increase of \$29,415,000 with future Regional Improvement Program (RIP) County Shares.
2. Fund Construction Support increase of \$14,000,000 with State Transportation Improvement Program (STIP).
3. Fund Right of Way Support increase of \$6,029,000 with future RIP County Shares.
4. Fund PAED and PS&E increase of \$667,000 with \$132,000 with IIP and \$535,000 with STIP.

If you have any questions regarding this matter, please contact Robert So, Deputy District Director, Program and Project Management, at (213) 897-0362.

Sincerely,



CARRIE L. BOWEN
District Director

c: Gregg Magaziner, Metro, Executive Officer
Robert So, Caltrans, Deputy District Director, Program/Project Management
Mary Payyappilly, Caltrans, District Division Chief, Externally Funded Projects
Nancy Pe, Caltrans, I-5 Corridor Project Manager

DEPARTMENT OF TRANSPORTATION

DISTRICT 7

100 S. MAIN STREET, SUITE 100

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*Serious drought.
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September 15, 2015

Mr. Victor Gau
Project Manager
LAMTA
1 Gateway Plaza
Los Angeles, CA 90012

Subject: Interstate 5 / Carmenita Interchange Project

Dear Mr. Gau:

On August 21, 2015 Caltrans sent a letter to Metro regarding the status of the Carmenita Interchange budget. The letter stated that the current budget for the project is \$367,825,000 and the anticipated cost at completion for the project is \$417,936,000. These amounts were based on the SLPP fund of \$12,980,000 which was used to award the project.

However, since then, Caltrans HQ Programming has confirmed that the programmed amount of \$14,925,000 for SLPP will be available for the project, and only for construction capital. Therefore, we request to adjust the project current budget to \$369,770,000 and anticipated budget to \$419,881,000.

Also, we would like to clarify that the reference to STIP for item #2 and 4 in the August 21, 2015 letter should be State Highway Account (SHA).

If you have any questions regarding this matter, please contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read "Nancy Pe".

Nancy Pe
Office Chief
Project/Program Area Manager

c:

Robert So, Deputy District Director for Program/Project Management
Mary Payyappilly, District Division Chief for Externally Funded Projects



Board Report

File #: 2015-1333, File Type: Program

Agenda Number: 26.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 14, 2015

SUBJECT: 2015 ACTIVE TRANSPORTATION PROGRAM (ATP)

ACTION: APPROVE LOS ANGELES COUNTY PORTION OF SCAG 2015 ATP REGIONAL PROGRAM

RECOMMENDATION

PLANNING AND PROGRAMMING COMMITTEE RECOMMENDED (4-0) UNDER RECONSIDERATION:

- A. **ADOPTING Southern California Association of Governments (SCAG's) Draft Regional Program** for Los Angeles County ATP applicants as shown in Attachment A.
- B. **APPROVING** the designation of ten points to reflect the consistency of the projects listed in Attachment A with regional and local plans.

ISSUE

On October 22, 2015, the California Transportation Commission (CTC) is scheduled to adopt the Statewide, Small Urban, and Rural Component of the 2015 Active Transportation Program (ATP). On December 10, 2015, the California Transportation Commission (CTC) is scheduled to adopt the Metropolitan Planning Organization (MPO) component of the 2015 ATP. The ATP allocates forty percent of its funds toward the MPO component of its program. The Southern California Association of Governments (SCAG) will be selecting and programming the regional program for its six counties, Los Angeles County included. SCAG will make their Regional Program recommendations by November 15, 2015, subsequent to the six counties receiving board approval for their respective project lists for SCAG's final Regional Program. This report requests approval of a program of projects in Los Angeles County for funding under SCAG's Regional Program.

DISCUSSION

Metro's approval is necessary to secure approximately \$40 million for Los Angeles County projects in MPO project funding. LA County 2015 ATP Regional Program awardees will be a part of SCAG's 2015 Regional Program, which funds \$76.3 million for active transportation across its six counties.

Applicants are also vying for up to \$180 million in the Statewide ATP competition.

2015 Regional Project Selection Process

The CTC released its recommendations for the 2015 ATP Statewide Program on September 15, 2015. As a secondary process to the 2015 ATP, Large Metropolitan Planning Organizations (MPOs) within California will be administering forty percent of the program funds for their respective regions. SCAG's Regional Share will be awarded based on the State's 2015 ATP guidelines and scoring with additional evaluation of criteria.

The six county transportation commissions in the SCAG area will review the Regional Program's implementation project list and assign up to ten points for projects that are consistent with plans adopted by local and regional governments within the county. At the April 2015 meeting, Metro Board identified the SCAG 2012 Regional Transportation Plan (RTP) and Metro's 2009 Long Range Transportation Plan (LRTP) as the two guiding documents to review and assign the ten points for the Los Angeles County ATP projects. Staff has identified the ten points according to the Board policy in a September 2015 report. The point assignments are also listed in Attachment A.

Three percent (3%) of SCAG's Regional Program budget has been dedicated towards planning projects. The remaining 97% has been applied towards implementation projects-planning, design, and construction of both infrastructure and non-infrastructure projects. SCAG and its member counties have determined the implementation project list according to the ten point assignments and funding marks, which are based on county population. Planning projects are to be identified by SCAG, not by funding marks. Attachment A was prepared prior to SCAG's identification of planning projects for funding. Attachment A lists all Los Angeles County plan applications in order of state recommended score. The final Regional Program ensures geographic equity across the six SCAG counties and that at least 25% of its funding has been awarded to disadvantaged communities.

SCAG 2015 Regional Program

SCAG will make its final project programming recommendations to the CTC by November 15, 2015. Each county transportation commission will be seeking board approval for their respective project lists prior to this date. Should there be changes in the draft program as part of SCAG's or the CTC's adoption processes, staff will return to the Board with an update.

As a valuable funding source for bicycle and pedestrian improvements, the ATP is a good tool to help augment the Call for Projects (CFP) resources. Metro staff is working with stakeholders to assess how best to make the CFP synergistic with the ATP. Staff anticipates coming back to the Board in a subsequent cycle with further recommendations.

DETERMINATION OF SAFETY IMPACT

Many of the projects described in the report include bicycle and pedestrian safety improvements. This report itself will have no direct impact on the safety of our customers and employees.

FINANCIAL IMPACT

Approving the staff recommendations will have no impact on the FY 2016 Budget.

ALTERNATIVES CONSIDERED

Metro Staff considered seeking Metro Board approval of the Los Angeles County portion of the 2015 SCAG Regional ATP Program in the November-December board cycle. We do not recommend this alternative, as the Metro Board's approval should be incorporated in the program adopted by the SCAG Regional Council on November 5, 2015, and submitted to the CTC by its November 15, 2015 deadline.

NEXT STEPS

- CTC approves Statewide ATP Awards - October 22, 2015
- SCAG Regional Program Recommendations due to CTC - November 15, 2015
- CTC adopts MPO selected projects - December 10, 2015

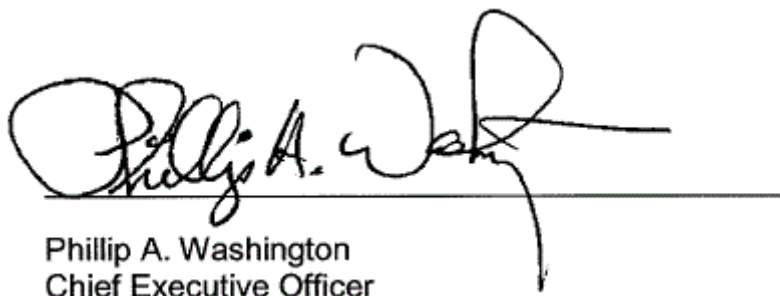
ATTACHMENTS

Attachment A – SCAG 2015 ATP Regional Program

Attachment A - Active Transportation Program Award of Partial Funding

Prepared by: Patricia Chen, Transportation Planning Manager, (213) 922-3041
Wil Ridder, Executive Officer, (213) 922-2887

Reviewed By: Martha Welborne, FAIA, Chief Planning Officer, (213) 922-7267



Phillip A. Washington
Chief Executive Officer

**Metro**Los Angeles County
Metropolitan Transportation AuthorityOne Gateway Plaza
Los Angeles, CA 90012-2952213.922.2000 Tel
metro.net**October 14, 2015**

TO: BOARD OF DIRECTORS

THROUGH: PHILLIP A. WASHINGTON *PAW*
CHIEF EXECUTIVE OFFICER

FROM: MARTHA WELBORNE, FAIA *MW*
CHIEF PLANNING OFFICER

SUBJECT: 2015 ACTIVE TRANSPORTATION PROGRAM – AWARD OF PARTIAL FUNDING

ISSUE

The 2015 Southern California Association of Governments (SCAG) Regional Active Transportation Program (ATP) selection process includes a remnant amount (\$180,000) of ATP funding. The award of this funding revises the SCAG Regional Program of Implementation Projects for Los Angeles County which is being presented to the Metro Board for adoption this month (See Revised Attachment A).

BACKGROUND

The 2015 Active Transportation Program has two components, a statewide and small urban component to be adopted by the California Transportation Commission (CTC) on October 22, 2015 and a regional component, which the Metro Board must consider on October 22, 2015 prior to the Southern California Association of Governments (SCAG) Executive Administration Committee (EAC) action on January 7, 2016 and CTC action on January 20, 2016.

SCAG ATP Regional Program Selection Process

The 2015 ATP Regional Program provides a total of \$76 million for the six counties in the SCAG Region. A minimum of ninety-seven percent (97%) funds Implementation projects, whereas up to three percent (3%) can be programmed for Planning projects. Each county transportation commission was given a funding mark based on their county's population which then was used to create the final Implementation project list for the SCAG region—97% of SCAG's funding share. The top ranked planning projects across the counties were given up to 3% of SCAG's funding share. The funding

project sponsors to commit to delivering their projects, so an alternative project selection process was used. Los Angeles County stands to receive \$180,000 if we can utilize partial funding for the full scope of work of a highly ranked project.

Project Selection for Partial Funding

The now pooled partial funding amounts resulted in the partial funding offer of \$180,000 to the sponsors of the next highest scored projects regionwide, in order of score. Two Los Angeles County project sponsors, with projects scoring 92 expressed willingness to deliver their projects at the reduced award amount:

City of Downey – Bike Share and Safety Education

City of Santa Monica – Personalized Travel Planning and Safer Streets Campaign

The selected LA County project to receive the partial award was the City of Downey's Bike Share and Safety Education project. While both projects are consistent with local and regional plans, Downey's project is located in a disadvantaged community. A revised staff recommendation is being prepared to reflect an \$180,000 award to the City of Downey's Bike Share and Safety Education project, partially funding the total project cost of \$293,000. City of Downey staff has indicated the City has the funds available to deliver the project including all benefits indicated in the ATP application. The final Regional Program ensures geographic equity across the six SCAG counties and that at least 25% of its funding has been awarded to disadvantaged communities.

NEXT STEPS

October 22, 2015 – The California Transportation Commission (CTC) considers adoption of funding recommendations for the statewide ATP competition.

October 22, 2015 – Metro considers adoption of SCAG's Regional Program, the Metropolitan Planning Organization (MPO) share of the ATP.

January 7, 2016 – SCAG Executive Administration Committee (EAC) approves SCAG Regional Program recommendations.

January 8, 2016 – SCAG submits Regional Program to CTC.

January 20, 2016 – CTC adopts SCAG Regional Program.

January 2016 – Metro staff returns to the Board with a report on the results of the statewide and SCAG ATP competitions, proposed policies for future ATP competitions, and the relationship between the ATP and the Metro Call for Projects.

ATTACHMENT

Attachment A – Revised SCAG 2015 Regional Program for Los Angeles County

Los Angeles County Metropolitan Transportation Authority
SCAG 2015 ATP Regional Program for Los Angeles County
(\$ in thousands)

Implementation Projects with Regional Program Funds Anticipated

	Project Sponsor	Project Title	Total Project Cost	Total ATP Request/Award	Running Total Award	CTC Recommended Score	Metro Plan Consistency Score	Total MPO Score
1	Los Angeles County MTA	Metro Rail to Rail Active Transportation Corridor Segment A-1	20,278	8,326	8,326	88.00	10.00	98.00
2	La Verne	La Verne Regional Commuter Bicycle Gap Closure Project	18,712	1,552	9,878	87.00	10.00	97.00
3	Port of Long Beach	Coastal Bike Trail Connector-Ocean Blvd, Long Beach	6,660	4,000	13,878	86.00	10.00	96.00
4	Lynwood	Community Linkages to Civic Center and Long Beach blvd Metro Station	2,891	2,319	16,197	86.00	10.00	96.00
5	Torrance	Downtown Torrance Active Transportation Improvement Project	2,533	2,027	18,224	86.00	10.00	96.00
6	Port of Long Beach	South Water Front/Pier j Bike and Pedestrian Path	3,563	2,000	20,224	86.00	10.00	96.00
7	Los Angeles	Broadway Historic Theater District Pedestrian Improvements 4th-6th Streets	7,690	6,862	27,086	85.00	10.00	95.00
8	Cudahy	Wilcox Avenue Complete Streets and SRTS Project	1,371	1,344	28,430	85.00	10.00	95.00
9	Los Angeles	Colorado Bl Pedestrian and Bicycle Active Transportation Improvements	9,843	9,743	38,173	84.00	10.00	94.00
10	Huntington Park	Uncontrolled Crosswalk Pedestrian Safety Enhancement Project	1,793	1,757	39,930	83.75	10.00	93.75
11	Downey	Partial Funding to Be Awarded to High Scoring Project(s) with Flexible Funding Request Downey Bike Share and Safety Education*	516 516	180 180	39,975 40,110	82.00 82.00	10.00 10.00	92.00 92.00
Subtotal SCAG Regional Program - Los Angeles County Implementation Projects			75,834	39,975	39,975			
			75,850	40,110	40,110			

***The City of Downey has agreed to provide additional funds to deliver the project.**

Los Angeles County Metropolitan Transportation Authority
SCAG 2015 ATP Regional Program for Los Angeles County
(\$ in thousands)

Planning Projects Under Consideration for Regional Program Funds

	Project Sponsor	Project Title	Total Project Cost	Total ATP Request/ Award	Running Total Award	CTC Recommended Score	Metro Plan Consistency Score	Total MPO Score
1	Santa Clarita	Junior High and High School SRTS Plan	200	160	TBD 160	82.00	n/a	82.00
2	Downey	Pedestrian Plan	300	300	TBD 460	80.00	n/a	80.00
3	Bellflower	Bellflower and Paramount Joint Active Transportation Plan	125	100	TBD 560	68.00	n/a	68.00
4	Irwindale	Citywide Non Motorized Design Guidelines and Active Transportation Action Plan	154	154	TBD 714	67.00	n/a	67.00
5	Bell Gardens	Southeast Cities Active Transportation Master Plan	767	767	TBD	64.00	n/a	64.00
Subtotal SCAG Regional Program - Los Angeles County Planning Projects			1,546 779	Not Available 714	Not Available 714			

Los Angeles County Metropolitan Transportation Authority
SCAG 2015 ATP Contingency Projects with No ATP Funding Identified for Los Angeles County

(\$ in thousands)

Should additional funding become available during the Cycle 2 program period due to state eligibility reviews resulting in reduced awards or project delivery problems, the projects listed below would be considered in order of score, and based on the ability of the project sponsor to deliver the project given possible partial funding or last minute delivery timelines.

	Project Sponsor	Project Title	Total Project Cost	Total ATP Request	Running Total Award	CTC Recommended Score	Metro Plan Consistency Score	Total MPO Score
1	Los Angeles	LANI - West Boulevard Community Linkages Project	1,968	1,623		83.00	10.00	93.00
2	Baldwin Park	Maine Ave/Pacific Ave Corridor Complete Streets Improvements	2,105	1,754		83.00	10.00	93.00
3	Downey	South Downey SRTS	469	469		83.00	10.00	93.00
4	Downey	Downey Bike Share and Safety Education*	516 256	256 76		82.00	10.00	92.00
5	Santa Monica	Personalized Travel Planning and Safer Streets Campaign	600	480		82.00	10.00	92.00
6	Los Angeles	Regional Bike Share Program Expansion	2,805	2,805		82.00	10.00	92.00
7	Santa Monica	SRTS	1,458	1,221		82.00	10.00	92.00
8	Watershed Conservation	San Gabriel River Bike Trail Gap Closure, Roundabout and Park Entry Improvements	2,340	1,760		81.25	10.00	91.25
9	Los Angeles County	San Jose Creek Trail-Phase II	13,430	9,950		80.50	10.00	90.50
10	Baldwin Park	Ramona Boulevard Express Bikeway	1,978	1,978		79.00	10.00	89.00
11	South Gate	South Gate Regional Bikeway Connectivity Project	5,197	4,597		78.00	10.00	88.00
12	Alhambra	Uncontrolled Crosswalk Pedestrian Safety Enhancement Project	1,642	1,379		77.50	10.00	87.50
13	San Fernando	Pacoima Wash Bikeway and Pedestrian Path	5,897	5,293		77.00	10.00	87.00
14	Carson	Dominguez Channel Bike Path Improvements	1,419	1,419		76.50	10.00	86.50
15	Los Angeles County	Temple Avenue Complete Street improvements	2,076	2,076		76.00	10.00	86.00

Los Angeles County Metropolitan Transportation Authority
SCAG 2015 ATP Contingency Projects with No ATP Funding Identified for Los Angeles County

(\$ in thousands)

	Project Sponsor	Project Title	Total Project Cost	Total ATP Request	Running Total Award	CTC Recommended Score	Metro Plan Consistency Score	Total MPO Score
16	Los Angeles	Walk Pico! A Catalyst for Community Vitality and Connectivity	2,410	1,950		76.00	10.00	86.00
17	Los Angeles County	West Athens 110th Street Bicycle Boulevard Gap Closure	631	505		76.00	10.00	86.00
18	Los Angeles	LANI-Gaffey Street Pedestrian Safety Improvement Project	1,440	1,440		75.00	10.00	85.00
19	Los Angeles County	Overhill Drive Complete Street Improvements	5,923	2,118		75.00	10.00	85.00
20	Redondo Beach	Regional Commuter Bicycle Gap Closure Project	1,871	1,817		75.00	10.00	85.00
21	Pico Rivera	Rivera Elementary and Middle School SRTS Pedestrian and Bike Access Improvements	1,801	1,751		75.00	10.00	85.00
22	Pasadena	SRTS Education and Encouragement	867	867		75.00	10.00	85.00
23	Los Angeles	Broadway Historic Theater District Pedestrian Improvements 8th-9th Streets	3,930	3,368		74.00	10.00	84.00
24	Burbank	Chandler Bikeway Extension and San Fernando Bikeway GaP Closure	7,931	7,332		74.00	10.00	84.00
25	Palmdale	Civic Center Complete Streets	2,744	2,195		74.00	10.00	84.00
26	Los Angeles County	Marvin Braude Beach Trail Gap Closure	5,584	4,108		74.00	10.00	84.00
27	Los Angeles County MTA	Union Station Master Plan-Los Angeles Crossing	8,686	7,786		73.00	10.00	83.00
28	Los Angeles County MTA	Metro Bike Share Priority Pilot Implementation in Pasadena	5,271	5,171		72.00	10.00	82.00
29	Lancaster	35th Street West SRTS Class I Facilities	960	768		71.00	10.00	81.00
30	Pasadena	Bikeway Active Transportation Project	6,512	6,512		71.00	10.00	81.00
31	Los Angeles DPW	Central-Jefferson High Green Alley Network	3,490	1,500		71.00	10.00	81.00
32	Alhambra	Mission Rd and Front Street Ped and Sidewalk Enhancement Project	2,187	1,837		71.00	10.00	81.00
33	South El Monte	Santa Anita Avenue Revitalization Project	1,860	1,860		71.00	10.00	81.00

Los Angeles County Metropolitan Transportation Authority
SCAG 2015 ATP Contingency Projects with No ATP Funding Identified for Los Angeles County

(\$ in thousands)

	Project Sponsor	Project Title	Total Project Cost	Total ATP Request	Running Total Award	CTC Recommended Score	Metro Plan Consistency Score	Total MPO Score
34	Bellflower	Bellflower Bike and Pedestrian Path Interconnect and SRTS	394	338		70.00	10.00	80.00
35	Monterey Park	Monterey Park Bike Project	338	304		69.00	10.00	79.00
36	La Mirada	Pedestrian Safety Enhancement Project	853	835		68.00	10.00	78.00
37	Pomona	Phase 3 Implementation for Pomona Pedestrian and Bicycle Improvements	4,438	3,238		68.00	10.00	78.00
38	Temple	Las Tunas Corridor Complete Streets Improvements Project	2,635	1,077		67.00	10.00	77.00
39	Los Angeles	Santa Monica Boulevard Pedestrian Safety Improvement Project	1,073	1,073		66.00	10.00	76.00
40	Santa Clarita	Railroad Avenue Class I Bike and Pedestrian Trail	7,643	5,794		65.00	10.00	75.00
41	Long Beach	PE Right of Way Connections	9,225	8,977		64.00	10.00	74.00
42	UCLA	Using CicLAvia to Engage Communities for Broader and more Inclusive Active Transportation in Los Angeles	1,740	1,740		64.00	10.00	74.00
43	Santa Clarita	ATP Downtown Newhall Metrolink Station	250	200		63.00	10.00	73.00
44	Torrance	Del Amo Transportation Enhancements from Crenshaw Blvd to Western Ave	4,113	3,064		63.00	10.00	73.00
45	South El Monte	Monte Vista ES SRTS project	1,577	1,577		63.00	10.00	73.00
46	Montebello	Montebello Boulevard ATP Improvement Project	5,808	4,240		61.50	10.00	71.50
47	Compton	Central Avenue Active Transportation Safety Improvements	2,963	2,483		61.00	10.00	71.00
48	Bell	Florence Avenue Pedestrian Improvements	2,405	1,862		55.00	10.00	65.00
49	<u>Bell Gardens</u>	<u>Southeast Cities Active Transportation Master Plan**</u>	<u>767</u>	<u>767</u>		<u>64.00</u>	<u>n/a</u>	<u>64.00</u>
49		Ramona Boulevard Bicycle and Pedestrian Gap Closure						
50	Irwindale	Safety Improvements	600	600		53.00	10.00	63.00
50		Improvements to Various Arterial Ped Crossings near						
51	Cerritos	Cerritos Schools	116	99		41.00	10.00	51.00

Los Angeles County Metropolitan Transportation Authority
SCAG 2015 ATP Contingency Projects with No ATP Funding Identified for Los Angeles County

(\$ in thousands)

	Project Sponsor	Project Title	Total Project Cost	Total ATP Request	Running Total Award	CTC Recommended Score	Metro Plan Consistency Score	Total MPO Score
51		Active and Accessible Duarte Multipurpose Trail Improvements						
52	Duarte		1,297	1,297		39.50	10.00	49.50
53	Lynwood	Pedestrian Transit Corridor Project	2,668	2,668		23.00	10.00	33.00
Total Unfunded SCAG Regional Program - Los Angeles County Implementation Projects			158,134 158,641	131,411 131,998				

***The City of Downey's Bike Share and Safety Education project was previously identified as having a total project cost of \$516,000. The correct total project cost is \$256,000. This project is receiving partial funding in the amount of \$180,000 from the SCAG Regional Implementation Projects Category. The remaining project request of \$76,000 is included in the 2015 ATP Contingency Projects.**

****The City of Bell Gardens' Southeast Cities Active Transportation Master Plan project is a request for planning funds. Any additional funding that becomes available to this project will be subject to the 3% limitation on planning funds in the CTC guidelines.**

**Board Report**

File #: 2015-1365, **File Type:** Policy**Agenda Number:** 27.

**PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 14, 2015****SUBJECT: FY 2015 FEDERAL HOMELAND SECURITY PROGRAM****ACTION: APPROVE PROGRAMMING RECOMMENDATION****RECOMMENDATION**

PLANNING AND PROGRAMMING COMMITTEE RECOMMENDED (4-0) approving programming of up to \$6.521 million from fiscal year **(FY) 2015 Federal Department of Homeland Security (DHS) - Transit Security Grant Program (TSGP)** funds that are available for the eligible operating project, as shown in Attachment A.

ISSUE

The Board of Directors must approve the programming of up to \$6.521 million in federal transit security grant funding for the eligible operating project, before we can begin to draw down such funding according to grant guidance. The funding will implement the sustainment of the Threat Interdiction Unit.

DISCUSSION

In July 2015, DHS announced awards from Congress that appropriated \$87 million through the Consolidated Appropriations Act, 2012, Division D (Public Law 112-74). The TSGP is one of the DHS FY 2015 grant programs that directly support transportation infrastructure security activities. The process for applying for these funds was competitive. We were awarded \$6.521 million out of the appropriated funds for TSGP.

Federal TSGP Funding

Federal TSGP funding may be used for protecting critical infrastructure within our transit system from terrorism, especially explosives and non-conventional threats that would cause major loss of life and severe disruption within the greater Los Angeles region. Since 2004, we have received an estimated \$58 million in federal transit security funds. These grants have been used to harden subway security, enhance bus facility surveillance, operate random patrols throughout the transit system, and provide terrorist awareness training for the majority of the transit staff. The \$6.521 million available in FY 2015 TSGP funding is recommended to be programmed for transit security activities shown in Attachment A. We submitted our applications for this funding on May 18, 2015. These FY 2015

TSGP federal funds must be encumbered and expended by August 31, 2018.

DETERMINATION OF SAFETY IMPACT

The implementation of this federal funded transit security project will improve safety. The funded project was previously approved by the Board.

FINANCIAL IMPACT

Cost Center 2610 (System Security & Law Enforcement) has included in their FY16 Budget \$4.7 million to continue project implementation once the federal agency issuing the grant award authorizes expenses to be incurred. The remaining funds will be included in future years. As this is a multi-year project, the Executive Officer for System Security and Law Enforcement, Cost Center 2610, will be accountable for budgeting the expenses required in future years.

Impact to Bus and Rail Operating and Capital Budget

The funds programmed by this action will come from \$6.521 million in federal Transit Security funds to finance the eligible operating project shown in Attachment A. These activities may impact our bus and rail budgets because operating funds are required to sustain the security projects at an estimated cost of \$1 million per year.

ALTERNATIVES CONSIDERED

The Board of Directors may choose not to program funding or approve the related resolution. We do not recommend this option because without Board approval, we cannot access the \$6.521 million in available federal transit security funds for the needed transit security project shown in Attachment A.

NEXT STEPS

With Board approval, we will process the necessary documents with the appropriate federal awarding agency to secure up to \$6.521 million in transit security funds available. We also will work to ensure timely implementation of the project and monitor grant compliance activities.

ATTACHMENTS

Attachment A - Programming of TSGP Project

Prepared by: James Allen, Transportation Planning Manager, Regional Grants Management,
(213) 922-2556

Reviewed by: Martha Welborne, FAIA, Chief Planning Officer, (213) 922-7267



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

PROGRAMMING OF TSGP
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

PROGRAM \$6.521 Million

Fiscal Year 2015 Department of Homeland Security - Transit Security Grant Program
\$0

Project	FY16	FY17	Total
Sustainment of Threat Interdiction Unit (Anti-Terrorism Team/Mobile Explosive Screening teams) The counterterrorism teams were originally funded with past TSGP funds. The sustainment funds will allow the continuation of the teams operations, which will include, but not limited to, heightened states of alert; counterterrorism surges; and special events that impact the Metro System.	\$4.7	\$1.821	\$6.521
Total Programming Request			\$6.521



Board Report

File #: 2015-1388, File Type: Program

Agenda Number: 28.

PLANNING AND PROGRAMMING COMMITTEE OCTOBER 14, 2015

SUBJECT: CAP-AND-TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM

**ACTION: APPROVE CANDIDATE LOW CARBON TRANSIT OPERATIONS PROGRAM
RESOLUTION**

RECOMMENDATION

PLANNING AND PROGRAMMING COMMITTEE RECOMMENDED (4-0) approving the Resolution in Attachment A which:

- A. AUTHORIZES the Chief Executive Officer (CEO) or his designee to claim up to \$28 million in **FY 2015-16 the Low Carbon Transit Operations Program (LCTOP) funds from California's Cap-and-Trade Program's Greenhouse Gas Reduction Fund**, including \$24 million in funding appropriated to Metro and up to \$4 million in funding appropriations to any other Los Angeles County eligible recipients which may opt not to claim their appropriation;
- B. IDENTIFIES the projects for which LCTOP funds are to be claimed; and
- C. AUTHORIZES the Chief Executive Officer (CEO) or his designee, as an eligible fund recipient, to execute all required documents of the LCTOP and any amendments thereto with the California Department of Transportation and to execute the attached Authorized Agent form (Attachment B) and the attached Certification and Assurances document (Attachment C).

ISSUE

The California Department of Transportation (Caltrans) issued interim guidelines for the LCTOP program in August 2015. Claims for fiscal year (FY) 2015-16 LCTOP funds are due to Caltrans by November 1, 2015 and are required to include certified authorizing Board Resolutions. Staff is seeking Board approval to submit a claim for identified candidate projects considered as the best suited for this program in terms of eligibility, consistency with the overall goals of the Cap-and-Trade and LCTOP programs, and alignment with Metro's Board-adopted priorities. All LCTOP funds must be applied to a project within two years, and expended within the subsequent two years

DISCUSSION

Board Item #15 from the March 2015 Board meeting, authorized the claim of FY 2014-15 LCTOP

funds, and \$5,897,391 was successfully awarded for Gold Line Foothill Extension Phase 2A Operations. The Resolution approved by the Board in March 2015 identified several projects as candidate recipients of the FY 2014-15 funds as described in Attachment D. Staff recommends continued consideration of two of those selected projects for this year's LCTOP fund application to Caltrans as there is ongoing opportunity to fund these projects. These projects include the Gold Line Foothill Extension Phase 2A Operations and the Expo Light Rail Line Phase 2 Operations.

The LCTOP was created by California Senate Bill 862 to provide funding, on a formula basis, for operational or capital expansion projects to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. The grant funds are derived from California's Cap-and-Trade Program and are the result of quarterly auctions of emission credits for greenhouse gas emitters regulated under Assembly Bill AB 32. Auction proceeds, known as the Greenhouse Gas Reduction Fund (Fund), are then reinvested in various projects to further reduce emissions. In FY 2014-15, \$25 million was appropriated to LCTOP, one of 11 such programs, from the Fund. The estimate for FY 2015-16 is anticipated to be \$100 million, and it is assumed the available funds will continue to increase over the next few years, providing substantial opportunities to expand transit services and reduce greenhouse gas emissions.

LCTOP Guidelines

The guidelines state that the LCTOP is to fund operating and capital projects that will reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. Transit agencies receiving funds from the LCTOP shall submit expenditure proposals listing projects that meet all of the following criteria:

- Support new or expanded bus or rail services, or expanded intermodal transit facilities,
- Enhance or expand transit service to increase mode share,
- Reduce greenhouse gas emissions, and
- For agencies whose service areas include disadvantaged communities (DAC), 50 percent of total funds received shall be expended on projects or services that benefit the DAC.

Project Eligibility Criteria

Expenditures eligible for funding under LCTOP are those that support new or expanded bus or rail services, or expanded intermodal transit facilities, and may include equipment acquisition, fueling, and maintenance, and other costs to operate those services or facilities. This could include purchase and replacement of vehicles, connections to active transportation, and reduced-fare transit passes. Project leads may continue these operating costs in the next years of LCTOP funding. All projects must be consistent with the project lead's most recently adopted short-range transit plan, regional plan, or publicly-adopted plan. For project leads in a Metropolitan Planning Organization area, projects must also be consistent with the Sustainable Communities Strategy. Additionally, capital projects must have a useful life not less than that typically required for capital assets pursuant to State General Obligation Law, with buses or rail rolling stock considered to have a useful life of two or more years. The LCTOP specifically requires documentation that each proposed project will achieve

a reduction in greenhouse gas emissions.

Another significant goal of the LCTOP is to maximize benefits to disadvantaged communities (DAC), requiring that transit agencies whose service areas include one or more DACs expend at least 50% of total funds received on projects that provide direct, meaningful, and assured benefit to DACs. The California Environmental Protection Agency (CalEPA) has used an environmental health screening tool to delineate DACs through a calculation based on environmental (especially air quality), socio-economic, and public health factors. DACs, as defined, are disproportionately located in both Los Angeles County and the Central Valley, and notably less prevalent in other major metropolitan areas. In service areas delineated as DAC on the CalEPA tool, projects will be determined to provide direct, meaningful, and assured benefit to DAC if:

- For low carbon transportation projects, there is a reduction in air pollution for DAC residents; and
- For transit projects, there is a reduction in air pollution for DAC residents or increased or improved access to transit service along transit lines or corridors that have stations or stops in a DAC.

Eligible LCTOP Recipients in Los Angeles County

The LCTOP distributes funding to operators according to State Transit Assistance legal codes to regional transportation planning agencies and transit operators. In Los Angeles County there are 17 eligible recipient agencies, including Metro. Any of these eligible recipients may assume the role of project lead, and any may assume a Contributing Sponsor role. The project lead is responsible for application for funds and implementation of a project, while a Contributing Sponsor may pass funds to the project lead to support a project. In the FY 2014-15 cycle, several eligible recipients assumed the role of Contributing Sponsors supporting Metro as project lead, enabling Metro to apply more funds to the Gold Line Foothill Extension Phase 2A Operations.

Staff intends to solicit Contributing Sponsor assistance again for this cycle of funding, which requires us to poll all 16 other recipient agencies as to their intent. The LCTOP Guidelines requires identification of the Contributing Sponsors in our Board's Resolution approving the project and application for LCTOP funds. Metro's allocation request form and expenditure proposal is due to Caltrans by November 1, 2015, and a second Board Resolution will be required that includes the amount of LCTOP funds requested, a description of the project, and the names of Contributing Sponsors.

Metro-specific Considerations in Selecting LCTOP Projects

The December 2014 Metro Board report on FY 2015-16 Budget Development highlighted the need to identify a combination of \$1.4 billion in revenue enhancements, tradeoffs, and other solutions to address funding commitments made following the adoption of the Short Range Transportation Plan. Staff developed the FY 2014-15 LCTOP funding recommendations with an eye toward LCTOP-eligible projects targeted to improve the balance between Metro's financial commitments and funding

availability and has continued this focus on the FY 2015-16 LCTOP funding recommendations.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Adoption of the LCTOP resolution and authorization of the CEO to execute the required documents to claim LCTOP would have a positive impact of up to \$24 million to the agency, as the funds would be used to support the operation of Metro Rail service.

Impact to Budget

Claiming LCTOP funds will have a positive impact on the FY 2016 budget, as LCTOP funds will be disbursed to Metro by March 1, 2016.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the candidate projects described in Attachment D and instead chose other projects. Staff does not recommend this alternative as the recommended projects meet the greenhouse gas reduction and disadvantaged community benefit goals of the LCTOP program, the evaluation criteria in the guidelines, and were selected with Metro's financial requirements and Board-adopted priorities in mind.

The Board could elect to not request LCTOP funds in the current fiscal year, and instead hold these over to accrue enough funds for a more substantial project. However, all funds must be applied to a project within two years, and expended within the subsequent two years. Staff does not recommend holding over the funds, as they can be utilized within the immediate time frame.

NEXT STEPS

- November 1, 2015: The expenditure proposal will be submitted to Caltrans. Staff will request signed letters from Contributing Sponsors to be included in the expenditure proposal and identified in the project Board Resolution.
- February 1, 2016: Caltrans and the California Air Resources Board will finalize a list of approved projects and submit the list to the State Controller's Office (SCO).
- March 1, 2016: SCO will remit the approved funds to Metro.

ATTACHMENTS

Attachment A - Certifying Resolution

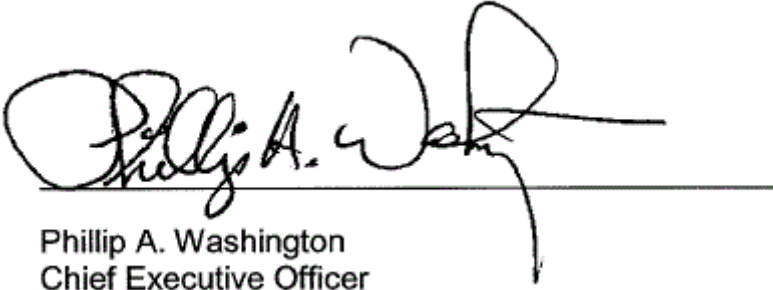
Attachment B - Authorized Agent Form

Attachment C - Certification and Assurances Document

Attachment D - Projects Identified for LCTOP Funding - Descriptions
Attachment E - Disadvantaged Communities Map

Prepared by: Kathleen Sanchez, Regional Programming Manager (213) 922-2421
Wil Ridder, Executive Officer, (213) 922-2887

Reviewed by: Martha Welborne, FAIA, Chief Planning Officer, (213) 922-7267



Phillip A. Washington
Chief Executive Officer

Los Angeles County Metropolitan Transportation Authority

Board Resolution

WHEREAS, the Low Carbon Transit Operations Program (LCTOP) was established by Senate Bill 862, passed by the California Legislature in 2014, to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility with a priority on serving disadvantaged communities;

WHEREAS, \$100,000,000 was appropriated for the LCTOP for Fiscal Year 2016 and the Los Angeles County Metropolitan Transportation Authority (Metro) may claim up to \$28,000,000 of the \$100,000,000;

WHEREAS, the \$28,000,000 consists of \$24,000,000 in funding directly earmarked for Metro through the population and revenue share formulas applied to LCTOP by the State Controller's Office and the remaining amount of up to \$4,000,000 represents funding earmarked for other eligible recipients in Los Angeles County, which have the option to relinquish all or a part of their FY 2015-16 LCTOP funds to Metro or another eligible recipient;

WHEREAS, Metro as a recipient agency must submit its FY 2015-16 LCTOP expenditure proposals by November 1, 2015;

WHEREAS, the LCTOP guidelines provide that if a project in the expenditure proposal is not included in an adopted plan, a certified Board Resolution authorizing the expenditure proposal will be required;

WHEREAS, the following projects are included in the expenditure proposal for \$28,000,000 and have been determined by staff to reduce greenhouse gas emissions and improve mobility with a priority on serving disadvantaged communities:

- Gold Line Foothill Extension Phase 2A Operations; and/or
- Expo Light Rail Line Phase 2 Operations;

WHEREAS, not all of the above projects are in an adopted plan; and

WHEREAS, Metro desires to delegate authority to execute any documents and any amendments thereto necessary to apply for and receive any funds under the LCTOP to the Chief Executive Officer or his designee.



NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Los Angeles County Metropolitan Transportation Authority that:

1. The Chief Executive Officer (CEO) or his designee is authorized to claim up to \$28,000,000 in FY 2015-16 Low Carbon Transit Operations Program (LCTOP) funds from California's Cap-and-Trade Program's Greenhouse Gas Reduction Fund for the:
 - Gold Line Foothill Extension Phase 2A Operations; and/or
 - Expo Light Rail Line Phase 2 Operations.

NOW THEREFORE, BE IT FURTHER RESOLVED that the Chief Executive Officer or his designee be authorized to execute all required documents of the LCTOP program, including any amendments thereto in order to obtain LCTOP funds.

CERTIFICATION

The undersigned, duly qualified and acting as the Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on Thursday, October 22, 2015.

Michelle Jackson
LACMTA Secretary

Dated:

(SEAL)



Los Angeles County
Metropolitan Transportation Authority

Metro



Authorized Agent

AS THE _____
(Chief Executive Officer / Director / President / Secretary)

OF THE _____
(Name of County/City Organization)

I hereby authorize the following individual(s) to execute for and on behalf of the named Regional Entity/Transit Operator, any actions necessary for the purpose of obtaining Low Carbon Transit Operations Program (LCTOP) funds provided by the California Department of Transportation, Division of Rail and Mass Transportation. This form is valid for Fiscal Year 2014-2015 funds. If there is a change in the authorized agent, the project sponsor must submit a new form. This form is required even when the authorized agent is the executive authority himself. I understand the Board must provide a resolution approving the Authorized Agent. The Board Resolution appointing the Authorized Agent is attached.

(Name and Title of Authorized Agent) OR

(Name and Title of Authorized Agent) OR

_____ .
(Name and Title of Authorized Agent)

_____ (Print Name) _____ (Title)

(Signature)

Approved this _____ day of _____, 20_____

Attachment: Board Resolution approving Authorized Agent



Low Carbon Transit Operations Program (LCTOP)

Certifications and Assurances

Project Sponsor: _____
Agency Name: _____

Effective Date of this Document: _____

The California Department of Transportation (Department) has adopted the following certifications and assurances for the Low Carbon Transit Operations Program. As a condition of the receipt of LCTOP funds, project sponsors (both Project Lead and Contributing Sponsors) must comply with these terms and conditions.

A. General

- (1) The project sponsor agrees to abide by the current LCTOP Guidelines and applicable legal requirements.
- (2) The project sponsor must submit to the Department a signed Authorized Agent form designating the representative who can submit documents on behalf of the project sponsor and a copy of the board resolution appointing the Authorized Agent.

B. Project Administration

- (1) The project lead certifies that required environmental documentation is complete before requesting an allocation of LCTOP funds. The project lead assures that projects approved for LCTOP funding comply with Public Resources Code § 21100 and § 21150.
- (2) The project lead certifies that when LCTOP funds are used for a transit capital project, that the project will be completed and remain in operation for its useful life.
- (3) The project lead certifies that it has the legal, financial, and technical capacity to carry out the project, including the safety and security aspects of that project.
- (4) The project lead certifies that they will notify the Department of pending litigation, dispute, or negative audit findings related to the project, before receiving an allocation of funds.
- (5) The project lead must maintain satisfactory continuing control over the use of project equipment and facilities and will adequately maintain project equipment and facilities for the useful life of the project.
- (6) Any interest the project lead earns on LCTOP funds must be used only on approved LCTOP projects.

- (7) The project lead must notify the Department of any changes to the approved project with a Corrective Action Plan (CAP).
- (8) Under extraordinary circumstances, a project lead may terminate a project prior to completion. In the event the project lead terminates a project prior to completion, the project lead must (1) contact the Department in writing and follow-up with a phone call verifying receipt of such notice; (2) pursuant to verification, submit a final report indicating the reason for the termination and demonstrating the expended funds were used on the intended purpose; (3) submit a request to reassign the funds to a new project within 180 days of termination.
- (9) Funds must be encumbered and liquidated within the time allowed.

C. Reporting

- (1) The project lead must submit the following LCTOP reports:
 - a. Semi-Annual Progress Reports by February 15th and August 15th each year.
 - b. A Final Report within six months of project completion.
 - c. The annual audit required under the Transportation Development Act (TDA), to verify receipt and appropriate expenditure of LCTOP funds. A copy of the audit report must be submitted to the Department within six months of the close of the year (December 31) each year in which LCTOP funds have been received or expended.
- (2) Other Reporting Requirements: ARAB is developing funding guidelines that will include reporting requirements for all State agencies that receive appropriations from the Greenhouse Gas Reduction Fund. Caltrans and project sponsors will need to submit reporting information in accordance with ARAB's funding guidelines, including reporting on greenhouse gas reductions and benefits to disadvantaged communities.

D. Cost Principles

- (1) The project lead agrees to comply with Title 2 of the Code of Federal Regulations 225 (2 CFR 225), Cost Principles for State and Local Government, and 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
- (2) The project lead agrees, and will assure that its contractors and subcontractors will be obligated to agree, that:
 - a. Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allowability of individual project cost items and
 - b. those parties shall comply with Federal administrative procedures in accordance with 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments. Every sub-recipient receiving LCTOP funds as a contractor or sub-contractor shall comply with Federal administrative procedures in accordance with 49

- (7) The project lead must notify the Department of any changes to the approved project with a Corrective Action Plan (CAP).
- (8) Under extraordinary circumstances, a project lead may terminate a project prior to completion. In the event the project lead terminates a project prior to completion, the project lead must (1) contact the Department in writing and follow-up with a phone call verifying receipt of such notice; (2) pursuant to verification, submit a final report indicating the reason for the termination and demonstrating the expended funds were used on the intended purpose; (3) submit a request to reassign the funds to a new project within 180 days of termination.
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 - c. The annual audit required under the Transportation Development Act (TDA), to verify receipt and appropriate expenditure of LCTOP funds. A copy of the audit report must be submitted to the Department within six months of the close of the year (December 31) each year in which LCTOP funds have been received or expended.
- (2) Other Reporting Requirements: ARAB is developing funding guidelines that will include reporting requirements for all State agencies that receive appropriations from the Greenhouse Gas Reduction Fund. Caltrans and project sponsors will need to submit reporting information in accordance with ARAB's funding guidelines, including reporting on greenhouse gas reductions and benefits to disadvantaged communities.

D. Cost Principles

- (1) The project lead agrees to comply with Title 2 of the Code of Federal Regulations 225 (2 CFR 225), Cost Principles for State and Local Government, and 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
- (2) The project lead agrees, and will assure that its contractors and subcontractors will be obligated to agree, that:
 - a. Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allowability of individual project cost items and
 - b. those parties shall comply with Federal administrative procedures in accordance with 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments. Every sub-recipient receiving LCTOP funds as a contractor or sub-contractor shall comply with Federal administrative procedures in accordance with 49

CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.

- (3) Any project cost for which the project lead has received funds that are determined by subsequent audit to be unallowable under 2 CFR 225, 48 CFR, Chapter 1, Part 31 or 49 CFR, Part 18, are subject to repayment by the project lead to the State of California (State). All projects must reduce greenhouse gas emissions, as required under Public Resources Code section 75230, and any project that fails to reduce greenhouse gases shall also have its project costs submit to repayment by the project lead to the State. Should the project lead fail to reimburse moneys due to the State within thirty (30) days of demand, or within such other period as may be agreed in writing between the Parties hereto, the State is authorized to intercept and withhold future payments due the project lead from the State or any third-party source, including but not limited to, the State Treasurer and the State Controller.

