

Metro

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



Agenda - Final

Wednesday, February 14, 2018

2:00 PM

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

Planning and Programming Committee

Jacquelyn Dupont-Walker, Chair

Hilda Solis, Vice Chair

Kathryn Barger

Mike Bonin

Ara Najarian

Carrie Bowen, non-voting member

Phillip A. Washington, Chief Executive Officer

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(ALSO APPLIES TO BOARD COMMITTEES)

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

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CALL TO ORDER**ROLL CALL****APPROVE Consent Calendar Item(s): 15 and 16.****Consent Calendar items are approved by one motion unless held by a Director for discussion and/or separate action.**CONSENT CALENDAR**15. SUBJECT: TRANSIT ORIENTED DEVELOPMENT PLANNING
GRANT PROGRAM**[2017-0625](#)**RECOMMENDATION**

CONSIDER:

- A. AWARDING \$3,080,500 for Transit Oriented Development (TOD) Grants to the 8 recommended jurisdictions as shown in Attachment A;
- B. AUTHORIZING the Chief Executive Officer (CEO) or designee to execute Grant Agreements for funds awarded; and
- C. AMENDING the Round 5 TOD Planning Grant Program Guidelines (Attachment B).

Attachments: [Attachment A - Round 5 Summary and Funding Recommendations](#)
[Attachment B - TOD Planning Grant Program Guidelines](#)
[Attachment C - Funding Table](#)

16. SUBJECT: BLUE LINE FIRST/LAST MILE PLAN[2017-0720](#)**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute Modification No. 5 to Contract No. PS6130400 with Fehr & Peers, for the Blue Line First/Last Mile Plan for feasibility analysis necessary to refine project ideas, in the amount of \$206,285, increasing the total contract value from \$417,302 to \$623,587.

Attachments: [ATTACHMENT A - Procurement Summary](#)
[ATTACHMENT B - Contract Modification Change Order Log](#)
[ATTACHMENT C - DEOD Summary](#)

NON-CONSENT

5. **SUBJECT: I-710 SOUTH EIR/EIS PROJECT** [2017-0849](#)

RECOMMENDATION

ADOPT Alternative 5C as the Locally Preferred Alternative (LPA) for the I-710 South Corridor Project to advance into the Final Environmental Document.

Attachments: [Attachment A Project Description.pdf](#)
[Attachment B - Alternatives Evaluation.pdf](#)
[Attachment C - Community Participation Framework](#)
[Attachment D Programmatic Elements of the Build Alternatives.pdf](#)

(ALSO ON AD HOC CONGESTION, HIGHWAY, AND ROADS COMMITTEE)

17. **SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR** [2017-0859](#)

RECOMMENDATION

CONSIDER:

- A. EXPANDING the northern study options;
- B. RECEIVING AND FILING the:
 - 1. Update on Public Private Partnership procurement; and
 - 2. Status of Transit-Oriented Communities efforts.

Attachments: [Attachment A - Original Northern Alignment Options](#)
[Attachment B - Proposed Additional Northern Alignment Study Options](#)
[Attachment C - WSAB Milestone](#)
[Attachment D - Factors Considered Related to P3 Delivery](#)
[Attachment E - Development of the Business Case](#)
[Attachment F - PP Presentation](#)

18. **SUBJECT: METRO BIKE SHARE** [2017-0892](#)

RECOMMENDATION

RECEIVE oral status update on Metro Bike Share.

Attachments: [Presentation](#)

19. **SUBJECT: ORANGE LINE BUS RAPID TRANSIT IMPROVEMENTS** [2017-0742](#)

RECOMMENDATION

RECEIVE AND FILE update on the status of the environmental clearance,

grade separations, railroad type quad gating, and community outreach for the Metro Orange Line (MOL) Bus Rapid Transit (BRT) Improvements.

- Attachments:** [ATTACHMENT A - Board Motion 15.1](#)
[ATTACHMENT B - 2017 MOL Community Outreach](#)
[ATTACHMENT C - MOL Project Schedule](#)
[Presentation](#)

20. SUBJECT: LOS ANGELES UNION STATION FORECOURT AND ESPLANADE IMPROVEMENTS [2017-0743](#)

RECOMMENDATION

CONSIDER:

- A. CERTIFYING the Final Environmental Impact Report (FEIR);
- B. AUTHORIZING the Chief Executive Officer (CEO) to file a Notice of Determination with the Los Angeles County Clerk and State of California Clearinghouse;
- C. ADOPTING the:
 - 1. Findings of Fact and Statement of Overriding Considerations in accordance with the California Environmental Quality Act (CEQA) and
 - 2. Mitigation Monitoring and Reporting Plan (MMRP); and
- D. APPROVING Alternative 3 as the Preferred Alternative.