E. Record Retention

- (1) The project lead agrees, and will assure that its contractors and subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate incurred project costs and matching funds by line item for the project. The accounting system of the project lead, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles (GAAP), enable the determination of incurred costs at interim points of completion, and provide support for reimbursement payment vouchers or invoices. All accounting records and other supporting papers of the project lead, its contractors and subcontractors connected with LCTOP funding shall be maintained for a minimum of three (3) years from the date of final payment and shall be held open to inspection, copying, and audit by representatives of the State and the California State Auditor. Copies thereof will be furnished by the project lead, its contractors, and subcontractors upon receipt of any request made by the State or its agents. In conducting an audit of the costs claimed, the State will rely to the maximum extent possible on any prior audit of the project lead pursuant to the provisions of federal and State law. In the absence of such an audit, any acceptable audit work performed by the project lead's external and internal auditors may be relied upon and used by the State when planning and conducting additional audits.
- (2) For the purpose of determining compliance with Title 21, California Code of Regulations, Section 2500 et seq., when applicable, and other matters connected with the performance of the project lead's contracts with third parties pursuant to Government Code § 8546.7, the project sponsor, its contractors and subcontractors and the State shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times during the entire project period and for three (3) years from the date of final payment. The State, the California State Auditor, or any duly authorized representative of the State, shall each have access to any books, records, and documents that are pertinent to a project for audits, examinations, excerpts, and transactions, and the project lead shall furnish copies thereof if requested.
- (3) The project lead, its contractors and subcontractors will permit access to all records of employment, employment advertisements, employment application forms, and other pertinent data and records by the State Fair Employment Practices and Housing Commission, or any other



agency of the State of California designated by the State, for the purpose of any investigation to ascertain compliance with this document.

F. Special Situations

The Department may perform an audit and/or request detailed project information of the project sponsor's LCTOP funded projects at the Department's discretion at any time prior to the completion of the LCTOP.

I certify all of these conditions will be met.

AUTHORIZING OFFICER, Title
Unit/Department/Agency



agency of the State of California designated by the State, for the purpose of any investigation to ascertain compliance with this document.

F. Special Situations

The Department may perform an audit and/or request detailed project information of the project sponsor's LCTOP funded projects at the Department's discretion at any time prior to the completion of the LCTOP.

I certify all of these conditions will be met.

AUTHORIZING OFFICER, Title
Unit/Department/Agency

ATTACHMENT D

Projects Identified for FY 2014-15 LCTOP Funding

Gold Line Foothill Extension Phase 2A Operations. This project, with annual operating costs of approximately \$26,926,000, is designed to increase transit ridership and mode share, improve passenger travel times, and reduce greenhouse gas emissions by shifting passengers from single occupant vehicles and on-street travel to a transit service featuring a dedicated, high-speed right-of way and zero emission electric light rail vehicles. The Project alignment is an extension of the existing Metro Gold Line. The extension traverses and serves several areas within the San Gabriel Valley which are identified by the Air Resources Board as disadvantaged communities as shown on Attachment E. The extended light rail line will connect patrons boarding in these communities to employment and other activities and opportunities in Downtown Los Angeles. The project is scheduled to open in early 2016, within the period for which FY 2014-15 funds are available for expenditure. Funding is needed for startup operations of this expanded light rail service. These improvements would meet the Guidelines' primary criteria of supporting new or expanded bus or rail services, directly enhancing or expanding transit service to increase mode share, and reducing greenhouse gas emissions.

Expo Light Rail Line Phase 2 Operations. This project, with annual operating costs of approximately \$43,406,000, is designed to increase transit ridership and mode share, improve passenger travel times, and reduce greenhouse gas emissions by shifting passengers from single occupant vehicles and on-street travel to a transit service featuring a dedicated, high-speed right-of way and zero emission electric light rail vehicles. The Project alignment is an extension of the existing Exposition Light Rail Transit facility, which traverses and serves several areas identified by the Air Resources Board as disadvantaged communities as shown on Attachment E. The extended light rail line will connect patrons boarding in these communities to employment and other activities and opportunities in West Los Angeles and the City of Santa Monica. The project is scheduled to open in early 2016, within the period for which FY 2014-15 funds are available for expenditure. Funding is needed for startup operations of this expanded light rail service. These improvements would meet the Guidelines' primary criteria of supporting new or expanded bus or rail services, directly enhancing or expanding transit service to increase mode share, and reducing greenhouse gas emissions.

Line 788 (San Fernando Valley-Westside Express) add midday, night, and/or weekend service; extend to Expo LRT Line; and/or capital for extension to Expo LRT Line. This project has several options designed to increase transit ridership and mode share, improve passenger travel times, and reduce greenhouse gas emissions by shifting passengers from single occupant vehicles traveling over the Sepulveda pass in mixed flow lanes on the Interstate (I)-405 to an express transit service featuring a High Occupancy Vehicle Lane right-of way and compressed natural gas vehicles, which

produce less greenhouse gases than conventional automobile engines. The Project alignment provides an early opportunity for improved transit access via the Sepulveda Pass, as Metro is in the process of exploring options for implementing a high speed premium transit service on the alignment. An express service was implemented beginning December 14, 2014, providing service between Van Nuys Boulevard in San Fernando Valley, Wilshire/Veteran, and Wilshire/Westwood. There are several options to enhance this service:

Service enhancements on existing alignment. This option can be further broken down into midday, night, and/or weekend service expansion. All of these alternatives, combined, have annual costs of up to approximately \$5,770,000. These proposed expansions would allow increased modeshare as additional commuters and travelers have expanded options and greater ability to rely on the service schedule to meet their mobility needs. All of these service enhancements would use existing buses running on the current alignment, and could be implemented as soon as December 2015, within the period for which FY 2014-15 funds are available for expenditure. Funding is needed for operations of these service expansions.

Extension to Expo LRT Line. This option, with annual costs of \$924,000, is another opportunity for service expansion but which requires additional buses and the identification of an extended alignment. With the opening of the Expo Light Rail Line Phase 2, anticipated early 2016, the service could be extended south from its current terminus at Wilshire and Veteran to the Expo LRT Line. This extension would greater serve riders from several bus lines in the San Fernando Valley which traverse and serve areas that are identified by the Air Resources Board as disadvantaged communities as shown on Attachment E. The service would increase connections for patrons boarding in these communities to educational, employment, and other activities and opportunities in West Los Angeles.

Capital needs for extension to Expo LRT Line. This option, with total cost of \$1,000,000, would support the extension of service to the Expo LRT Line. Funding is needed for two additional clean fuel buses to accommodate the expanded service.

All of the improvements described would meet the Guidelines' primary criteria of supporting new or expanded bus or rail services, directly enhancing or expanding transit service to increase mode share, and reducing greenhouse gas emissions.

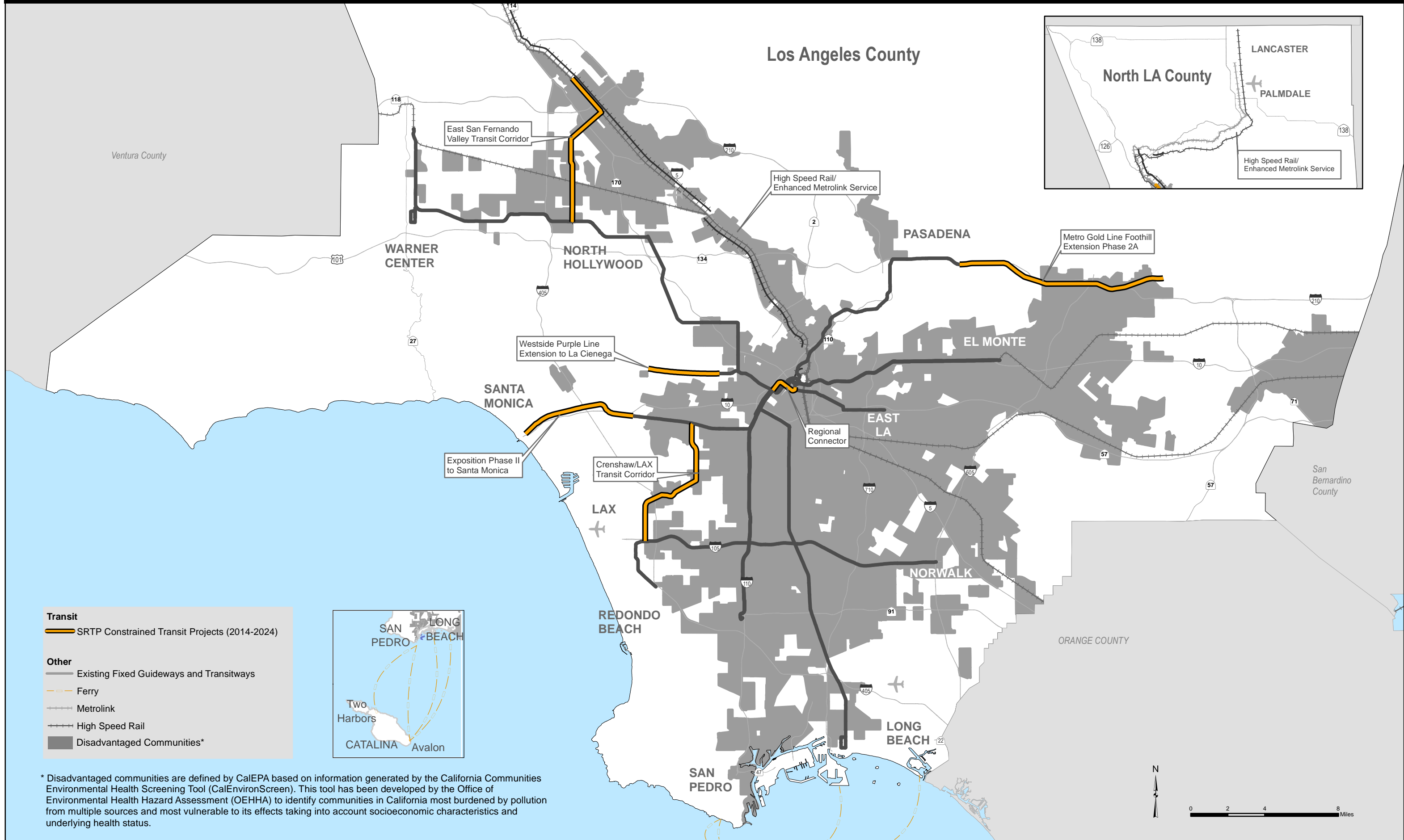
Silver Line Service Enhancement – add midday service. This project is designed to increase transit ridership and mode share, improve passenger travel times, and reduce greenhouse gas emissions by shifting passengers from single occupant vehicles traveling in mixed flow lanes on the I-110 and I-10 and city streets in Downtown Los Angeles to a Bus Rapid Transit service featuring a High Occupancy Vehicle Lane right-of way and compressed natural gas vehicles, which produce less greenhouse gases than conventional automobile engines. This popular service has been in place since December 13, 2009. This service enhancement would require funds for operations and/or capital needs.

Add midday service. This service enhancement, with annual operating costs of \$330,000, will allow increased modeshare as additional commuters and travelers have expanded options and increased ability to rely on the service schedule to meet their mobility needs. The service to be expanded traverses and serves South and Downtown Los Angeles, East Los Angeles, and the San Gabriel Valley. The vast majority of the communities served by the project are identified by the Air Resources Board as disadvantaged communities as shown in Attachment E. The service could be expanded as soon as December 2015, within the period for which FY 2014-15 funds are available for expenditure.

Capital needs for Midday Service. The purchase of three clean fuel buses, with total cost of \$1,500,000, would support the expansion of midday service.

This service enhancement would meet the Guidelines' primary criteria of supporting new or expanded bus or rail services, directly enhancing or expanding transit service to increase mode share, and reducing greenhouse gas emissions.

2014 SRTP Transit Projects & Disadvantaged Communities



* Disadvantaged communities are defined by CalEPA based on information generated by the California Communities Environmental Health Screening Tool (CalEnviroScreen). This tool has been developed by the Office of Environmental Health Hazard Assessment (OEHHA) to identify communities in California most burdened by pollution from multiple sources and most vulnerable to its effects taking into account socioeconomic characteristics and underlying health status.



Board Report

File #: 2015-1545, File Type: Informational Report

Agenda Number: 30.

**PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 14, 2015**

**EXECUTIVE MANAGEMENT COMMITTEE
OCTOBER 15, 2015**

**SUBJECT: LONG RANGE TRANSPORTATION PLAN - DRAFT POTENTIAL BALLOT
MEASURE FRAMEWORK, ASSUMPTIONS, AND INPUT**

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE:

- A. The draft **Long Range Transportation Plan (LRTP) Potential Ballot Measure Framework** in Attachment A and draft Assumptions in Attachment B;
- B. Stakeholder Input in Attachment C, Attachment D, and Attachment E, as described below; and,
- C. The Roadmap to a Potential Ballot Measure in Attachment F.

ISSUE

Since Fall 2012, Metro has explored the feasibility of pursuing a new potential ballot measure in conjunction with updating the 2009 LRTP. By participating in over 190 meetings, Metro staff has worked with subregional representatives and other stakeholders including, but not limited to, business, public health, labor, environmental groups, Active Transportation stakeholders, and numerous other groups. These various stakeholders were asked to submit their priorities and policy input by September 1, 2015.

While all projects submitted are anticipated to be included in the LRTP update, they must be categorized in one of two ways: financially constrained or financially unconstrained. These financial constraints are defined in federal planning regulations as revenues that can be reasonably expected to be available. The purpose of the LRTP draft Potential Ballot Measure Framework and Assumptions in Attachment A is to assess the performance metrics of major highway and transit projects for potential funding through the 2017 LRTP, which could include funding from a potential ballot initiative, if the Board decides to proceed with placing it on the November 2016 ballot and it is approved by the voters. Specifically, Attachment A describes the performance analysis for assessing highway and transit projects, including the major themes, goals, objectives, and performance

measures that will be used in assessing and scheduling major transportation projects. Attachment B describes staff assumptions used in the Stakeholder Input Process, and Attachment C describes the feedback received through the Stakeholder Input process. Attachment D summarizes the constrained subregional stakeholder priorities and Attachment E summarizes the unconstrained Regional Facilities Needs. The Roadmap in Attachment F describes the steps staff plans to take before the Metro Board considers agendizing a potential ballot measure. The Board is being asked to receive and file this information now. The draft Framework and Assumptions will be brought back for approval in December 2015.

DISCUSSION

Through various correspondences, meetings, and actions, the Metro Board directed that a proposed ballot measure follow a “bottoms-up” process that began with the Mobility Matrix process. The Mobility Matrices, as directed by the Board in February 2014, were completed in collaboration with the subregions and received by the Board in April 2015. This process identified over 2,300 projects totaling over \$273 billion in 2015 dollars. In January 2015, the Metro Board also created a Regional Facilities category that includes Burbank Bob Hope Airport, Los Angeles World Airports (LAX), Long Beach Airport, Palmdale Airport, the Ports of Long Beach and Los Angeles, and Union Station. Concurrent with the work of the subregional and regional facilities groups, staff worked closely with other stakeholder groups described above to determine their priorities and policy considerations. Metro executives attended several productive meetings with coalitions of leadership representatives from environmental, active transportation, business, and disadvantaged community organizations. These leaders jointly expressed significant support for a potential ballot measure, if it properly balances their mobility, economic development, and environmental justice concerns.

Proposed LRTP Performance Metrics

To balance these stakeholder concerns, the process going forward should include an analysis of projects based on the recommended LRTP draft performance metrics found in Attachment A. The LRTP draft performance metrics enable Metro staff to provide a performance-based recommendation for a potential ballot measure ordinance and expenditure plan. The authorizing legislation for the LRTP potential ballot measure, SB 767 (de León), requires that an expenditure plan be developed using a transparent process to determine the most recent cost estimates for each project and program identified in the expenditure plan. Metro’s transparent, inclusive, and bottoms-up process to date provided high and low cost estimates to aid stakeholders in making their priority setting decisions. Staff will continue to refine these costs in that same transparent manner and plans to use the draft performance metrics to guide our ultimate recommendations.

Expenditure Plan Requirements in Authorizing Legislation

SB 767 (de León) was passed on September 15, 2015 and is on the Governor’s desk as of this writing. In addition to transparent process requirements, SB 767 (de León) requires that the expenditure plan include the following elements: the most recent cost estimates for each project and program; the identification of the accelerated cost, if applicable, for each project and program; the approximate schedule during which Metro anticipates funds will be available for each project and program; and, the expected completion dates for each project and program within a three-

year range. To meet these requirements and the bottoms-up process requirements originally directed by the Metro Board, a number of assumptions must be used in developing the expenditure plan, including a tax increase, tax extension, tax sunset, project cost inflation, revenue growth, subregional revenue targets, and population and employment data as described in Attachment B, the draft Framework Assumptions.

Potential Ballot Measure Process Characteristics and Results

The Potential Ballot Measure Funding Targets examined current (2017) and projected (2047) population and employment figures, which were given to each subregion to inform their ultimate funding target. As discussed in detail in Attachment B, if current population was the highest percentage figure for a specific subregion, that figure was used to develop that subregion's target. If another subregional percentage figure was higher, such as future employment, that figure was used instead. This funding allocation formula was deemed feasible because Metro staff anticipates additional revenue from other LRTP resources will be available to meet the relatively modest demand for supplemental funding. After establishing a consensus with all the subregional representatives on the Potential Ballot Measure Funding Targets earlier this year, Metro staff initiated the next steps in the process by requesting subregional priorities that were constrained to the Framework Funding Targets.

As of September 1, 2015, Metro received the project priority and policy input found in Attachment C to this report. Attachments D and E contain draft Stakeholder Input project lists that staff has attempted to synthesize in order to summarize the subregional and Regional Facilities priorities. Together, these attachments complete one phase of a multi-phase stakeholder and public input process summarized in the Roadmap in Attachment F. In addition to the input identified in Attachment C, many stakeholders also provided policies for Metro's consideration going forward. These are included in Attachment C as well.

Non-Project Needs and Contingencies: The Other Half of the Pie

Further defining the other funding priorities not captured in the input process to date must now begin. This was reiterated in some of the Stakeholder Input received as part of Attachments C. These needs include, but are not limited to, transit operating and state-of-good repair needs; countywide bus system, Metrolink and paratransit services; local return, including local streets and roads and local transit; highway innovation and operating needs such as ExpressLane system improvements, highway systems and operations management, and other transportation needs not captured in any other way.

In addition to non-capital project needs, a contingency strategy will be needed to handle fluctuations in project costs and revenue forecasts that will arise over a four decade planning horizon. A reliable strategy to make allowances for variations in revenue and cost uncertainties, contingencies, escalation and assumptions in debt service costs will be developed within the recommended sequencing plan and then incorporated as necessary in the recommended Expenditure Plan to support the potential ballot measure and LRTP update.

Public Opinion Research Background

Staff embarked on general public opinion research on the region's transportation priorities to supplement information gathered from stakeholders. In February 2015, four focus groups were conducted to help shape the survey questionnaire. Some of the main points expressed by participants included that traffic congestion is considered a serious problem and that it is getting worse due to the perceived increases in population and drivers on the road. They also believed that there is a need for new funding and that the public transportation system needs to be better connected.

In March 2015, a follow-up survey of 1,400 respondents was conducted with statistically significant sub-samples representing seven county sub-areas. This was not a traditional voter poll, but a sample representative of the general public. A sub-sample of self-reported likely November 2016 voters was also analyzed. Some of the key findings included: concern over the growth in the driver population and traffic congestion; and, the belief that a transportation plan must include a package of local roads, freeways and public transit projects. The transportation improvements that resonated with respondents most included traffic congestion relief, freeway improvements, keeping fares low for seniors the disabled and students, bridge and tunnel safety improvements, and pothole repair and repaving local streets. Finally, support for a transportation ballot measure appeared relatively strong among survey respondents, slightly above the two-thirds threshold.

NEXT STEPS

Consultant support for the LRTP process was secured and kicked-off on September 15, 2015 and staff is now working on travel demand modeling and other related tasks to enable the Potential Ballot Measure Framework in Attachment A and the subsequent Expenditure Plan and Ordinance processes to be completed by June 2016. Though staff proposes a final decision by the Metro Board of Directors on whether to support the agendizing of a November 2016 Ballot Measure in June 2016, the Metro Board must make a go/no go decision no later than the regularly scheduled meeting in July 2016 in order to ensure placement on the November 2016 ballot. The next steps in the LRTP and potential ballot measure framework are as follows:

1. Continue stakeholder outreach in October/November/December 2015;
2. Adopt Framework in December 2015;
3. Finalize non-project needs assessment and constraints in January 2016;
4. Conduct final needs and performance metrics and project scheduling analysis February 2016;
5. Release preliminary Expenditure Plan and Ordinance in March 2016;
6. Subregional and stakeholder outreach in April/May 2016;

7. Approve final Expenditure Plan and Ordinance in June 2016; and
8. Submit final Expenditure Plan and Ordinance to the County of Los Angeles Board of Supervisors in July/August 2016.

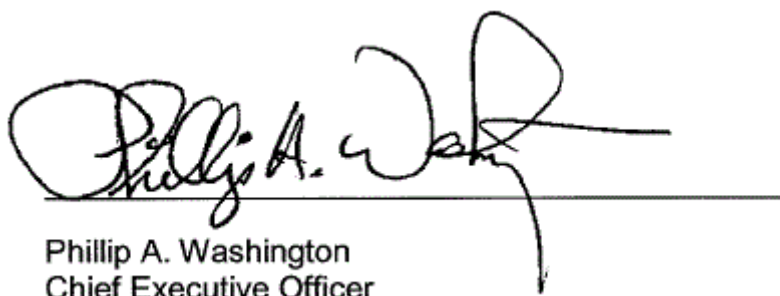
The LRTP update will be finalized and provided to the Board for adoption in 2017, after the results of the potential ballot measure process are known.

ATTACHMENTS

Attachment A: LRTP Potential Ballot Measure Framework Performance Metrics;
Attachment B: LRTP Potential Ballot Measure Framework Assumptions;
Attachment C: Stakeholder Process Input (through an On-Line Link);
Attachment D: Subregional Stakeholder Draft Project Priorities (Constrained);
Attachment E: Regional Facility Provider Draft Needs Lists (Unconstrained): and,
Attachment F: Roadmap for LRTP Potential Ballot Measure Process.
Attachment G: LRTP Potential Ballot Measure Framework Presentation

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Phillip A. Washington
Chief Executive Officer

**2017 LRTP Update
Proposed Performance Metrics Framework**

Metro Theme	Goals and Objectives	Performance Measures
Accessibility	<ul style="list-style-type: none"> • Increase population served by facility • Increase service to transit-dependent, cyclist, pedestrian populations including youth, seniors, and people with disabilities • Improve first-last mile connections 	<ul style="list-style-type: none"> • Job accessibility by population subgroup • Mode choice by income quintile • SB 535 Disadvantaged Communities mapping (CalEnviroScreen)
Economy	<ul style="list-style-type: none"> • Increase economic output • Support job creation & retention • Support goods movement 	<ul style="list-style-type: none"> • Linkages to major employment/activity centers • Number of jobs • REMI Model economic benefit results • Vehicle hours of delay for trucks
Mobility	<ul style="list-style-type: none"> • Increase travel by transit & active modes (such as bicycle & pedestrian travel) • Improve travel times • Improve system connectivity • Increase person throughput • Improve effectiveness & reliability for core riders 	<ul style="list-style-type: none"> • AM peak period speeds • Mobility index (throughput measure) • Annual boardings per mile • Annual boardings per \$million • Annual hours of delay savings/mile • Annual hours saved per \$million
Safety	<ul style="list-style-type: none"> • Reduce incidents • Improve personal safety 	<ul style="list-style-type: none"> • Fatalities per miles traveled • Injuries per miles traveled
State of Good Repair	<ul style="list-style-type: none"> • Operating and life cycle costs • Extend life of facility or equipment • Balance maintenance & rehabilitation 	<ul style="list-style-type: none"> • State of Good Repair condition ratings
Sustainability	<ul style="list-style-type: none"> • Reduce Green House Gases (GHG) • Reduce Vehicle Miles Travelled (VMT) • Improve quality of life: address high rates of air pollution and public health disparities 	<ul style="list-style-type: none"> • Vehicle hours of delay • Criteria pollutants tracked by EPA for air quality conformity • VMT (best available proxy for GHG)

Long Range Transportation Plan and Potential Ballot Measure Assumptions

October 1, 2015

Augment, Extend, and Sunset Assumptions

The 2017 LRTP is currently assumed to cover the time period from 2017 – 2057 (forty years) and incorporate projects funded by the Metro Board in the 2009 LRTP that sunsets in the year 2039 with Measure R. The three principle alternatives to this assumption revolve around these decisions: extend the existing tax or not; augment the existing tax or not; and, place a sunset on the new tax or not.

SB 767 (de León) provides the Metro Board maximum flexibility for all three of these alternatives. For example, the Metro Board could alternatively elect to propose an extension only, like Measure J, or it could elect to propose only an increase, without an extension, like Measure R. Finally, the Metro Board could change the sunset year of the tax (now tentatively assumed to be 2057) or eliminate it altogether, like Proposition A and Proposition C.

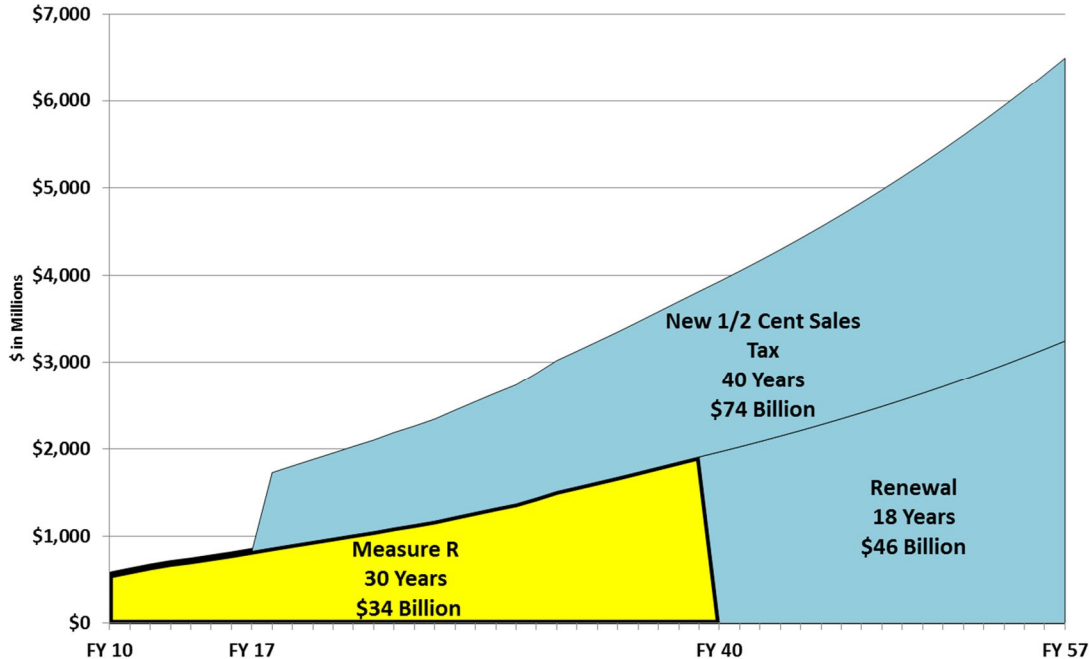
Three considerations led staff to the 2057 LRTP augment, extend, and sunset assumption, as follows:

- Unmet transportation infrastructure improvement needs: The Mobility Matrix process concluded that the entire inventory of needs for transportation capital improvements countywide was between \$157 and \$273 billion (in 2015 dollars). Shorter sunsets did not provide enough resources to develop the necessary level of consensus given this need;
- Market research indicates public support for transportation improvements: Past statistically reliable quantitative surveys conducted found no significant advantage to including a sunset clause in a Los Angeles County transportation sales tax ballot measure; and,
- Alameda County super majority: In November 2014, 70% of voters in Alameda County approved a ballot measure that augmented an existing ½ cent transportation sales tax while at the same time extending the original ½ cent transportation sales tax when it expired.

As a result of these considerations, the LRTP Framework assumes an augment and extend approach similar to the Alameda County strategy, as shown in Table 1, below:

Potential Ballot Measure Structure

Sales Tax Increase with Renewal of Existing



Augmenting Metro's existing transportation sales taxes for at least a 40 year period (through the year 2057) and also extending an existing sales tax (Measure R) expiring in 2039 will provide the best opportunity to secure the necessary resources to address the public's desire for transportation improvements. Prior to making a final decision next year, the results of further market research will be provided to the Metro Board.

Project Cost Inflation and Sales Tax Revenue Growth Assumptions

The SB 767 (de León) expenditure plan requirement to schedule projects and show approximate completion dates raises the need to assume the impact of inflation over time on project and program costs. The initial project costs were requested in 2015 dollars and our cost inflation assumption is 3% per year.

The sales tax revenue growth assumption is 3.8% per year through 2040 and 3% thereafter. The difference between inflation cost growth and revenue growth through 2040 is primarily economic growth from the UCLA Anderson School Forecast of taxable sales for Los Angeles County. Countywide Planning staff has found the UCLA Anderson School Forecast to be the best available for our long term planning needs.

Optimal Subregional Target Assumptions

The transparent process required by SB 767 (de León) and the bottoms-up process directed by the Metro Board required Countywide coordination of subregional revenue assumptions. To prioritize the enormous unmet transportation capital needs identified in the Mobility Matrix process, the subregions needed to know roughly what they could expect for capital improvements from the assumed augment and extend approach to the potential ballot measure.

Staff worked with the subregions to develop subregional revenue targets they could use for their priority setting process. To divide revenues into subregional targets, staff considered prior discussions with the subregions before developing a new approach. The purely current population and employment approach in Measure R led to later disagreements about extending that approach beyond 2039 in Measure J. Representatives from high population and/or employment growth areas felt the 2005 data used for Measure R was inequitable for taxes that would extend well beyond 2039, as proposed in Measure J.

To respond to these very valid concerns, staff interpolated Southern California Association of Governments 2008 population and 2035 employment information to establish 2017 and 2047 population and employment data points, as shown in Table 2:

Basis for Optimal Targets Vary by Subregion

Optimization Will Require Supplemental Non-Measure Funds by the LRTP Horizon Year							
40 Years		12.11% =				\$4.5 billion	
Subregion	Population		Employment		Pop/Emp, 2017/2047 Blend	Optimal Sub-Regional Share %	Δ%
	2017	2047	2017	2047			
Arroyo Verdugo	4.99%	4.79%	7.54%	7.82%	6.28%	7.82%	1.53%
Central Los Angeles	18.98%	19.12%	18.05%	18.01%	18.54%	19.12%	0.58%
Gateway Cities	19.84%	19.27%	16.63%	16.15%	17.97%	19.84%	1.87%
Las Virgenes/Malibu	0.85%	0.81%	1.38%	1.42%	1.12%	1.42%	0.30%
North Los Angeles County	7.42%	9.40%	5.42%	6.84%	7.27%	9.40%	2.13%
San Fernando Valley	14.66%	14.19%	14.21%	14.09%	14.29%	14.66%	0.37%
San Gabriel Valley	16.17%	16.14%	13.10%	12.76%	14.54%	16.17%	1.63%
South Bay	10.62%	10.13%	10.60%	10.16%	10.38%	10.62%	0.24%
Westside Cities	6.46%	6.14%	13.06%	12.75%	9.60%	13.06%	3.46%
Grand Total	100.00%	100.00%	100.00%	100.00%	100.00%	112.11%	12.11%

- Source Data: SCAG RTP12 Socio-economic Data (SED)
- 2017 and 2047 year data interpolated/extrapolated from SCAG 2008 and 2035 Projections. Back-up data available on request.
- In this version, Arroyo Verdugo consists of Burbank, La Crescenta-Montrose, La Canada Flintridge, Glendale, Pasadena and South Pasadena. That means both Pasadena and South Pasadena have been taken out of San Gabriel Valley to be included in Arroyo Verdugo subregion.

REVISION #3

As one can see from the data in Table 2, at least one subregion had a credible argument to use each of four differing basis for the targets. To avoid disagreements over the basis of the targets to be used, Metro staff offered a blended approach and an optimal approach. The blended approach added-up to 100%, but the optimal approach would not at 112%. This meant the optimal approach would require approximately \$4.5 billion in non-measure funds from existing taxes beyond the 2009 LRTP planning horizon of 2039, but within the new LRTP planning horizon of 2057. The subregion's all preferred the optimal target approach and Metro staff found it to be workable and concurred, making the optimal basis the consensus choice for the initial subregional priority setting exercise.

Before calculating the subregional revenue targets, assumptions were also needed about how much of the anticipated revenue from the augment and extend approach might be dedicated to multi-modal capital improvement purposes. Measure R had 55% dedicated to these purposes. It should be emphasized that for discussion purposes, staff assumed that roughly half of the new tax, about \$60 billion, could go for multi-modal capital improvement purposes, though we cautioned that this was ultimately a decision expressly reserved for the Metro Board when more information about all needs were known.

Roughly half the tax, about \$60 billion, is on a year of expenditure basis while the project cost data identified in the Mobility Matrices is based on current year dollars instead. This required that the value of the \$60 billion, again roughly half the tax, be deescalated before being made available to each subregion as a target on a current dollar basis. This enabled the subregions to directly compare their target to the project cost data they already possessed.

Table 3 shows the end result of the target setting consensus, subregional targets in deescalated dollars comparable to project cost data on the same basis:

Table 3, Consensus Subregional Targets:

Optimal Capital Improvement Targets

Year of Expenditure \$'s (includes inflation) vs. Current \$'s (excludes inflation)

Subregion	Optimal Sub-regional Share %	Pay-Go (YOE, No Bonds)			De-escalated to Current 2014 \$		
		Tier 1 - New 1/2 Cent 40 Years (FY 18-57)	Tier 2 - 1/2 Cent Renewal 18 Years (FY 39-57)	Total	Tier 1 - New 1/2 Cent 40 Years (FY 18-57)	Tier 2 - 1/2 Cent Renewal 18 Years (FY 39-57)	Total
Arroyo Verdugo	7.82%	\$ 2,889	\$ 1,772	\$ 4,661	\$ 1,125	\$ 506	\$ 1,631
Central Los Angeles	19.12%	\$ 7,062	\$ 4,332	\$ 11,394	\$ 2,750	\$ 1,237	\$ 3,987
Gateway Cities	19.84%	\$ 7,328	\$ 4,495	\$ 11,823	\$ 2,853	\$ 1,284	\$ 4,137
Las Virgenes/Malibu	1.42%	\$ 525	\$ 322	\$ 842	\$ 204	\$ 92	\$ 296
North LA County	9.40%	\$ 3,472	\$ 2,130	\$ 5,602	\$ 1,352	\$ 608	\$ 1,960
San Fernando Valley	14.66%	\$ 5,415	\$ 3,321	\$ 8,736	\$ 2,108	\$ 949	\$ 3,057
San Gabriel Valley	16.17%	\$ 5,973	\$ 3,663	\$ 9,636	\$ 2,325	\$ 1,046	\$ 3,371
South Bay Cities	10.62%	\$ 3,923	\$ 2,406	\$ 6,329	\$ 1,527	\$ 687	\$ 2,214
Westside	13.06%	\$ 4,824	\$ 2,959	\$ 7,783	\$ 1,878	\$ 845	\$ 2,723
Subregional Total	112.11%	\$ 41,411	\$ 25,399	\$ 66,810	\$ 16,123	\$ 7,255	\$ 23,378

- 1) Optimal targets are each subregion's share of the proposed revenues based on the greatest percentage of four possible measures: i) current population; ii) future population; iii) current employment; or, iv) future employment. The following table has more information.
- 2) Dollars in millions.
- 3) YOE = Year of Expenditure.
- 4) Santa Clarita included in North LA County.
- 5) Arroyo Verdugo includes Burbank, Glendale, Pasadena, So. Pasadena and La Canada-Flintridge, and La Crescenta-Montrose.

ATTACHMENT C

Stakeholder Process Input

Document Available Online at:

http://media.metro.net/projects_studies/images/lrtp_stakeholder_input.pdf

Subregional Stakeholder Draft Project Priorities

ATTACHMENT D

(Constrained)

(2015 \$ in thousands)

for reference only - not priority order

	Project	Notes	Cost Assumption	Draft Subregional Target (2015\$)	Difference
1	Arroyo Verdugo				
2	North Hollywood to Pasadena Bus Rapid Transit Corridor	a	\$ 283,000	\$ 283,000	\$ -
3	Traffic Congestion Relief and Improvement Program	b	\$ 1,348,000	\$ 1,348,000	\$ -
4	Arroyo Verdugo Subtotal		\$ 1,631,000	\$ 1,631,000	\$ -
5	San Fernando Valley				
6	Active Transportation Program	c,d	\$ 65,000	\$ 65,000	\$ -
7	Complete East Valley Transit Corridor Project as LRT		\$ 1,000,000	\$ 1,000,000	\$ -
8	North Hollywood to Pasadena Bus Rapid Transit Corridor	a	\$ 230,000	\$ 230,000	\$ -
9	Orange Line BRT Improvements		\$ 300,000	\$ 300,000	\$ -
10	Orange Line Conversion to Light Rail		\$ 1,400,000	\$ 62,000	\$ 1,338,000
11	Sepulveda Pass Transit Corridor	e	\$ 3,390,000	\$ 1,400,000	\$ 1,990,000
12	San Fernando Valley Subtotal		\$ 6,385,000	\$ 3,057,000	\$ 3,328,000
13	Westside				
14	Active Transportation and First/Last Mile Connections Prog.	f	\$ 700,000	\$ 700,000	\$ -
15	Crenshaw Line Extension to West Hollywood/Hollywood	g	\$ 580,000	\$ 300,000	\$ 280,000
16	Lincoln Blvd BRT		\$ 307,000	\$ 307,000	\$ -
17	Purple Line Extension to Santa Monica		\$ 2,647,100	\$ 16,000	\$ 2,631,100
18	Sepulveda Pass Transit Corridor	e	\$ 3,390,000	\$ 1,400,000	\$ 1,990,000
19	Westside Subtotal		\$ 7,624,100	\$ 2,723,000	\$ 4,901,100
20	Central Cities				
21	Crenshaw Line Extension to West Hollywood/Hollywood	g	\$ 1,750,000	\$ 1,610,000	\$ 140,000
22	DASH Program	c	\$ 260,000	\$ 260,000	\$ -
23	Freeway Interchange and Operational Improvements	c	\$ 205,000	\$ 205,000	\$ -
24	Historic Streetcar and Bus Rapid Transit Program	c	\$ 147,000	\$ 147,000	\$ -
25	LA River Bikepath	c	\$ 375,000	\$ 375,000	\$ -
26	Los Angeles Safe Routes to School Initiative	c	\$ 250,000	\$ 250,000	\$ -
27	LA Streetscape Enhancements & Great Streets Program	c	\$ 475,000	\$ 475,000	\$ -
28	Active Transportation, 1st/Last Mile, & Mobility Hubs	c	\$ 215,000	\$ 215,000	\$ -
29	Public Transit State of Good Repair Program	c	\$ 450,000	\$ 450,000	\$ -
30	Central Cities Subtotal		\$ 4,127,000	\$ 3,987,000	\$ 140,000
31	North County				
32	Active Transportation Program	c	\$ 264,000	\$ 264,000	\$ -
33	Arterial Program	c	\$ 378,000	\$ 378,000	\$ -
34	Goods Movement Program	c	\$ 104,000	\$ 104,000	\$ -
35	High Desert Corridor (HDC) Right-of-Way		\$ 270,000	\$ 270,000	\$ -
36	Highway Efficiency Program	c	\$ 349,000	\$ 349,000	\$ -
37	I-5 North Capacity Enhancements (Parker Rd. + 1.5 miles)		\$ 785,000	\$ 268,000	\$ 517,000
38	Multimodal Connectivity Program	c	\$ 239,000	\$ 239,000	\$ -
39	Transit Program	c	\$ 88,000	\$ 88,000	\$ -
40	North County Subtotal		\$ 2,477,000	\$ 1,960,000	\$ 517,000
41	Las Virgenes-Malibu				
42	Active Transportation, Transit, and Technology Program	c	\$ 29,600	\$ 29,600	\$ -
43	Highway Efficiency Program	c	\$ 177,600	\$ 177,600	\$ -
44	Modal Connectivity Program	c	\$ 88,800	\$ 88,800	\$ -
45	Las Virgenes-Malibu Subtotal		\$ 296,000	\$ 296,000	\$ -

Subregional Stakeholder Draft Project Priorities (Constrained)

ATTACHMENT D

(2015 \$ in thousands)

for reference only - not priority order	Project	Notes	Cost Assumption	Draft Subregional Target (2015\$)	Difference
46	Gateway Cities				
47	Gold Line Eastside Extension Phase II - Washington Blvd.	h	\$ 1,500,000	\$ 543,000	\$ 957,000
48	Green Line Eastern Extension (Norwalk)		\$ 500,000	\$ 500,000	\$ -
49	I-5 Corridor Improvements (I-605 to I-710)		\$ 1,100,000	\$ 1,059,000	\$ 41,000
50	I-605 Corridor "Hot Spot" Interchange Improvements		\$ 850,000	\$ 300,000	\$ 550,000
51	I-710 South Corridor Project	i	\$ 4,000,000	\$ 500,000	\$ 3,500,000
52	SR 60/I-605 Interchange HOV Direct Connectors	j	\$ 260,000	\$ 200,000	\$ 60,000
53	West Santa Ana Branch (Eco Rapid Transit Project)-Phase 1		\$ 1,000,000	\$ 535,000	\$ 465,000
54	West Santa Ana Branch (Eco Rapid Transit Project)-Phase 2		\$ 1,000,000	\$ 500,000	\$ 500,000
55	Gateway Cities Subtotal		\$ 10,210,000	\$ 4,137,000	\$ 6,073,000
56	San Gabriel Valley				
57	Active Transportation Program (Bicycle/Pedestrian Facilities)	c	\$ 231,000	\$ 231,000	\$ -
58	Bus System Improvement Program	c	\$ 55,000	\$ 55,000	\$ -
59	Goods Movement Program (Improvements & RR Xing Elim.)	c	\$ 33,000	\$ 33,000	\$ -
60	Highway Demand Based Program (HOV Ext. & Connectors)	c	\$ 231,000	\$ 231,000	\$ -
61	Highway Efficiency Program	c	\$ 534,000	\$ 534,000	\$ -
62	I-605/I-10 Interchange		\$ 126,000	\$ 126,000	\$ -
63	ITS/Technology Program (Advanced Signal Technology)	c	\$ 66,000	\$ 66,000	\$ -
64	Metro Gold Line Eastside Transit Corridor Phase II - SR-60	h	\$ 1,500,000	\$ 543,000	\$ 957,000
65	Metro Gold Line Foothill Light Rail Extension - Phase 2B		\$ 1,130,000	\$ 1,019,000	\$ 111,000
66	First/Last Mile and Complete Streets	c	\$ 198,000	\$ 198,000	\$ -
67	SR 60/I-605 Interchange HOV Direct Connectors	j	\$ 130,000	\$ 130,000	\$ -
68	SR-57/SR-60 Interchange Improvements		\$ 205,000	\$ 205,000	\$ -
69	San Gabriel Valley Subtotal		\$ 4,439,000	\$ 3,371,000	\$ 1,068,000
70	South Bay				
71	Green Line Extension to Crenshaw Blvd in Torrance		\$ 607,500	\$ 607,500	\$ -
72	I-105 Hot Lane from I-405 to I-605		\$ 350,000	\$ 350,000	\$ -
73	I-110 Express Lane Ext South to I-405/I-110		\$ 81,500	\$ 81,500	\$ -
74	I-405 South Bay Curve Widening		\$ 120,000	\$ 120,000	\$ -
75	I-405/I-110 Int. HOV Connector Ramps & Intrchnng Improv		\$ 355,000	\$ 355,000	\$ -
76	South Bay Highway Operational Improvements	c	\$ 1,100,000	\$ 350,000	\$ 750,000
77	Transportation System and Mobility Improvements Program	c	\$ 350,000	\$ 350,000	\$ -
78	South Bay Subtotal		\$ 2,964,000	\$ 2,214,000	\$ 750,000
79	GRAND TOTAL		\$ 40,153,100	\$ 23,376,000	\$ 16,777,100

- a. Cost Assumption equals subregional funding share proposed by the Arroyo Verdugo and San Fernando Valley areas.
- b. Arroyo Verdugo Traffic Congestion Relief and Improvement Program includes projects in the following modal categories: Active Transportation, Arterials, Complete Streets, First and Last Mile Programs, Goods Movement, Highway Efficiency, ITS/Technology.
- c. Cost Assumption equals Draft Subregional Target.
- d. Program includes City of San Fernando Bike Master Plan and LA River Bike Path Across the Valley projects.
- e. Final cost, scope, and subregional shares will be determined by the environmental process. The working assumption here for any existing available LRTP funding is 50% San Fernando Valley area and 50% Westside.
- f. Includes Active Transportation Networks and First/Last Mile Connections and I-10 Multimodal Circulation Improvement Project
- g. Final cost, scope, and subregional shares will be determined by the environmental process. The working assumption here is 75% Central-25% Westside.
- h. Final cost, scope, and subregional shares will be determined by the environmental process. The working assumption here for any existing available LRTP funding is 50% Gateway area and 50% San Gabriel Valley area.
- i. At least \$3.5 B in funding needs for this project is not shown here. We are pursuing a strategy to fund 12.5% from existing resources, 12.5% from State resources, 12.5% from Federal resources, & 12.5% from subregional target. The remaining 50% is to come from private tolls or fees originating from freight.
- j. Final cost, scope, & subregional shares will be determined by the environmental process. The working assumption here is 2/3 Gateway & 1/3 San Gabriel Valley.

Regional Facility Provider Draft Needs List (Unconstrained)

ATTACHMENT E

(2015 \$ in thousands)

	Project	Cost Estimate
1	Bob Hope Airport	
2	Burbank/Glendale LRT	\$ 1,604,000
3	Clybourn Ave: Grade separation at railroad tracks / Vanowen St / Empire Ave	\$ 60,000
4	Hollywood Way/San Fernando Rd Metrolink station pedestrian bridge	\$ 8,350
5	I-5/Buena Vista Ave: Reconfigure ramps and connect with Winona Ave	\$ 30,000
6	Metro Red Line Extension: North Hollywood to Burbank Airport	\$ 1,800,000
7	North Hollywood to Bob Hope Airport to Pasadena Transit Corridor	\$ 2,550,000
8	Subtotal	\$ 6,052,350
9	Long Beach Airport	
10	3138-Bellflower Blvd./ Spring St. Improv.	\$ 5,000
11	9078-Lakewood Blvd./ Rosemead Blvd. (59) signals-San Gabriel Blvd. to Stearns St.	\$ 10,325
12	3137-Lakewood Blvd. / Spring St. Improv.	\$ 5,000
13	9659-LGB Bicycle access improvements	\$ 50,000
14	3082-Wardlow Rd. / Cherry Ave. Intersection Widening	\$ 5,000
15	9094-Willow St. (23) signals from I-710 to I-605	\$ 2,450
16	Subtotal	\$ 77,775
17	Los Angeles Airport	
18	Automated People Mover (APM) system	\$ 175,000
19	Connection: Manchester Square to I-405 southbound and I-105 eastbound ramp	\$ 450,000
20	Gateway LAXpress Employee Transport: capital cost of existing/new transit vehicles	\$ 50,000
21	Gateway LAXpress Employee Transport: Mobility Hubs at Regional Transit Centers	\$ 75,000
22	Gateway LAXpress Employee IT Platform Services	\$ 250
23	I-405: Construct LAX Expressway	\$ 1,120,000
24	Interstate 405 (I-405) Direct High Occupancy Vehicle (HOV) Connector to LAX	\$ 135,000
25	Provide an on-ramp to I-405 northbound from northbound La Cienega Boulevard	\$ 90,000
26	Trench Cover (Crenshaw/LAX Transit Corridor)	TBD
27	Subtotal	\$ 2,095,250
28	Palmdale Airport	
29	Bicycle/Pedestrian Connector from the Palmdale Regional Airport	\$ 50,000
30	High Desert Corridor from SR 14 to 50th Street East	\$ 670,000
31	People Mover from PTC to the Palmdale Regional Airport	\$ 100,000
32	RVB Roadway Improvements from 15th Street East to 50th Street East	\$ 75,000
33	Rancho Vista Grade Separation Project from Fairway Drive to 15th Street East	\$ 100,000
34	Subtotal	\$ 995,000






Regional Facility Provider Draft Needs List (Unconstrained)

ATTACHMENT E

(2015 \$ in thousands)

Project	Cost Estimate
Port of Los Angeles	
Alameda Corridor Terminus - Cerritos Channel Bridge (5004)	\$ 170,000
Alameda Corridor POLA/POLB Access Rail (Thenard Junction Connection)	\$ 20,000
Alameda Corridor Terminus/SR 47 Rail Crossing Advanced Warning System.	\$ 5,000
Alameda Corridor Terminus-West Basin Railyard Expansion (additional tracks)	\$ 45,000
Alameda Corridor Terminus - West Basin Track (West Basin 2 nd Mainline Track)	\$ 5,000
Alameda Corridor Terminus/California Coastal Trail Extension Grade Separation	\$ 15,000
California Coastal Trail - Ports O' Call Promenade	\$ 29,000
Container Movement Efficiency Program	\$ 383,000
New Terminal Island On-dock railyard	\$ 150,000
Pier 300 On-Dock Railyard Expansion (2 additional loading tracks)	\$ 35,000
Pier 400 On-Dock Railyard Expansion (2 additional loading tracks)	\$ 75,000
Pier 400 Second Lead Track	\$ 12,000
San Pedro Waterfront Regional Access Improvement:	\$ 41,000
SR 47/V. Thomas Bridge/Harbor Blvd. Interchange	\$ 25,000
SR 47/Navy Way Interchange	\$ 50,000
Terminal Island Container Transfer Facility Expansion (additional loading track)	\$ 4,000
Terminal Island Rail Support Yard	\$ 50,000
West Basin Container Terminal Automated/Electrified On-Dock Railyard	\$ 86,000
Subtotal	\$ 1,200,000
Port of Long Beach	
Coastal Trail Gap Closure Projects (Regional Connectivity)	\$ 21,800
Gerald Desmond Bridge Replacement Project	\$ 200,000
Pico Avenue Freight Corridor Street Improvements	\$ 160,000
Port Area Advanced Transportation Management and Information System 2.0	\$ 6,000
Port Access Road Improvements	\$ 50,015
Rail Efficiency Improvement Project at Pier B	\$ 440,000
Rail Efficiency Improvement at Pier G South Rail Yard	\$ 66,000
Terminal Island On-Dock Rail Efficiency Improvements	\$ 173,710
Subtotal	\$ 1,117,525
Union Station	
Los Angeles Union Station-40 year component State of Good Repair Cost	\$ 106,260
Southern California Regional Interconnector Project (Metrolink Run-Through)	\$ 150,000
Union Station Linkages Program (Connect US Action Plan)	\$ 26,000
Union Station Master Plan (USMP) Stage 2A Multi Modal Passenger Concourse	\$ 300,000
USMP Enabling Development (Stage 2C)	\$ 12,000
USMP Enabling Development and Open Space Network (Stage 2E and 2F)	\$ 114,000
USMP Perimeter Improvements (Stage 1)	\$ 31,111
USMP Relocated Patsaouras Bus Plaza (Stage 2B)	\$ 770,000
Subtotal	\$ 1,509,371
GRAND TOTAL	\$ 13,047,271

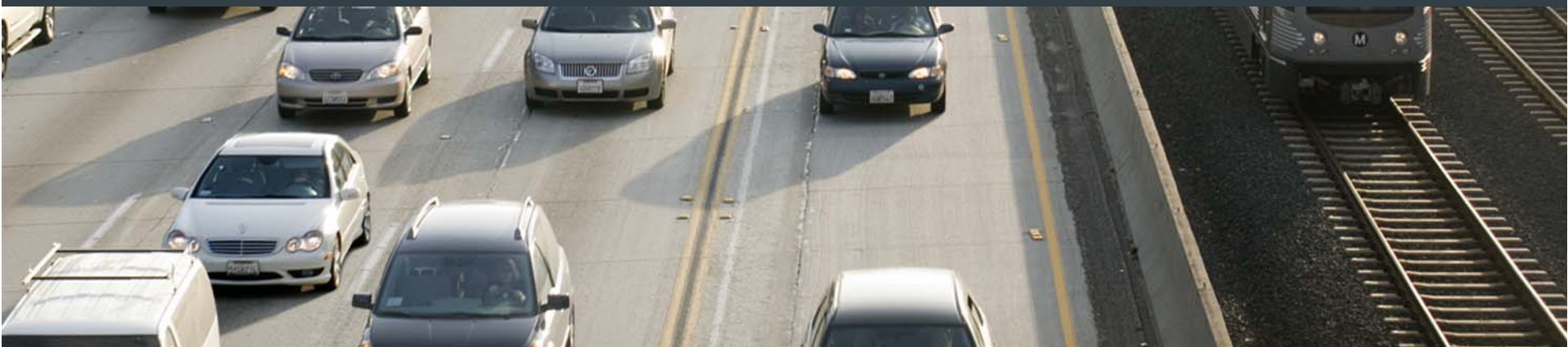
Transportation Plan Roadmap

	OCTOBER 2015	NOVEMBER— DECEMBER 2015	JANUARY— MARCH 2016	APRIL— JUNE 2016	JULY— SEPTEMBER 2016	OCTOBER— DECEMBER 2016
EXPENDITURE PLAN 	> Plan Framework	> Finalize Framework	> Evaluate Project Sequencing	> Finalize Project Sequencing	> Submit Ballot Measure	 ELECTION NOV 8, 2016
STAKEHOLDER & COMMUNITY OUTREACH 	> COG Coordination > Stakeholder and Sub-Regional Briefings	> Stakeholder and Sub-Regional Briefings	> Public meetings > Survey > Focus Groups > Community Workshops > Stakeholder and Sub-Regional Briefings	> Stakeholder and Sub-Regional Briefings	> Voter Information Begins	
EDUCATION 	> Annual Report > Launch LRTP Website	> Education Campaign Begins	> Quality of Life Report	> Telephone Town Halls	> Voter Information Begins	
BOARD ACTIVITIES 	> Framework Presented	> Action on Framework	> Expenditure Plan Draft Released	> Final Expenditure Plan Action		



Long Range Transportation Plan

DRAFT POTENTIAL BALLOT MEASURE FRAMEWORK, ASSUMPTIONS, AND INPUT



Metro Board Meeting
October 22, 2015

Progress to Date:

- Stakeholder Feedback Received
- Subregional Priorities Identified
- Regional Facilities Priorities Received
- Senate Bill 767 Signed by Governor Brown

Current Status:

- Performance Metrics Framework Proposed
- LRTP and Potential Ballot Measure Working Assumptions Presented
- Travel Demand Modeling Underway

Senate Bill 767 Expenditure Plan Requirements

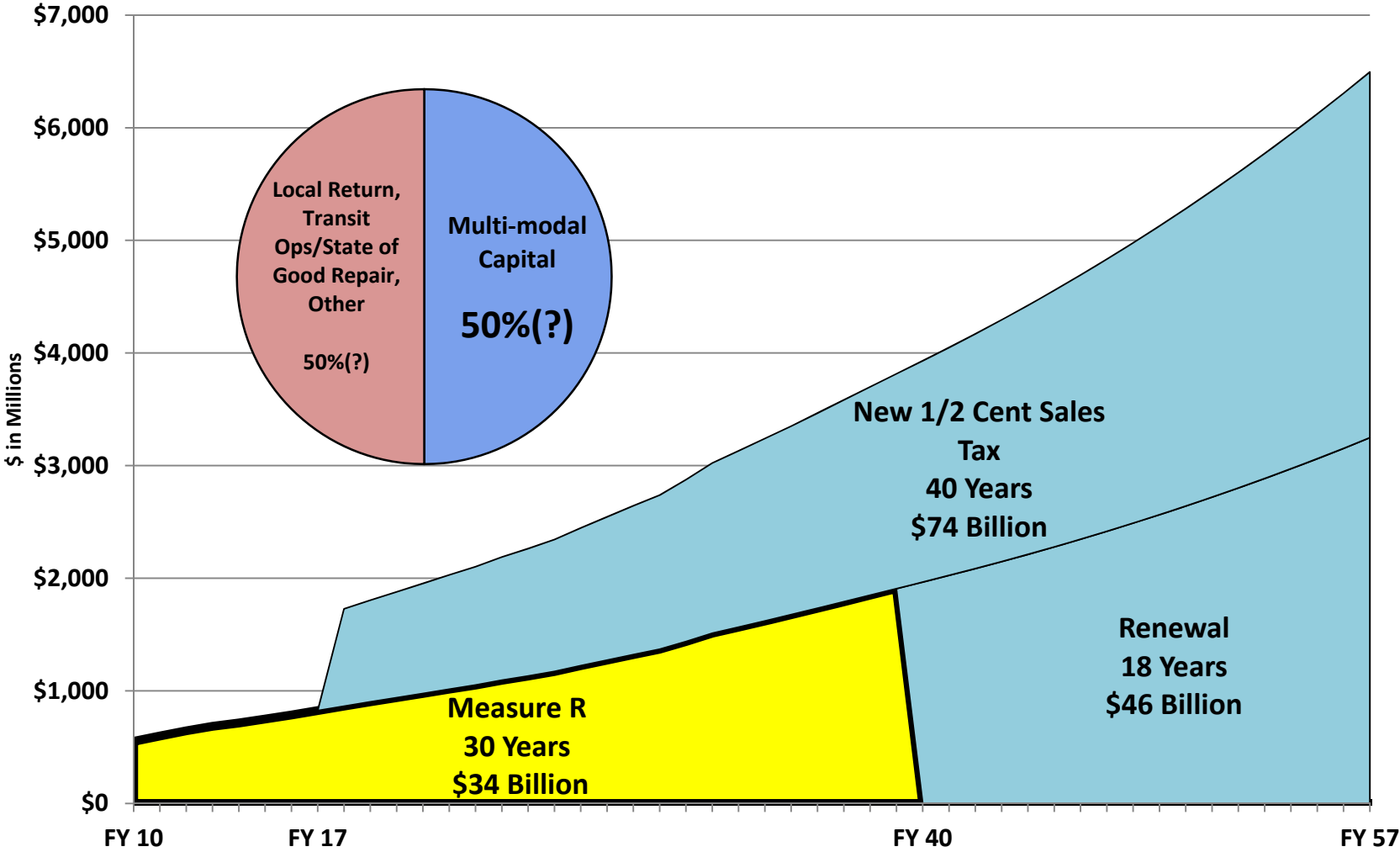
- The most recent cost estimates for each project and program;
- Identification of the accelerated cost, if applicable, for each project and program;
- The approximate schedule during which Metro anticipates funds will be available for each project and program; and
- Expected completion dates for each project and program within a three-year range.

Draft Proposed Performance Metrics Framework

Theme	Goals and Objectives	Performance Measures
Accessibility	<ul style="list-style-type: none"> • Increase population served by facility • Increase service to transit-dependent, cyclist, pedestrian populations including youth, seniors, and people with disabilities • Improve first-last mile connections 	<ul style="list-style-type: none"> • Job accessibility by population subgroup • Mode choice by income quintile • SB 535 Disadvantaged Communities mapping (CalEnviroScreen)
Economy	<ul style="list-style-type: none"> • Increase economic output • Support job creation & retention • Support goods movement 	<ul style="list-style-type: none"> • Linkages to major employment/activity centers • Number of jobs • REMI Model economic benefit results • Vehicle hours of delay for trucks
Mobility	<ul style="list-style-type: none"> • Increase travel by transit & active modes (such as bicycle & pedestrian travel) • Improve travel times • Improve system connectivity • Increase person throughput • Improve effectiveness & reliability for core riders 	<ul style="list-style-type: none"> • AM peak period speeds • Mobility index (throughput measure) • Annual boardings per mile • Annual boardings per \$million • Annual hours of delay savings/mile • Annual hours saved per \$million
Safety	<ul style="list-style-type: none"> • Reduce incidents • Improve personal safety 	<ul style="list-style-type: none"> • Fatalities per miles traveled • Injuries per miles traveled
State of Good Repair	<ul style="list-style-type: none"> • Operating and life cycle costs • Extend life of facility or equipment • Balance maintenance & rehabilitation 	<ul style="list-style-type: none"> • State of Good Repair condition ratings
Sustainability	<ul style="list-style-type: none"> • Reduce Green House Gases (GHG) • Reduce Vehicle Miles Travelled (VMT) • Improve quality of life: address high rates of air pollution and public health disparities 	<ul style="list-style-type: none"> • Vehicle hours of delay • Criteria pollutants tracked by EPA for air quality conformity • VMT (best available proxy for GHG)

Potential Ballot Measure Structure

Sales Tax Increase with Renewal of Existing



Optimizing Subregional Targets

Population and/or Employment?

- High employ. areas: "Employment"
- High population areas: "Population"

Current or Future?

- Low growth areas: "Current"
- High growth areas: "Future"

Solution: Provide optimum percentage using regional funds

Optimization Will Require Supplemental Non-Measure Funds by the L RTP Horizon Year							
40 Years		12.11% =				\$4.5 billion	
Subregion	Population		Employment		Pop/Emp, 2017/2047 Blend	Optimal Sub-Regional Share %	Δ%
	2017	2047	2017	2047			
Arroyo Verdugo	4.99%	4.79%	7.54%	7.82%	6.28%	7.82%	1.53%
Central Los Angeles	18.98%	19.12%	18.05%	18.01%	18.54%	19.12%	0.58%
Gateway Cities	19.84%	19.27%	16.63%	16.15%	17.97%	19.84%	1.87%
Las Virgenes/Malibu	0.85%	0.81%	1.38%	1.42%	1.12%	1.42%	0.30%
North Los Angeles County	7.42%	9.40%	5.42%	6.84%	7.27%	9.40%	2.13%
San Fernando Valley	14.66%	14.19%	14.21%	14.09%	14.29%	14.66%	0.37%
San Gabriel Valley	16.17%	16.14%	13.10%	12.76%	14.54%	16.17%	1.63%
South Bay	10.62%	10.13%	10.60%	10.16%	10.38%	10.62%	0.24%
Westside Cities	6.46%	6.14%	13.06%	12.75%	9.60%	13.06%	3.46%
Grand Total	100.00%	100.00%	100.00%	100.00%	100.00%	112.11%	12.11%

- Source Data: SCAG RTP12 Socio-economic Data (SED)
- 2017 and 2047 year data interpolated/extrapolated from SCAG 2008 and 2035 Projections. Back-up data available on request.
- In this version, Arroyo Verdugo consists of Burbank, La Crescenta-Montrose, La Canada Flintridge, Glendale, Pasadena and South Pasadena. That means both Pasadena and South Pasadena have been taken out of San Gabriel Valley to be included in Arroyo Verdugo subregion.

Subregion	Optimal Sub-regional Share %	Pay-Go (YOE, No Bonds)			De-escalated to Current 2014 \$		
		Tier 1 - New 1/2 Cent 40 Years (FY 18-57)	Tier 2 - 1/2 Cent Renewal 18 Years (FY 39-57)	Total	Tier 1 - New 1/2 Cent 40 Years (FY 18-57)	Tier 2 - 1/2 Cent Renewal 18 Years (FY 39-57)	Total
Arroyo Verdugo	7.82%	\$ 2,889	\$ 1,772	\$ 4,661	\$ 1,125	\$ 506	\$ 1,631
Central Los Angeles	19.12%	\$ 7,062	\$ 4,332	\$ 11,394	\$ 2,750	\$ 1,237	\$ 3,987
Gateway Cities	19.84%	\$ 7,328	\$ 4,495	\$ 11,823	\$ 2,853	\$ 1,284	\$ 4,137
Las Virgenes/Malibu	1.42%	\$ 525	\$ 322	\$ 842	\$ 204	\$ 92	\$ 296
North LA County	9.40%	\$ 3,472	\$ 2,130	\$ 5,602	\$ 1,352	\$ 608	\$ 1,960
San Fernando Valley	14.66%	\$ 5,415	\$ 3,321	\$ 8,736	\$ 2,108	\$ 949	\$ 3,057
San Gabriel Valley	16.17%	\$ 5,973	\$ 3,663	\$ 9,636	\$ 2,325	\$ 1,046	\$ 3,371
South Bay Cities	10.62%	\$ 3,923	\$ 2,406	\$ 6,329	\$ 1,527	\$ 687	\$ 2,214
Westside	13.06%	\$ 4,824	\$ 2,959	\$ 7,783	\$ 1,878	\$ 845	\$ 2,723
Subregional Total	112.11%	\$ 41,411	\$ 25,399	\$ 66,810	\$ 16,123	\$ 7,255	\$ 23,378






- 1) Optimal targets are each subregion's share of the proposed revenues based on the greatest percentage of four possible measures: i) current population; ii) future population; iii) current employment; or, iv) future employment. The following table has more information.
- 2) Dollars in millions.
- 3) YOE = Year of Expenditure.
- 4) Santa Clarita included in North LA County.
- 5) Arroyo Verdugo includes Burbank, Glendale, Pasadena, So. Pasadena and La Canada-Flintridge, and La Crescenta-Montrose.

Year of Expenditure versus Current Dollars

Optimal shares had to be consistent with Project cost

- Current dollars are to be used until schedules are known
- Year of Expenditure dollars include inflation
- Confusion between the two needs to be avoided

Transportation Plan Roadmap

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File #: 2015-1279, File Type: Contract

Agenda Number: 60.

**PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 14, 2015**

**SUBJECT: WILLOWBROOK/ROSA PARKS STATION IMPROVEMENT PROJECT DESIGN AND
ENGINEERING SERVICES**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATIONS

PLANNING AND PROGRAMMING COMMITTEE RECOMMENDED (4-0):

- A. AUTHORIZING the Chief Executive Officer (CEO) to award and execute a 37-month Firm Fixed Price Contract No. AE354280011791, to RNL Interplan, Inc. in the amount of \$3,835,439 for a base contract to develop advanced conceptual engineering design documents (60% design development drawings) for the **Willowbrook/Rosa Parks Station Improvements Project** (Project) and one of two optional tasks to advance the design to the construction document stage through either i) a Design/Build project delivery method in an amount not to exceed \$800,000; or ii) a Design/Bid/Build project delivery method in an amount not to exceed \$1,920,629 for a total not to exceed amount of \$5,756,068;
- B. AFFIRMING the Board's previous commitment to provide \$16 million in local match funding in line with the funding requirements of the US Department of Transportation (DOT) Transportation Investment Generating Economic Recovery Act (TIGER) VI Discretionary Grant program;
- C. APPROVING a Preliminary Project Funding Plan which includes additional funding up to \$32.8 million to be sourced from state or local funds to cover any funding gaps.
- D. APPROVING Contract Modification Authority specific to Contract No. AE354280011791 in the amount of \$1,151,214 or 20% of the total contract value, to cover the costs of any unforeseen design issues that may arise during the course of the contract.

ISSUE

In February 2011, the Board approved the Willowbrook/Rosa Parks Station Master Plan as a guiding document for the Station, and directed staff to return with a life-of-project estimate and a proposed funding and implementation plan to achieve the proposed improvements. Subsequent Board actions authorized funding for design and engineering services, and directed the CEO to complete the environmental review and begin appraisals for the required land acquisition.

To proceed with the Project, staff requires architecture and engineering services to advance the Project from existing conceptual design to 60 percent Design Development drawings pending the selected project delivery approach.

In addition, in order to ensure the full Project implementation, staff is requesting the Board to affirm its April, 2014 commitment to provide the full \$16 million in local funding associated with the TIGER VI award and approve a Preliminary Funding Plan which provides for an additional funding of up to \$32.8 million in state or local funds to cover any funding gap. Should additional grant resources be secured, the amount of required Metro funding would be reduced. The Federal Transit Administration (FTA) requires this full funding commitment in order to move forward with execution of a TIGER grant award for the Project.

DISCUSSION

Project Overview

The Willowbrook/Rosa Parks Station (Station) is a major regional transit hub connecting the Metro Blue and Green Lines to numerous Metro and municipal bus lines and community shuttles. The Station experiences the fourth highest number of passenger boardings in the Metro Rail system, yet suffers from the highest number of reported station crimes within the Metro service area. The Station is located in Willowbrook, an economically distressed community within unincorporated Los Angeles County that has a very high transit-dependent population (see Attachment A - Location Map). As currently configured, the Station suffers from: a lack of safe connections to the surrounding community; difficult wayfinding among transit elements exacerbated by a lack of illumination beneath the I-105 freeway where much of the intermodal connections currently occur; circulation facilities (elevators, escalators, etc.) that have exceeded their useful life; capacity limitations; and overall security and safety challenges.

The proposed Project will invest in a significant modernization and enhancement of the Station. Critical to addressing the pressing needs of the Station is the development of a new, open-air Civic Plaza to serve as a Station “gateway” and house a new Metro Customer Service Center, Security Facility, and Mobility Hub. Circulation improvements to enhance pedestrian safety and experience include a new Transit Hall beneath the freeway with lighting and acoustical features, and the replacement or upgrade of functionally obsolete vertical circulation elements. The Metro Blue Line platform will be extended south to relieve overcrowding and connect to a new proposed Station entrance within the Civic Plaza. The existing bus depots will be reconfigured and upgraded with new canopy shelters and lighting. Additionally, Station-wide site work (including reconfiguration of the existing Park & Ride lots), landscaping, and signage will be implemented to improve safety and circulation within the Station, and enhance connections to the surrounding community, including nearby medical, educational and cultural assets which are experiencing a renaissance. (Additional information on the proposed Site Plan and Project improvements is provided as Attachment B - Project Fact Sheet.)

The Project is to be implemented in partnership with the Los Angeles County Community Development Commission (CDC) which will contribute the fee ownership, at no cost, approximately 1.5 acres of the adjacent Kenneth Hahn Plaza Shopping Center necessary to construct the Civic

Plaza and improve access to the Station. Appraisals are currently under review to support the transaction, which includes valuation of the third-party leasehold interest for improvements on the site to be acquired by Metro.

Significant efforts are also underway surrounding the Station to transform the area into a transit-oriented community. In 2014 Metro awarded a Transit-Oriented Development Planning Grant to the County to develop a TOD specific plan for the 1/2-mile area surrounding the Station. The area has seen significant public and private investment in recent years, most notably with the \$172 million expansion and renovation of the Martin Luther King, Jr. Medical Center and Outpatient facility, the Charles R. Drew University of Medicine and Science, and a 102-unit senior housing project and library across the street from the Station, which is expected to break ground next year. In partnership with Metro, the County has also developed a comprehensive streetscape and bike plan for the corridors connecting to the Station, and will be underway with the first phase of these improvements in 2016.

The existing conceptual design for this project will be elevated to an advanced conceptual engineering design stage. The program is structured with optional tasks to support either a Design/Build or Design/Bid/Build approach. Metro will determine the approach at or before the 60 percent design submittal. Since the project specifics are not well defined and the project delivery path is not yet determined, staff recommends authorizing contract modification authority up to 20 percent of the total contract value (equivalent to \$1,151,214) to cover the cost of any unforeseen design support services that may be required to support project delivery.

Funding

In January 2014, under item No. 59, the Board directed the CEO to develop a detailed life-of-project budget estimate and to identify potential funding sources for the Project. A detailed life-of-project cost estimate was prepared identifying a total of \$66.7 million in life-of-project costs. The plan to fund the life-of-project cost is detailed in the table below and included as Attachment C (Preliminary Funding Plan). A summary of the funding plan is provided in the table below.

Table 1: Willowbrook/Rosa Parks Funding Plan Summary (\$ in millions)

Sources	TOTAL
April 2014 Metro Authorization for Preliminary Engineering	\$ 4.00
Federal (TIGER)	\$10.25
Local TIGER Match	\$16.00
Local and/or State TIRCP (Cap and Trade) funds	\$32.80
State Active Transportation Program	\$ 2.90
County CDC (in-kind)	\$ 0.75
TOTAL PROJECT COST:	\$66.70

Notes:

[1] Costs estimate is fully loaded and adjusted to assume YOY 2018.

[2] State Cap and Trade funds will be allocated to maximize the timing of Metro reimbursements and to comply with the usage guidelines of the TIRCP grant. Other funds may be substituted as necessary and available.

[3] County funds represent in-kind contribution of land from Los Angeles County Community

Development Commission.

TIGER VI

At its April 2014 meeting, the Board committed \$4 million to complete the Preliminary Engineering work required to implement the Station Master Plan and up to \$16 million in local match funds for a TIGER VI grant application to match a \$29.2 million request for TIGER funds. Though the application was successful, the FTA determined that it would fund only \$10.25 million of the Project, and has asked for Metro's commitment to fund the remainder of the Project using state or local funds. Metro staff recommends that, though the federal share was less than anticipated, the full \$16 million local commitment remain in place. The contract will count towards the local match, subject to receipt of pre-award authority which is anticipated later this calendar year. Staff are requesting Board authorization to execute Contract No. AE354280011791 once pre-award authority is received from the FTA.

Cap and Trade

In June 2015, Metro was selected to receive \$38.5 million in State of California Cap and Trade Transit and Intercity Rail Capital Program (TIRCP) proceeds to fund the Willowbrook/Rosa Parks Station improvements, Metro Blue Line Signal System upgrades and the Washington Siding track improvements as one combined project. In order to maximize Metro's reimbursements and comply with the usage guidelines of the grant, staff may utilize the TIRCP grant to fund Blue Line improvement projects first, and reprogram local funds previously authorized for the Blue Line improvements to complete the Willowbrook/Rosa Parks Station improvements.

Active Transportation Program (ATP)

In September 2015, the Project was selected to receive up to a \$2.9 million in ATP funding from the State of California to complete the pedestrian promenade and bike mobility hub portions of the Project.

Having established the life-of-project estimate and secured significant non-local funds for the Project, staff recommends the approval of the Preliminary Funding Plan, which includes \$10.25 million in TIGER funds and a combination of state and local funds for a total commitment of \$32.8 million in addition to the \$20 million in local funding for preliminary engineering and TIGER match to meet the \$66.7 million Project estimate. The funding would be used for construction activities, leasehold acquisition and tenant relocation costs (in addition to the land which will be contributed to the Project by the CDC at no cost), final design/engineering and project management.

Environmental Review

The Project has been cleared under the CEQA process. After consideration of the findings as well as the environmental analysis prepared to assess the impacts of the Project, no significant impacts or adverse effects were identified. All public comments received were addressed; and have been incorporated in the Final Initial Study/Negative Declaration (IS/ND) document. Per NEPA guidelines, a Categorical Exclusion was concurred with by the FTA.

Public Outreach

The preliminary design concept was presented to five community organizations serving the Project area. On May 28, 2015, staff also hosted a Public Hearing on the Draft IS/ND to solicit comments

from community members. Twenty-four hundred informational flyers regarding the public review and comment period were distributed throughout the community and at the Station. More than 30 individuals attended the hearing, which included a short presentation and opportunities to provide verbal and written feedback on the Project. Feedback included interest in the proposed mobility hub, local hire opportunities, public art and the Project's potential to turn the Station into a stronger gateway for the community.

The final design will be developed with extensive community outreach and participation. The scope of work for the Contract includes significant support for community engagement and a variety of means to increase public participation in the design process.

DETERMINATION OF SAFETY IMPACT

The Board action will not have a negative impact on the safety of Metro's patrons or employees. The Project will increase overall safety and security at the Station by improving lighting and visibility, adding new crossing safeguards and technology, and activating the area with new uses such as the customer service center and the bike mobility hub.

FINANCIAL IMPACT

In April 2014, the Board committed \$4 million in local funds to complete preliminary engineering work. Approximately \$2.6 million has been set aside in the FY16 budget under Project 405555 (Rosa Parks Station Design Plan) in Cost Center 2210 (Joint Development). The proposed Funding Plan includes an additional \$1.7 million to complete design work under the Contract. Since this is a multi-year contract, the Chief Planning Officer will be responsible for budgeting the cost in future years.

ALTERNATIVES CONSIDERED

The Board may decline to approve award the Contract, reaffirm the \$16 million previously committed TIGER Grant local match funding, and approve the Project Funding Plan which includes an additional local/state funding of \$32.8M. This is not recommended because it will delay the construction of improvements on the Willowbrook/Rosa Parks Station which are needed to address pedestrian low, lighting and safety issues at the station, improve transfer connections at the station and create better connections to nearby destinations. This would also jeopardize state and federal funds that are in place as well as the land transaction proposed with CDC.

Commitment to implement the full Project will allow the design of the full Project to progress, ensure that the required land is secured from the CDC, and assure the FTA and the State of California of Metro's commitment to completing the full Project. Staff has diligently researched and sought funding from external funding sources, and believe that currently available external sources have been reasonably exhausted.

NEXT STEPS

Upon Board approval, staff will execute the contract to commence work subject to pre-award authority from FTA, continue negotiations for land acquisition and return to the Board for

authorization to acquire the land needed for the Project.

ATTACHMENTS

Attachment A - Location Map

Attachment B - Project Fact Sheet

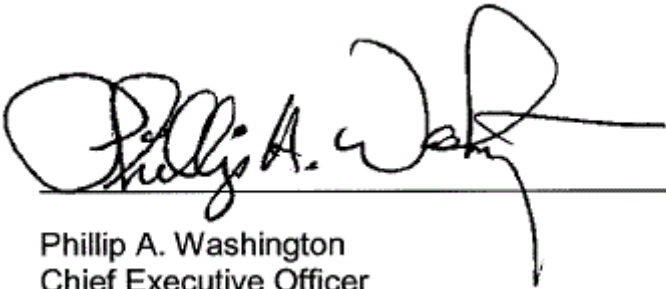
Attachment C - Preliminary Funding Plan

Attachment D - Procurement Summary

Attachment E - DEOD Summary

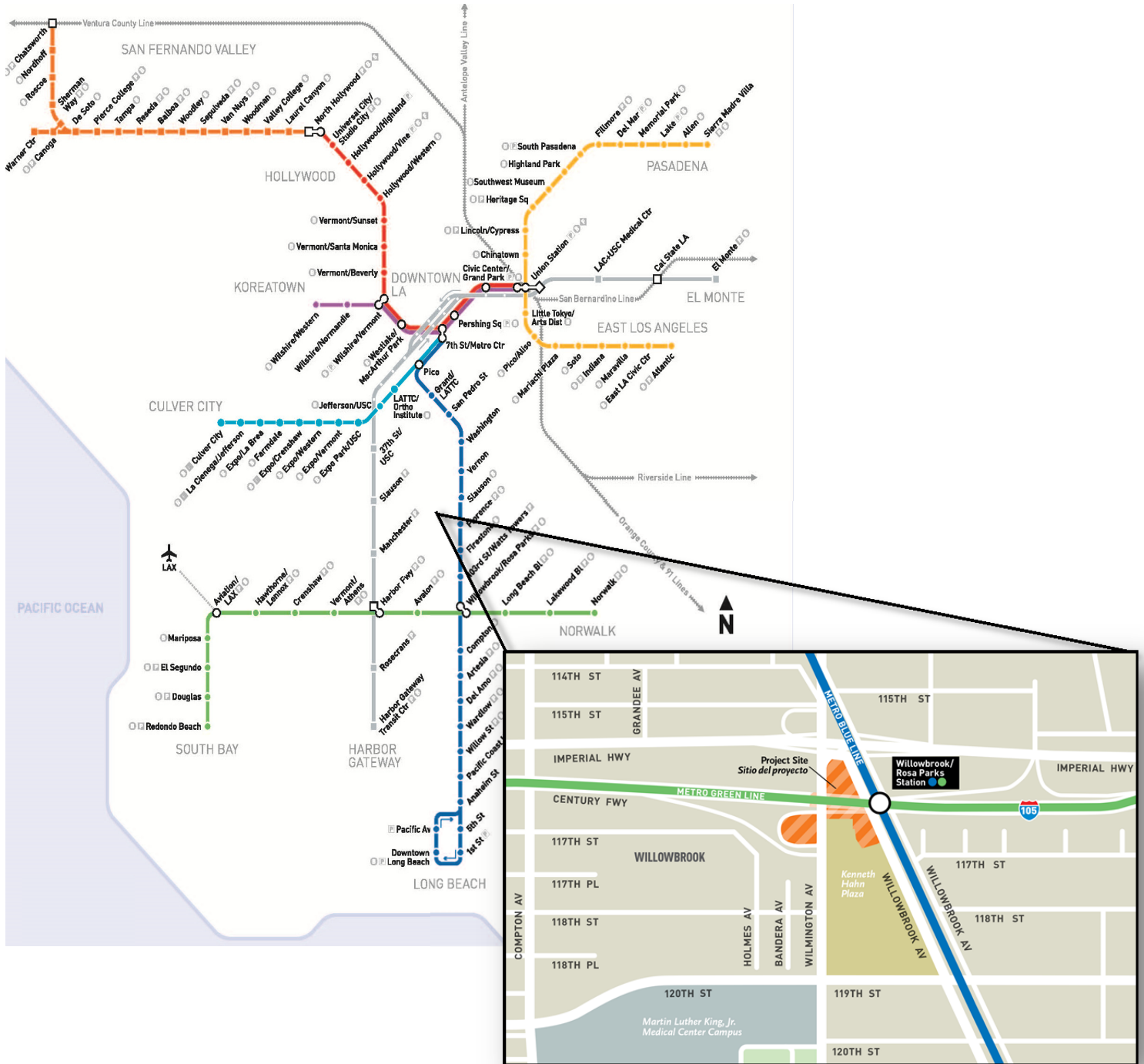
Prepared by: Wells Lawson, Director, Countywide Planning & Development, (213) 922-7217;
Nick Saponara, Director, Countywide Planning & Development, (213) 922-4313;
Cal Hollis, Managing Executive Officer, Countywide Planning & Development, (213)
922-7319

Reviewed by: Martha Welborne, FAIA, Chief Planning Officer, (213) 922-7267
Ivan Page, Executive Director (Interim), (213) 922-6383



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A
Willowbrook/Rosa Parks Station Improvement Project
-- Location Map --



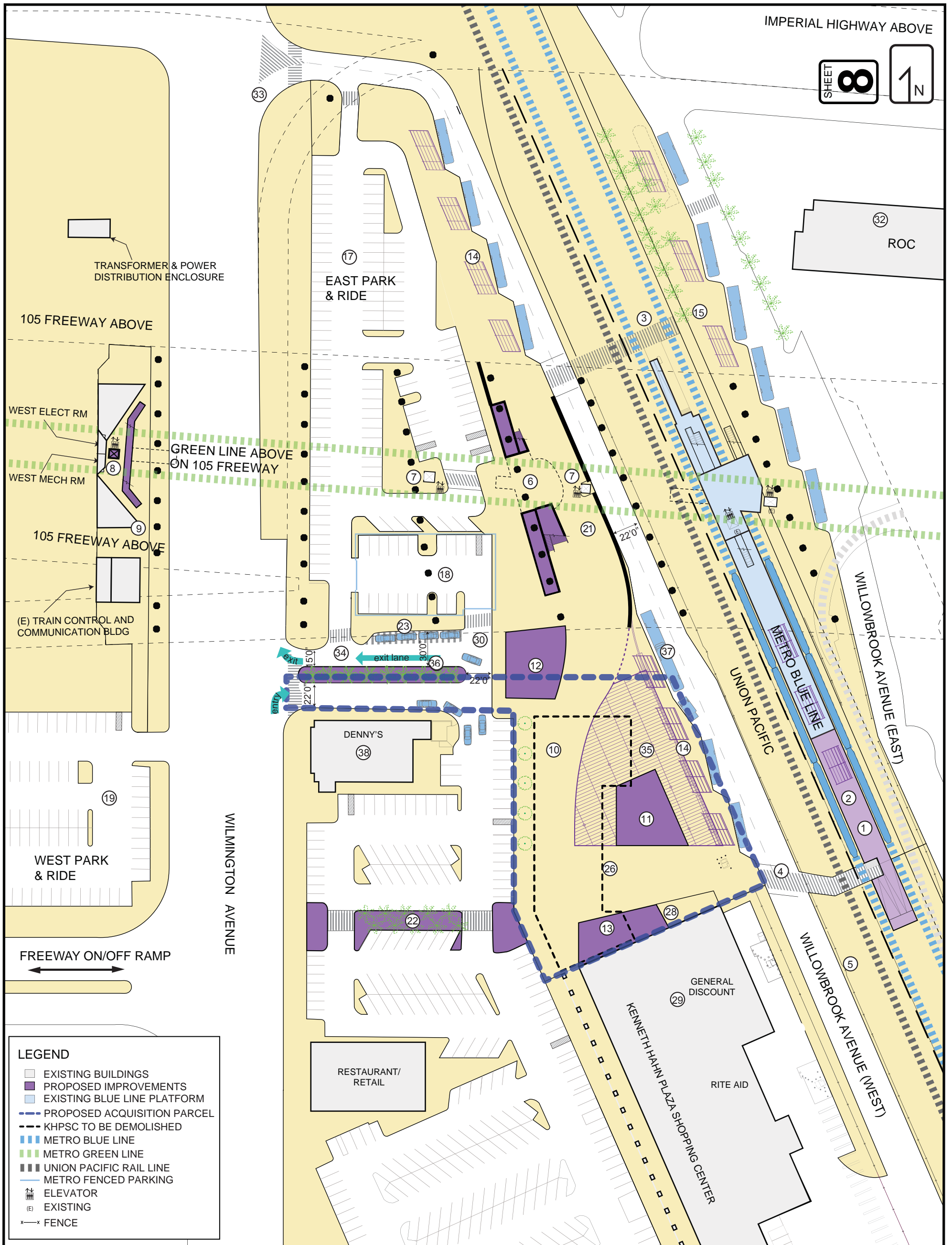
ATTACHMENT B
Willowbrook/Rosa Parks Station Improvement Project
-- Project Site Plan and Renderings --

SITE PLAN - DETAIL



CONCEPT DESIGN

JGM | H+F
7.31.15



SHEET **8** 1 N

LEGEND

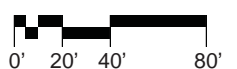
- EXISTING BUILDINGS
- PROPOSED IMPROVEMENTS
- EXISTING BLUE LINE PLATFORM
- PROPOSED ACQUISITION PARCEL
- KHPS TO BE DEMOLISHED
- METRO BLUE LINE
- METRO GREEN LINE
- UNION PACIFIC RAIL LINE
- METRO FENCED PARKING
- ELEVATOR
- EXISTING
- FENCE

- 1. ONLY PUBLIC ENTRANCE FOR NORTH PARK & RIDE
- 2. NORTH PARK & RIDE, 104 SPOTS + 5 HCP
- 3. WEST BUS DEPOT (NORTH) CANOPY
- 4. RECONFIGURED METRO BLUE LINE NORTH CROSSING
- 5. EAST BUS DEPOT CANOPY
- 6. METRO RAIL OPERATIONS CENTER (E)
- 7. WEST METRO GREEN LINE ACCESS IMPROVEMENTS ACOUSTIC WALL
- 8. CENTRAL ELEVATOR
- 9. RECONFIGURED METRO GREEN LINE STAIR, ESCALATOR AND MEZZANINE ABOVE
- 10. METRO GREEN LINE ELEVATOR
- 11. TRANSIT HALL

- 12. METRO FENCED PARKING, 18 SPOTS + 2 HCP
- 13. KISS & RIDE
- 14. ONLY PUBLIC EXIT FOR NORTH PARK & RIDE
- 15. PYLON SIGN RELOCATION (E)
- 16. METRO ACCESS ENTRANCE/EXIT ONLY
- 17. SHERIFF'S FACILITY (3,000 SF)
- 18. SHUTTLE & ARTICULATED BUS DROP-OFF
- 19. KISS & RIDE AND METRO EMPLOYEE ENTRANCE
- 20. WEST PARK & RIDE, 91 SPOTS + 2 HCP (E)
- 21. DENNY'S (E)
- 22. PLAZA
- 23. PLAZA CANOPY

- 24. WEST BUS DEPOT (SOUTH) CANOPY
- 25. METRO BLUE LINE PLATFORM EXTENSION
- 26. METRO CUSTOMER SERVICE CENTER
- 27. PEDESTRIAN CROSSING WITHIN KHPS
- 28. BIKE/MOBILITY HUB (3,000 SF)
- 29. BICYCLE STORAGE RACKS
- 30. KENNETH HAHN SHOPPING CENTER (E)
- 31. BLUE LINE SOUTH CROSSING
- 32. ROW FENCING
- 33. BLUE LINE CANOPY
- 34. RETAIL TO BE REMOVED
- 35. DELIVERY TRUCK ACCESS

SHEET **8**



1"=80'



Aerial View



Gateway from Willowbrook and Hahn Plaza



Transit Plaza



View from proposed Blue Line crossing toward Mobility Hub (left) and Customer Service Center (Right)

ATTACHMENT C
Willowbrook/Rosa Parks Station Improvement Project
-- Preliminary Funding Plan --

	Sources	TOTAL
PE	April 2014 Metro Authorization for Preliminary Engineering	\$ 4.00
	CONSTRUCTION, ACQUISITION	
	Federal (TIGER)	\$ 10.25
	Local TIGER Match	\$ 16.00
	Local and/or State TIRCP (Cap and Trade) funds	\$ 32.80
	State Active Transportation Program	\$ 2.90
	County CDC (in-kind)	\$ 0.75
	TOTAL PROJECT COST:	\$ 66.70

\$ in millions

Notes:

[1] Costs estimate is fully loaded and adjusted to assume YOE 2018.

[2] State Cap and Trade funds will be allocated to maximize the timing of Metro reimbursements and to comply with the usage guidelines of the TIRCP grant. Other funds may be substituted as necessary and available.

[3] County funds represent in-kind contribution of land from Los Angeles County Community Development Commission.

PROCUREMENT SUMMARY

WILLOWBROOK/ROSA PARKS STATION IMPROVEMENT
PROJECT DESIGN AND ENGINEERING SERVICES

1.	Contract Number: AE354280011791 (RFP No. AE11791)	
2.	Recommended Vendor: RNL Interplan, Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: May 1, 2015 LA Daily News, La Opinion and The Daily Breeze	
	B. Advertised/Publicized: May 1, 2015	
	C. Pre-proposal/Pre-Bid Conference: May 12, 2015	
	D. Proposals/Bids Due: June 10, 2015	
	E. Pre-Qualification Completed: August 20, 2015	
	F. Conflict of Interest Form Submitted to Ethics: June 11, 2015	
	G. Protest Period End Date: October 20, 2015	
5.	Solicitations Picked up/Downloaded: 162	Bids/Proposals Received: 4
6.	Contract Administrator: Aielyn Dumaua	Telephone Number: (213) 922-7320
7.	Project Manager: Wells Lawson/Nick Saponara	Telephone Number: (213) 922-7217

A. Procurement Background

This Board Action is to approve Contract No. AE354280011791 to advance the existing conceptual engineering design documents (60% design development drawings) for the Willowbrook/Rosa Parks Station Improvements Project, and one of two optional tasks to advance the design to the construction document stage through either i) a Design/Build project delivery method; or ii) a Design/Bid/Build project delivery method.

The RFP was issued as an Architect and Engineer (A&E) qualifications based competitive procurement in accordance with Metro's Acquisition Policies and Procedures and the contract type is a Firm Fixed Price.

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

- Amendment No. 1, issued on May 14, 2015 provided copies of the Plan-Holders' List, sign-in sheets and presentation materials for the pre-proposal conference and prevailing wage flyer.
- Amendment No. 2, issued on May 22, 2015 provided changes to Exhibit A - Statement of Work, Tasks 8.2 and Deliverables for Tasks 8.1 through 8.3, revised the submittal requirements to exclude resumes from the 60-page limit for Volume 1 - Technical Proposal, and responded to proposer questions.
- Amendment No. 3, clarified changes issued in Amendment No. 2 and responded to additional proposer questions.

A pre-proposal conference was held on May 12, 2015, and was attended by 43 participants representing 36 firms. Forty-three questions were received and responses were released prior to the proposal due date.

A total of four proposals were received by the due date, June 10, 2015, from:

1. Owen Group Inc.
2. RAW International
3. RNL Interplan Inc.
4. Rosa Parks Joint Venture Partners

B. Evaluation of Proposals/Bids

A Proposal Evaluation Team (PET) consisting of staff from Metro's Countywide Planning & Development Department, Facilities Engineering Operations, Rail Operations, and the County of Los Angeles Regional Planning Department was convened and conducted a comprehensive technical evaluation and review of the proposals received.

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

- | | |
|---|-----|
| • Degree of Skills and Experience of the Team | 40% |
| • Experience and Capabilities of Personnel on the Contractor's Team | 20% |
| • Management Plan | 20% |
| • Understanding of Work and Approach for Implementation | 20% |

For A&E procurements, price cannot be used as an evaluation factor pursuant to state and federal law. The evaluation criteria are appropriate and consistent with criteria developed for similar design and engineering services procurements. Several factors were considered in developing these weights, giving the greatest importance to the degree of skills and experience of the team.

Of the four proposals received, one was deemed non-responsive for failure to provide valid joint venture and pre-qualification documentation as required by the RFP.

On June 11, 2015, the PET met to review the evaluation criteria package, process confidentiality and conflict of interest forms, and take receipt of the three responsive proposals to initiate the evaluation phase. Evaluations were conducted from June 11, 2015 through June 29, 2015.

On June 29, 2015, the PET reconvened and determined that all three firms, listed in alphabetical order below, were within the competitive range:

1. Owen Group Inc.
2. RAW International
3. RNL Interplan Inc.

On July 9, 2015, proposers in the competitive range were invited to make oral presentations. The project manager and key team members of each firm presented their team's qualifications, experience with required tasks, and responded to the evaluation committee's questions.

At the conclusion of the evaluation process, including oral presentations, RNL Interplan, Inc. was determined to be the highest technically qualified firm in support of this project.

The following is a summary of PET scores:

	FIRM	Weighted Average Score	Factor Weight	Average Score	Rank
1	RNL Interplan, Inc.				
2	Degree of Skills and Experience of the Team	85.38	40%	34.15	
3	Experience and Capabilities of Personnel on the Contractor's Team	88.38	20%	17.68	
4	Management Plan	89.50	20%	17.90	
5	Understanding of Work and Approach for Implementation	87.00	20%	17.40	
6	Total			87.13	1
7	RAW International				
8	Degree of Skills and Experience of the Team	78.19	40%	31.28	
9	Experience and Capabilities of Personnel on the Contractor's Team	85.88	20%	17.18	
10	Management Plan	84.00	20%	16.80	
11	Understanding of Work and Approach for Implementation	83.88	20%	16.78	
12	Total			82.04	2
13	Owen Group, Inc.				
14	Degree of Skills and Experience of the Team	79.19	40%	31.68	
15	Experience and Capabilities of Personnel on the Contractor's Team	79.38	20%	15.88	
16	Management Plan	79.50	20%	15.90	
17	Understanding of Work and Approach for Implementation	83.00	20%	16.60	
18	Total			80.06	3

Qualifications Summary of Recommended Firm:

RNL Interplan, Inc.

The recommended firm, RNL Interplan, Inc. (RNL), is a multi-disciplined architecture, interior design and engineering firm. The firm's local office in Los Angeles, California, specializes in

transit facility design, with emphasis on blending transit into Transit Oriented Development (TOD) settings. Over the past 40 years, RNL has built a transportation practice with experience on over 20 TOD and intermodal transit centers and over 150 operations and maintenance facilities, all with sensitive issues in designing facilities that enhance community development.

The RNL team is composed of transit and building design experts with deep understanding of the community and experience in working with Metro and other local, regional and national transit agencies. RNL has staffed the project with specific expertise necessary to deliver a high-functioning and pedestrian friendly transit station. RNL’s strengths were in their depth of expertise and experience in the design and architecture of multi-modal transit facilities, experience working with transit agencies, proposed management plan, strong key personnel, project delivery techniques, and a clear understanding of the statement of work. Their expertise in sustainable design as well as their experience with the LEED rating system provides additional insight to this project.

C. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon MASD audit findings, an independent cost estimate, cost analysis, technical analysis, fact finding, and negotiations.

The primary basis for the decrease in the proposal amount is the reduction of project community outreach efforts since this work is anticipated to be performed by either Metro or the future construction contractor. In addition, costs were significantly reduced by clarifying the nature of design administration support required during construction.

The negotiated amount includes labor escalation over the term of the contract, additional insurance coverage required by Metro due to the complexity of the project, and project management and coordination with subcontractors. These costs were not considered in the development of Metro’s independent cost estimate, thus resulting in a higher negotiated price.

Proposer Name	Proposal Amount	Metro ICE	Negotiated amount
RNL Interplan, Inc.	\$8,956,824	\$5,239,898	\$5,756,068

D. Background on Recommended Contractor

RNL, in business for 59 years, is an international architecture, interior design, landscape architecture, and planning firm headquartered in Denver, Colorado with offices in Los Angeles, Denver, Phoenix, Washington D.C., and Abu Dhabi.

RNL’s project manager has more than 33 years of experience as an architect and has been involved in the planning and design of transit facilities for over 25 years. He has extensive experience working on complex projects that require coordination between multiple stakeholders.

RNL has partnered with Metro for over 15 years. It was the design architect and owner’s representative for Metro’s El Monte Transit Station, completed in 2012. RNL is currently

working on the Division 13 Bus Operations and Maintenance Facility and the Expo Line Light Rail Maintenance Facility. RNL's performance on Metro projects has been satisfactory.

DEOD SUMMARY

Willowbrook/Rosa Parks Station Improvement Project / AE11791

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 23% Disadvantaged Business Enterprise (DBE) goal for this solicitation. RNL Interplan, Inc. exceeded the goal by making a 28.45% Race Conscious (RC) DBE and 4.85% Race Neutral (RN) DBE commitment.

SMALL BUSINESS GOAL	23% DBE	SMALL BUSINESS COMMITMENT	28.45% RC DBE 4.85% RN DBE
----------------------------	----------------	----------------------------------	---------------------------------------

	DBE Subcontractors	Ethnicity	% Committed
1.	AHBE Landscape Architects (RC)	Asian Pac American	2.77%
2.	Base Architects (RC)	African American	3.74%
3.	Coast Surveying, Inc. (RC)	Hispanic American	2.37%
4.	Diaz Yourman & Associates (RC)	Hispanic American	0.93%
5.	PBS Engineering (RC)	Sub-Asian American	5.47%
6.	SKA Design (RC)	Hispanic American	0.87%
7.	The Robert Group (RC)	African American	1.63%
8.	W2 Design (RC)	Asian Pac American	6.30%
9.	Pac Rim Engineering (RC)	Asian Pac American	4.37%
Total RC DBE			28.45%
10.	Lenax Construction Services (RN)	Non-Minority Female	3.74%
11.	Pacific Railway (RN)	Non-Minority Female	1.11%
Total RN DBE			4.85%

B. Living Wage Service Contract Worker Policy

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

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

Willowbrook/Rosa Parks Station Improvement Project

Architecture & Engineering Contract and Preliminary Funding Plan

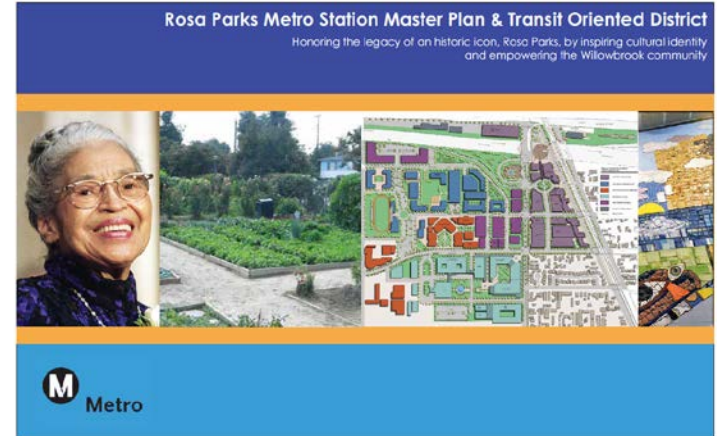
Planning and Programming Committee - October 14, 2015



Metro

Project Milestones

- February 2011 – The Metro Board adopted the Rosa Parks/Willowbrook Metro Station Master Plan.
- September 2014 – **\$10.25 million** in TIGER VI funding announced
- June 2015 – **\$38.5 million** in funding from the California Transit and Intercity Rail Capital Program (“Cap and Trade”) announced for Willowbrook/Rosa Parks and Metro Blue Line Improvements
- August 2015 – Initial Design Concept and CEQA and NEPA Completed
- September 2015 – **\$2.9 million** California Active Transportation Program (ATP) grant recommendation



Project Goals

1. Expand Station capacity
2. Improve multi – modal connections
3. Address safety and security concerns
4. Enhance connections to the surrounding community



Transit Plaza



Metro®

Transit Hall



Mobility Hub and Customer Service Center



Preliminary Funding Plan

Local - Preliminary Engineering (April 2014 Board approval)	\$ 4.00
Federal (TIGER)	\$10.25
Local (TIGER Match)	\$16.00
Local and/or State TIRCP (Cap and Trade)	\$32.80
State Active Transportation Program	\$ 2.90
County CDC (in-kind land value)	<u>\$ 0.75</u>
TOTAL PROJECT COST:	\$66.70

Schedule

- Community outreach (Early 2016, ongoing)
- Site Acquisition (Spring 2016)
- Complete Engineering/Final Design (Late 2016)
- Begin Construction (Mid-2017)
- Completion (2019)



Board Report

File #: 2015-1442, File Type: Plan

Agenda Number: 61.

**PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 14, 2015**
SUBJECT: SOUTHERN CALIFORNIA REGIONAL INTERCONNECTOR PROJECT (SCRIP)**ACTION: PROGRAM ADDITIONAL FUNDS****RECOMMENDATION**

PLANNING AND PROGRAMMING COMMITTEE FORWARDED WITHOUT RECOMMENDATION:

- A. APPROVING **expansion of the SCRIP to include the Los Angeles Union Station Master plan** passenger concourse and accommodate a high speed rail system in Union Station;
- B. PROGRAMMING \$15,000,000 in FY 16 Measure R 3% funds for the SCRIP environmental and preliminary engineering scope of work; and
- C. ACCOMMODATING high speed rail in Los Angeles Union Station as part of the implementation of the Los Angeles Union Station Master Plan.

GARCETTI AMENDMENT: approve subject to High Speed Rail written financial commitment on the Master Cooperative Agreement.

ISSUE

The Board approved the advancement of the Los Angeles Union Station Run-Through Tracks Project now called the Southern California Regional Interconnector Project (SCRIP), as part of the Regional Rail Capital Plan in July of 2012. The current configuration of Los Angeles Union Station (LAUS) is a stub-ended station with all trains entering and exiting through the five track throat immediately to the north east of the station. The SCRIP project is planned to extend up to six of the existing tracks in LAUS through the station and out of the south end of the station to connect with the mainline tracks south of LAUS. This will increase the capacity of LAUS by 40% to 50%. The project is needed for the enhancement of capacity at LAUS and will be needed to serve the high speed rail system in southern California.

Recently, the California High Speed Rail Authority expressed a desire to come directly into LAUS rather than at the location on Vignes Avenue as shown in the illustrative approach in the Los Angeles

Union Station Master Plan (LAUSMP).

The consequential impact of accommodating HSR in the heart of LAUS would change the environmental footprint for SCRIP as this will require a new environmental approach for the amended SCRIP project.

The CHSRA has secured funding to aggressively accelerate the document for the southern California area. A timeline of 2017 has been established when the environmental document for the segment between Burbank and Anaheim, including the area surrounding LAUS, is complete. In order to meet the CHSRA timeline, and incorporate the LAUSMP passenger concourse and not preclude a high speed rail commuter system into Union Station, the SCRIP will need to be advanced along the same timeline. This creates the need to move forward with the environmental and preliminary engineering work in order for it to be completed by August 2017. The urgency of the project is created by the need to have SCRIP functional at the start of the Initial Operating Segment (IOS) of the California High Speed Rail (CHSR) system. The additional capacity gained by this project will be necessary to serve the IOS.

Staff has been discussing the execution of the environmental work with the CHSRA and the Federal Railroad Administration (FRA) as there are several environmental studies by Metro and HSR that will overlap. It is expected that both the CHSRA and Metro can clear their respective projects with coordination of the environmental studies.

DISCUSSION

Los Angeles Union Station (LAUS) is a major regional rail transportation hub for the southern California passenger rail network. Five of the six Metrolink lines have origins and destinations at LAUS in addition to Amtrak intercity and long distance trains. In addition, LAUS is located on the Los Angeles-San Diego-San Luis Obispo (LOSSAN corridor), the second busiest intercity passenger rail corridor in the nation.

Metrolink and Amtrak operate in a push-pull mode in southern California. The current configuration of LAUS is a stub ended station with all trains entering and exiting through the five-track throat. Considering LAUS as the hub; commuter, intercity, and long distance trains "push" into LAUS with the cab car forward. Conversely, they "pull" out, locomotive first. This configuration requires the trains that serve LAUS to idle collectively approximately 50 hours a day.

SCRIP will take up to six of the tracks in the station, continue them south across the US-101 freeway and extend them to meet the mainline tracks along the Los Angeles River south of LAUS. This will allow trains to effectively "run-through" the station, changing the station for at least 50 percent of the trains to a dwell stop along the journey rather than an end to the journey thereby, creating one-seat rides. An additional connection at the L.A. River creates a northern loop track which allows trains to go north, enhancing operational flexibility.

SCRIP was first advanced as the Los Angeles Union Station Run-Through Tracks Project and the final EIR/EIS was approved in December 2005. At that time, there was insufficient funding to advance the project. The project was on hold until it was advanced with the Regional Rail Capital

Program in 2012, when additional funding became available.

SCRIP provides the following benefits:

- Reduces travel times for 50% of the trains by reducing dwell times in LAUS.
- Increases operational capacity.
- Reduces locomotive idling times.
- Improves air quality by reducing greenhouse gas emissions.
- Allows one-seat rides throughout the region.
- Improves passenger circulation from the concourse to the platforms.

The history of SCRIP is as follows:

1939 LAUS opens.

2000 Run Through Track Project Study Report completed.

2002 Conceptual engineering and environmental analysis of the Run-Through track project begins.

2006 Environmental Impact Report and Environmental Impact Statement for the Run-Through Tracks is approved.

2012 Metro Board approves funding to advance the project.

2013 California High Speed Rail Authority approves the Advance Investment Memorandum of Understanding (MOU).

2014 Preliminary Engineering and Supplemental Environmental Engineering work begins on SCRIP.

2014 L.A. Metro Board approves recommendations moving the Union Station Master Plan from planning to implementation.

The benefits of SCRIP were modeled at a high level to determine the number of tracks needed to “run-through” the station. For this model LAUS was treated as a “terminal” with trains flowing in and out of the station. Specific track to track operations within the terminal were not modeled. The modeling showed that there are specific efficiencies within the terminal that can be achieved to create greater capacity. In addition, it was shown that SCRIP is needed to address capacity needs at LAUS in the near term as well as the long term.

The Board of Directors approved moving the LAUSMP from the planning phase into implementation in October 2014. The LAUSMP sets the framework for the development of LAUS into the future. The work on the master plan showed that pedestrian circulation was an issue at LAUS, particularly between the conventional rail platforms and the under track passageway that connects these platforms to the rest of LAUS. The LAUSMP showed that an enlarged concourse was needed with vertical circulation elements such as escalators or stairs and elevators in order to meet the increasing passenger need within the station.

The SCRIP project will require the tracks that are running through the station to be raised in order to provide clearance over the El Monte busway and the US-101 freeway. Therefore, this will require the platforms that are served by these tracks to be raised as well. As part of the initial work on SCRIP, a study of the passenger concourse that was proposed in the LAUSMP was completed. This study is a more advanced engineering study of the requirements for the concourse and the passenger rail platforms than was previously conducted with the LAUSMP work. This study confirmed that vertical circulation is an issue and that the circulation elements such as elevators and stairs or escalators will

be needed for pedestrian flow as well as to comply with ADA standards. With the raised platforms, the existing ramps that are used for access to the platforms would not meet the required vertical circulation. Furthermore, there is the added complexity that the layout of the passenger concourse is dictated by the height and the diagonal orientation of the underground Red Line station. These unique features force the elevators and escalators necessary for vertical circulation in a diagonal orientation outside of the limits of the Red Line structure which in turn, pushes the vertical circulation elements out past the boundaries of the existing passageway.

The study concluded that constructing SCRIP and the concourse together provides an integrated design that will:

- Minimize throw-away costs.
- Reduce construction schedule and impacts to passengers.
- Provide an opportunity to streamline the environmental process.
- Jump start the LAUS Master Plan vision.

The SCRIP concourse study showed that a limited portion of the new LAUSMP passenger concourse (under platforms 2 and 3) could be constructed with the SCRIP. While not a desirable condition, this did allow for the phasing of the construction of the new passenger concourse.

The LAUSMP showed an illustrative approach to the California High Speed Rail Project within a separate station across Vignes Street at the Piper Tech building. This would be an underground station connected to LAUS through an underground passageway. This determination was made due to the needs that were expressed by the CHSRA at the time of the development of the LAUSMP. Since the completion of the LAUSMP, the CHSRA has expressed a strong desire to be located within the footprint of LAUS. The co-location of HSR within the yard will enhance the connections with local transit and regional rail. This configuration has been examined and determined to be feasible. In addition, this would maximize connectivity with the regional rail and transit system.

Metro released the LAUSMP Programmatic Environmental Impact Document Request for Proposals in February 9, 2015. The task order was awarded to Kleinfelder in June 2015. The work on the programmatic environmental document is expected to be complete in November 2016.

The current scope for the environmental work for the SCRIP is a supplemental Environmental Impact Report (EIR) and a subsequent Environmental Impact Statement (EIS). The current scope was intended to supplement the studies that were performed as part of the original environmental work for the Los Angeles Union Station Run-Through Tracks Project in 2006. However, by adding the passenger concourse and not precluding HSR in SCRIP, it will require a new EIR/EIS rather than a supplemented EIR and subsequent EIS. Furthermore, additional modeling work will be necessary to develop the phasing of the project and determine the number of tracks that are needed for conventional rail in LAUS with future service expansion.

Findings

As part of the SCRIP work, it was determined that HSR can fit within the LAUS yard but would require that the throat be reconfigured and the entire yard be raised. The initial modeling of SCRIP

has shown that ten conventional tracks at five platforms are needed at LAUS. Of these, five to six (depending on the configuration) will be needed as run-through tracks. In addition, the CHSRA has asked that they have four tracks, two platforms, within LAUS. These HSR platforms will have to be dedicated due to the height of the platform of 48 inches above the top of rail versus 15 inches above top of rail for conventional passenger rail. Additional engineering is needed to ascertain the configuration of the yard that will allow for a total of fourteen tracks into the station. Also, additional modeling is needed to ascertain the yard layout and confirm the need for the number of tracks and platforms at the station based upon a rationalized service requirement.

The addition of the HSR tracks into LAUS raises a variety of technical issues, some of which are:

- Number of conventional rail tracks needed at LAUS.
- Increased footprint south of LAUS needed for trackwork.
- Overlapping environmental documents.
- Coordination with the West Santa Ana Branch Light Rail Project.

Furthermore, the addition of HSR into LAUS “pushes” the conventional run-through tracks east. This results in a change to the track curvature south of LAUS. This configuration will “push” the SCRIP tracks and the high speed rail tracks south of Commercial Street resulting in additional property issues.

Funding

Staff has applied for \$32 Million in American Recovery and Reinvestment Act (ARRA) funds from the California High Speed Rail Authority (CHSRA). These funds were originally programmed for southern California. The CHSRA has expressed a desire to use these funds for SCRIP. Staff requested at least \$12 million from CHSRA to apply towards the cost of the environmental and preliminary engineering. The discussions are continuing regarding the ARRA funding and staff expects to apply these funds to cost of environmental clearance and other associated costs of the project.

Considerations

None

DETERMINATION OF SAFETY IMPACT

The project is being designed in accordance with Metrolink standards, federal requirements, and state requirements and will be compliant with the Americans with Disabilities Act. There are no pedestrian crossings of the proposed tracks so no safety impacts are expected.

FINANCIAL IMPACT

In July 2012 the Metro Board approved \$4 million for the development of the project. In July 2014 the Metro Board approved \$6 million for the project within the Metro annual budget.

With Board approval of the additional Measure R 3% funds, the project will be funded through FY 2015-16.

Since this is a multi-year project, the Executive Director, Program Management and Executive Officer, Regional Rail will be accountable for budgeting the costs in future years.

Impact to Budget

A. Source of funds: \$15,000,000 in Measure R 3% funds.

Measure R 3% funds are designated for Metrolink commuter rail capital improvements in Los Angeles County. These funds are not eligible to be used for Metro bus/rail operating or capital budget expenses.

ALTERNATIVES CONSIDERED

An alternative would be to not advance the Project. However, this will not increase the commuter and intercity rail capacity at LAUS causing significant delays and operational challenges.

The Board could elect to allow SCRIP without the passenger concourse and preclusion of HSR. This will likely cause a significant reduction in the available funding for the project as well as increase the throw-away costs by not incorporating the passenger concourse with the SCRIP. In addition, this would not provide for seamless transportation connections at Union Station and would likely preclude high speed rail from LAUS.

The CHSRA could incorporate and environmentally clear SCRIP as part of the high speed rail corridor program (from Burbank to Anaheim). However, the SCRIP will be at risk if anything was to happen to the high speed rail corridor program (from Burbank to Anaheim). Metro owns LAUS and should continue to take the lead role in development of the station that will affect future transit ridership, transportation modes within the station, and the overall operations of Los Angeles Union Station.

NEXT STEPS

Upon Board approval, staff will develop the MOU and Term Sheet with the California High Speed Rail Authority for the funding agreement for SCRIP and the development of Union Station.

Staff will consider a contract modification with the SCRIP consultant or a new solicitation to address the revised scope of the project and return to the Board for the appropriate approval.

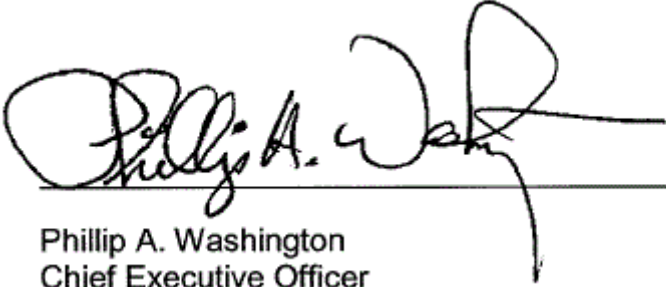
Staff will form a steering committee consisting of all stakeholders involved with the project.

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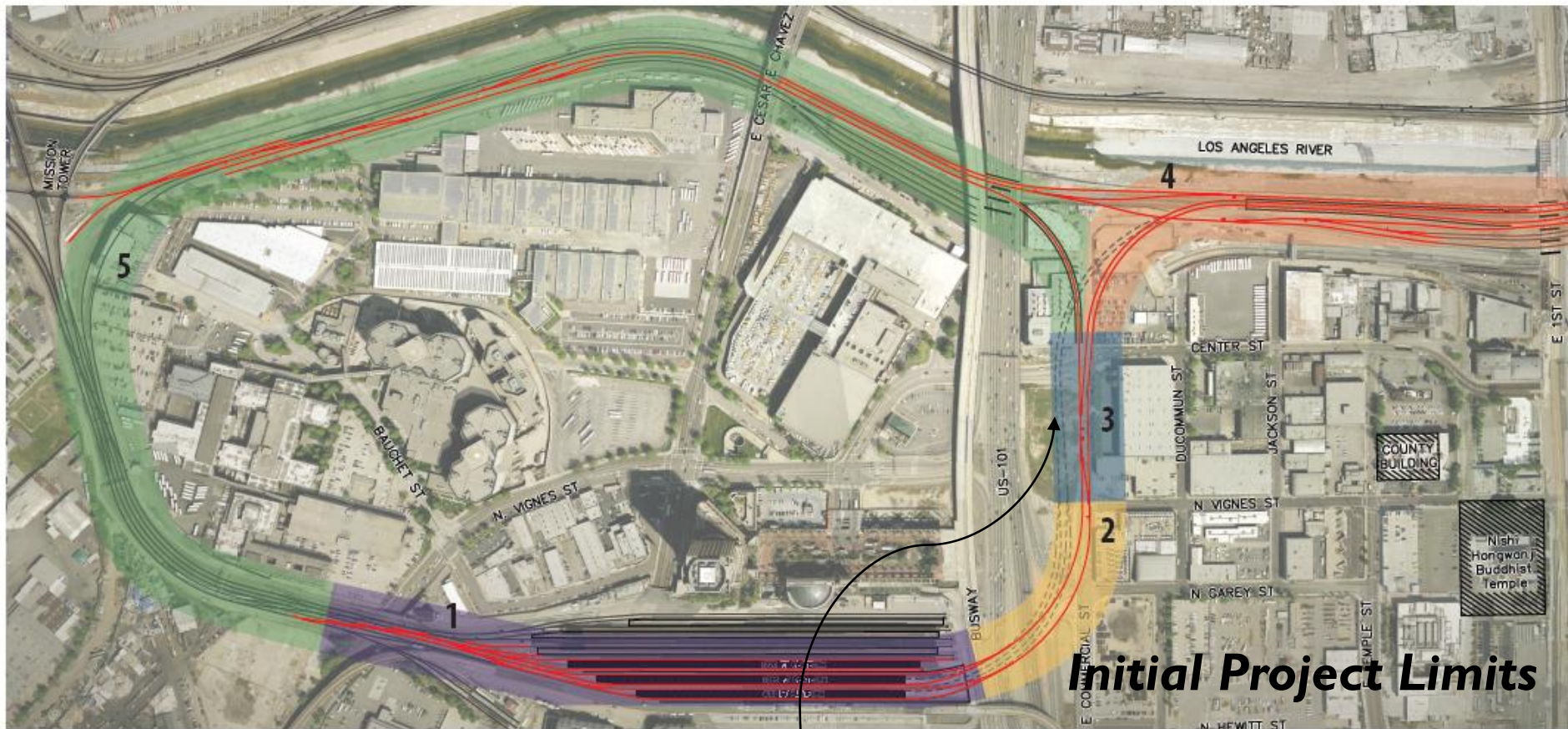
Southern California Regional Interconnector Project (SCRIP) & California High Speed Rail (CHSR)



Metro®

**Metro Board Presentation
October 22, 2015**

Southern California Regional Interconnector Project (SCRIP)



Initial Project Limits

- 1 - LAUS Improvements/El Monte Busway
- 2 - US-101 Crossing/Caltrans
- 3 - Commercial/Ducommun Street
- 4 - Rail Yard
- 5 - The Loop



Los Angeles Union Station Run-Through Tracks EIR/EIS approved in 2006

BENEFITS: Improve Regional Rail Service in Southern California

- ▶ Significantly increase the number of trains that can use the station each day (from 180 to 278 trains)
- ▶ Reduces travel times (dwell times reduced from 20 minutes to 5 minutes per run-through train) which in turn reduces greenhouse gas emissions by approximately 44%.
- ▶ Improve rail service throughout Southern California
 - By providing a one seat ride to more destinations
 - By improving reliability and on-time performance of train service
- ▶ Improve the passenger experience at the station
 - Within Los Angeles Union Station
 - On the Platforms at Los Angeles Union Station
- ▶ Expand local, regional, and statewide multi-modal service options
 - West Santa Ana Branch
 - Active Transportation

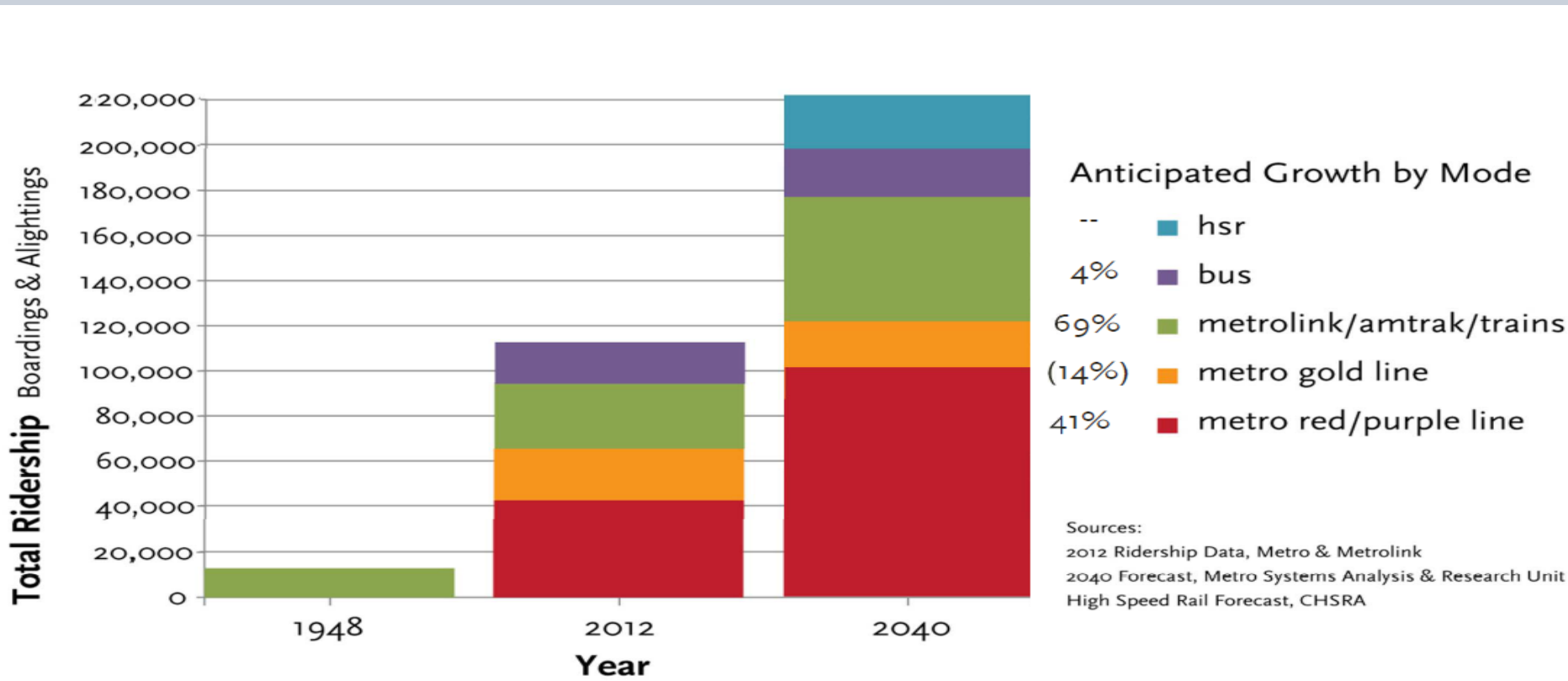


High-Speed Rail

Metro

Why SCRIP/Master Plan are Required: LAUS Station Use Forecast 2040

- ▶ Nearly 200,000 (196,700) people will step on or off transit or rail services at LAUS in 2040
- ▶ HSR service increases this number by approximately 25,000/day



SCRIP UPDATE

1. SCRIP Environmental and Preliminary Engineering phase has been underway since June 2014.
2. In order to effectively provide vertical circulation and minimize throw-away cost, the LAUS Master Plan passenger concourse should be integrated with SCRIP.
3. In addition, CHSRA express a desire to be within LAUS.
4. Multiple Concurrent Environmental Activities Underway:
 - ▶ Metro
 - SCRIP: Complete Fall 2017
 - Master Plan: Complete Winter 2016
 - ▶ High-Speed Rail
 - Burbank to LA: Complete Winter 2017
 - LA to Anaheim: Complete Winter 2017
5. In order to meet a high speed rail service by 2024, Metro needs to incorporate the passenger concourse and not to preclude HSR in the SCRIP Environmental and Preliminary Engineering phase. CHSRA is responsible for environmentally clearing the HSR elements of SCRIP (as part of CHSRA EIR/EIS Burbank to Anaheim corridor).



CHSRA at LAUS

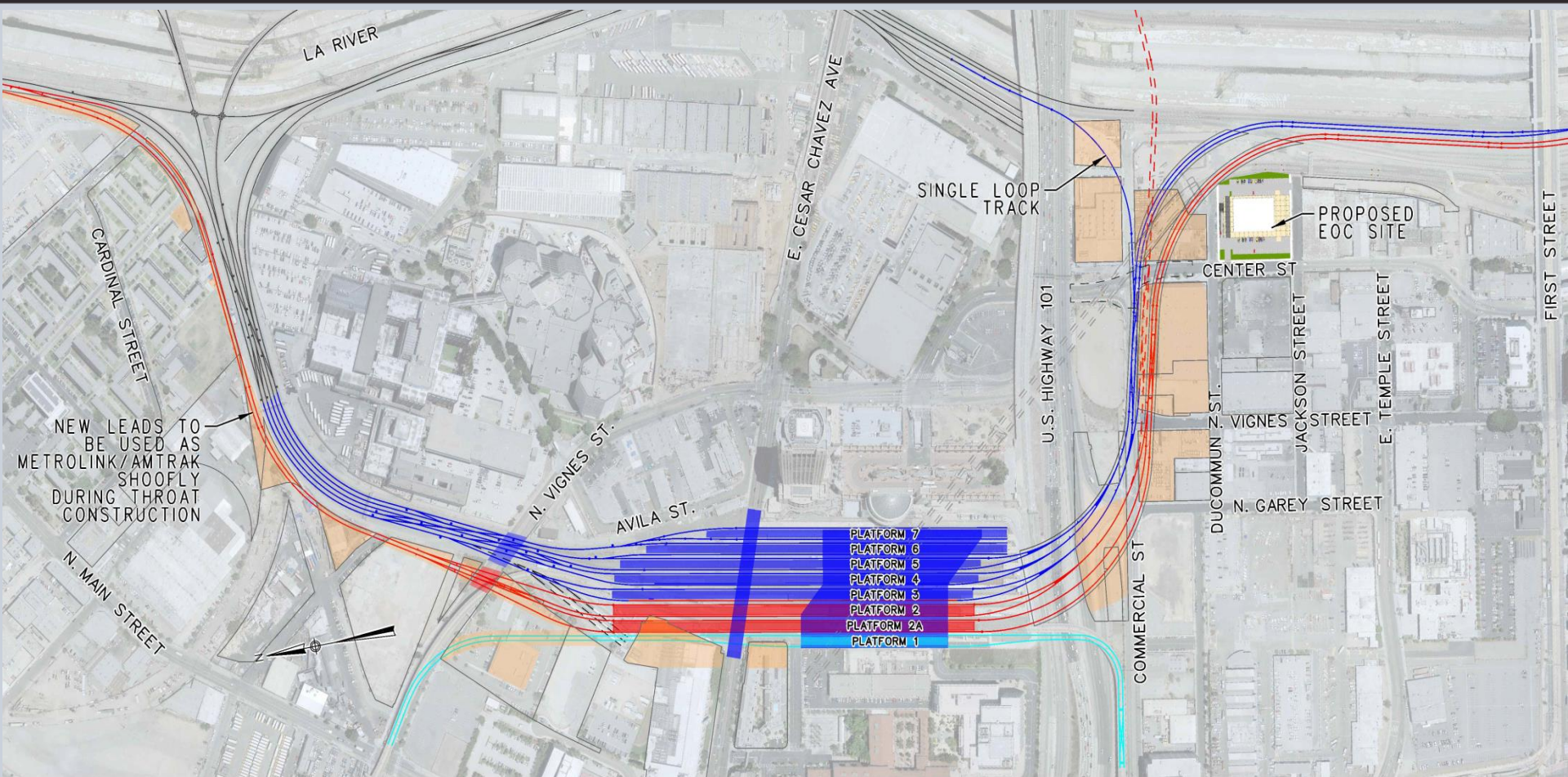
CHSRA has expressed a desire for the following at LAUS:

- Initial operations at LAUS by 2024
- Two (2) dedicated station platforms and 4 tracks at the rail yard
- A track and structure design integrated with SCRIP and the new concourse

HSR Integration Alternative – 1 CHSRA platform and 2 CHSRA tracks (in Phase 1)



HSR Integration Alternative – 2 CHSRA Platforms and 4 CHSRA Tracks (Phase 2)



Board Action

- ▶ Authorize modification of the SCRIP project to include passenger concourse and not preclude HSR within LAUS due to the inter-relationships between projects to maximize project efficiencies
- ▶ Accommodate high speed rail within LAUS as part of the implementation of the LAUS Master Plan.
- ▶ Program \$15,000,000 in already budgeted FY 16 funds for the enhance SCRIP environmental and preliminary engineering work.



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Next Steps for the Board

1. Return to the Board for a negotiated contract modification for the project.
2. Several agreements with the CHSRA will be necessary as the project develops including; Service Plan, Funding Plan, Development Plan, and Funding Agreement. The following preliminary steps are outlined:
 - Preliminary Service Plan June 2016
 - Draft Preliminary Funding Plan December 2016
 - Preliminary Development Agreement June 2017
3. Staff will be coming back to the Board at each step and provide regular updates on the progress of the development of the project.
4. Staff will return to the Board once a funding plan and agreements with CHSRA have been determined.

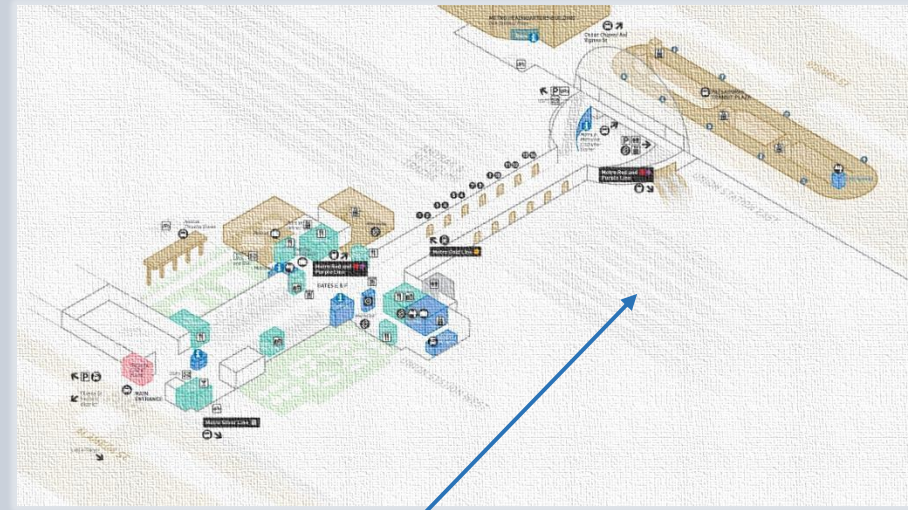
High-Speed Rail in Southern California

- ▶ **Connect to Southern California**
 - Close the passenger rail gap over the Tehachapi Mountains
- ▶ **Connect within Southern California**
 - Bakersfield to Palmdale in 20-25 minutes
 - Palmdale to Burbank in 15-20 minutes
 - Burbank to LA Union Station in 10 minutes
 - LA Union Station to Anaheim in 30 minutes
 - LA Union Station to San Diego in 1 hour, 20 minutes
 - LA Union Station to San Francisco in 2 hours, 40 minutes
- ▶ **Connect to Airports**
 - Palmdale, Bob Hope Airport, Ontario Airport, San Diego Airport
- ▶ **Create Multi-Modal Transportation Hubs**
 - Palmdale, Burbank, LA Union Station, ARTIC
 - Transportation-oriented and sustainable development



HSR Update

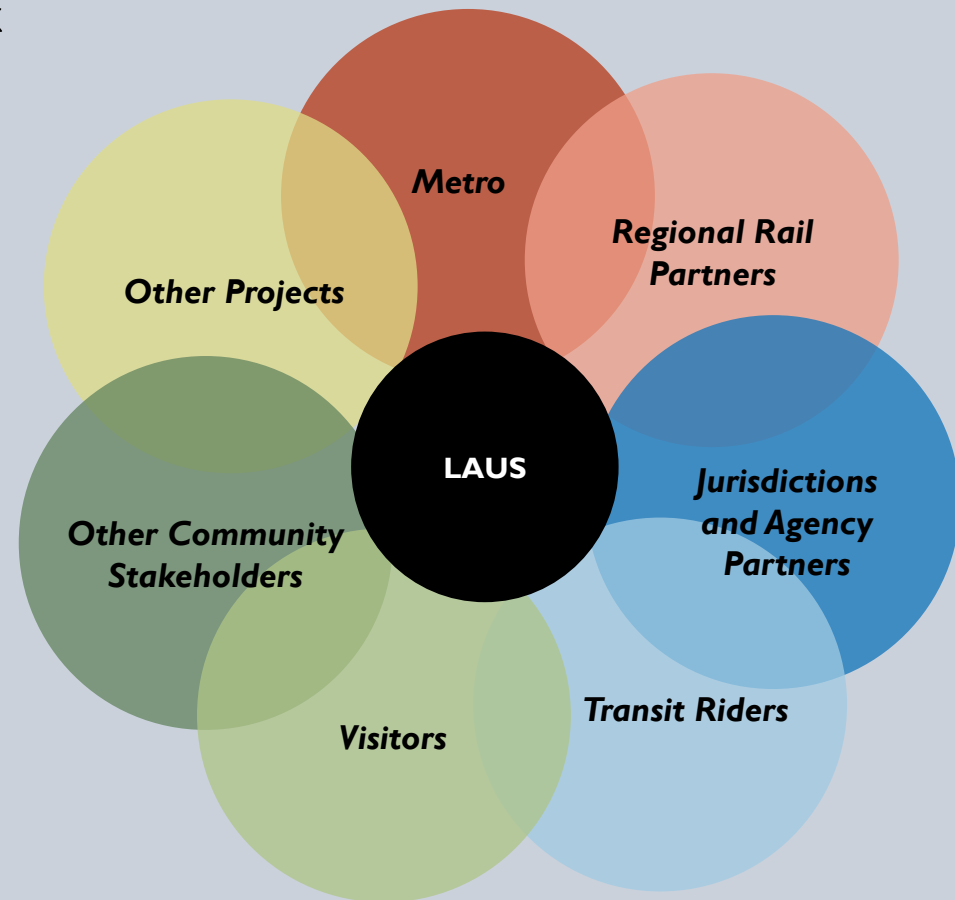
- ▶ Complete Environmental Documents for Burbank to Los Angeles and Los Angeles to Anaheim projects by December 2017
 - Conduct comprehensive public outreach program
 - Achieve SBE goal (30%) in contracting
- ▶ Partner with local transportation providers to expand benefits
 - Connectivity
 - Mobility
 - Jobs, education, and training
 - Transit Oriented Communities
 - Customer experience
- ▶ Cooperatively plan connected service at LAUS
 - Integrate platforms and tracks if possible
 - Meet all SCRIP/Master Plan, HDC, Regional Rail, and transit requirements



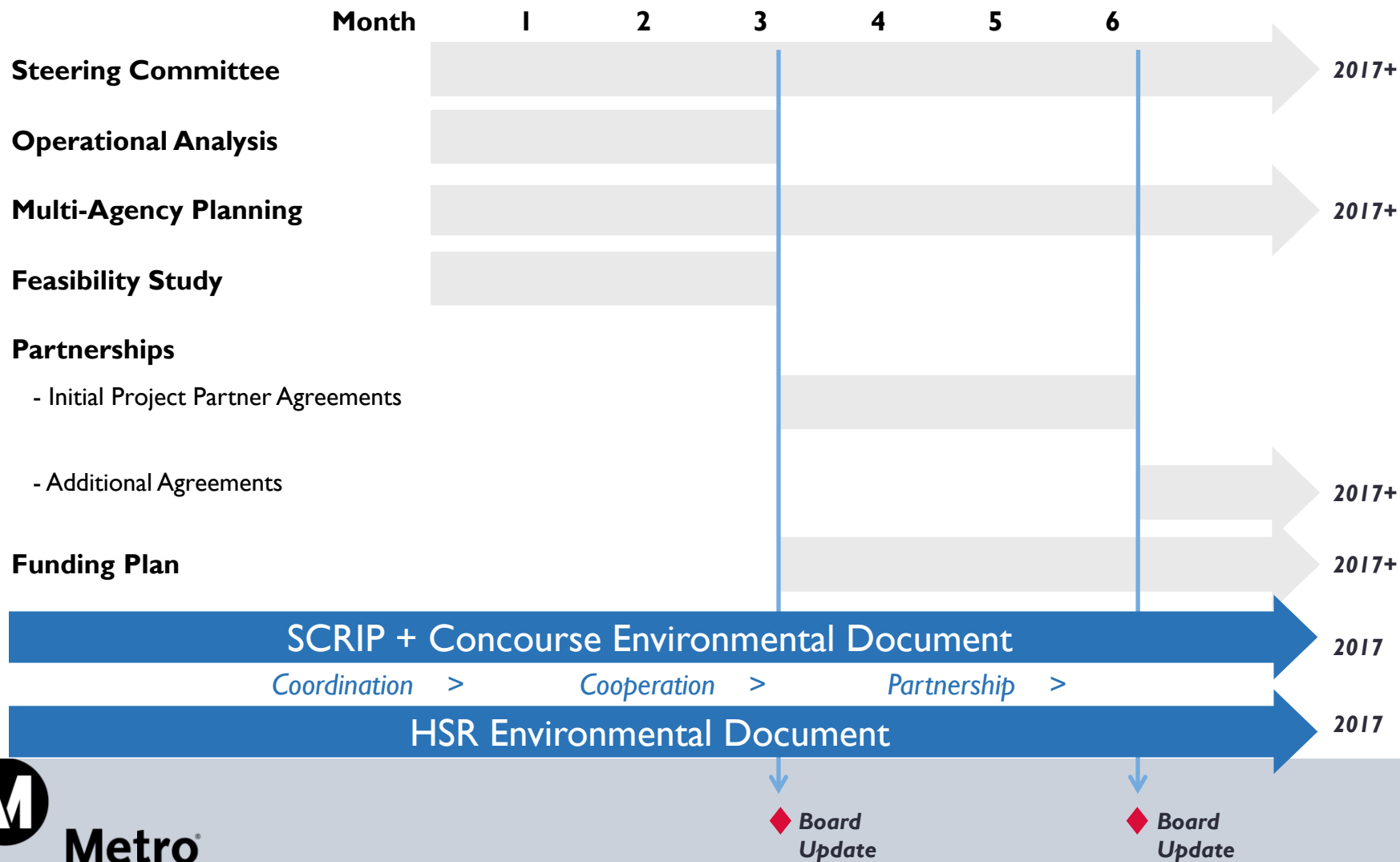
Possible HSR
Integration

Efficiencies Achieved Through Collaboration

- ▶ Each project retains responsibility for clearance and funding of related work efforts
- ▶ Each project relies on the other projects for data and information in order to complete work
- ▶ Additional partnerships with regional rail providers and other community stakeholders will also be required
- ▶ Stakeholder and community outreach required for all documents
- ▶ Common themes and messages will support better public understanding of work and regional benefits
- ▶ Finish more work sooner to reduce cost and deliver benefits by 2024



Sequencing Required Activities Streamlines Delivery



Questions



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