- Attachments:** [Attachment A - Notice of Determination](#)
[Attachment B - Project Map](#)
[Attachment C - Summary of Outreach](#)
[Attachment D - Funding Table](#)
[Presentation](#)

22. SUBJECT: UNCONSTRAINED PROJECT ADDITIONS AND REVISIONS TO THE SCAG REGIONAL TRANSPORTATION PLAN [2017-0908](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING the list of additional and revised financially unconstrained projects (see Attachment A) to submit to the Southern California Association of Governments (SCAG) for inclusion in its Regional

Transportation Plan (RTP); and

- B. REQUESTING that SCAG amend the 2016 Regional Transportation Plan (RTP) Strategic Project list to include the project revisions and additions.

Attachments: [Attachment A - Unconstrained Project List 2-2-18 Presentation](#)

Adjournment

GENERAL PUBLIC COMMENT

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



Board Report

File #: 2017-0625, File Type: Program

Agenda Number: 15.

PLANNING AND PROGRAMMING COMMITTEE FEBRUARY 14, 2018

**SUBJECT: TRANSIT ORIENTED DEVELOPMENT PLANNING
GRANT PROGRAM**

ACTION: APPROVE ROUND 5 FUNDING RECOMMENDATIONS AND RELATED ACTIONS

RECOMMENDATION

CONSIDER:

- A. AWARDING \$3,080,500 for Transit Oriented Development (TOD) Grants to the 8 recommended jurisdictions as shown in Attachment A;
- B. AUTHORIZING the Chief Executive Officer (CEO) or designee to execute Grant Agreements for funds awarded; and
- C. AMENDING the Round 5 TOD Planning Grant Program Guidelines (Attachment B).

ISSUE

On March 24, 2015, the Board approved releasing Round 5 of the Transit Oriented Development Planning Grant Program ("Program"). In April 2017, a request for applications was issued with a maximum of \$3,100,000 in funding.

Staff received 12 applications totaling \$5,098,570 in grant funds. The applications were evaluated by a panel that included internal and external evaluators. Staff recommends that the Board fund 8 projects totaling \$3,080,500 and authorize the CEO to execute Grant Agreements with successful applicants.

DISCUSSION

Metro developed the TOD Planning Grant Program in 2011 to spur the adoption of regulatory planning documents that remove barriers to transit-supportive planning. Since then, Metro has funded 35 projects in 29 cities and the County of Los Angeles, totaling \$21.6 million. The Program supports Los Angeles County municipalities in the adoption of transit-supportive regulatory plans. Round 5 continues the funding of transformative land use regulations and the newly created Transit

Oriented Communities Tax Increment Financing Pilot (TOC TIF Pilot) Program, which will fund feasibility studies for eligible cities and/or the County to consider tax increment financing districts around transit stations.

Round 5

Funding for Round 5 was available to the County of Los Angeles, and all cities with regulatory jurisdiction within a one-half mile radius of Metrolink, Metro Rail, or Metro Transitway/Bus Rapid Transit stations and adjacent transit corridors. The Program funds two types of activities:

1. Using the Transit Supportive Planning Toolkit (Toolkit) as the guiding framework, continue to fund the development of regulatory documents (TOD Plans) that result in the elimination of regulatory constraints to transit-supportive planning. These activities include, but are not limited to, new or amended specific plans, ordinances, overlay zones or general plan amendments; transit village development districts; and environmental studies required for adopting the new or amended regulatory documents.
2. Through the new TOC TIF Pilot Program, the Program will fund initial feasibility analyses for the formation of Tax Increment Financing districts in areas around transit stations that have transit-supportive regulatory documents in place or under development.

Staff conducted outreach to local jurisdictions through Metro's Technical Advisory Committee (TAC) and subcommittees and the Councils of Government (COGs) in May 2017. Applications were made available on June 2, 2017, and four application workshops were held in June 2017. The submittal deadline was July 31, 2017.

Evaluation

Round 5 applications were evaluated by two panels that included Metro staff and external public agency representatives. The first panel (TOD evaluation panel) focused on the TOD regulatory planning grant applications (specific plans, overlays, and general plan amendments, for example). The second panel (TOC TIF panel) focused on the new TOC TIF Pilot Program grant applications.

Grant applications were evaluated against the program criteria as identified in the Board-approved Program Guidelines and in the Round 5 grant application. Projects assigned a score of 70 points or higher are eligible for funding. Those projects are indicated in Attachment A by a solid "qualifying" line. Of the 12 applications received, eight received a qualifying score.

The TOD evaluation panel determined that the three applications which scored below the eligibility requirement for funding failed to provide a strong nexus between the proposed work and the subsequent transit-supportive regulatory changes that could lead to increased transit ridership. The three applications requested a total of \$848,470 in funds.

The TOC TIF evaluation panel determined that the grant application that scored below the eligibility requirement for funding did not clearly align with the TOC TIF criteria and did not clearly demonstrate how the proposed project could result in increased transit ridership. The TIF applicant requested a

total of \$350,000 in funds.

After the evaluation process was completed, a cost reduction analysis was prepared to identify ineligible costs based on a review of comparable grants. As a result, project costs that were determined to fall outside the purview of the grant program and/or related to tasks performed in recently adopted planning studies were eliminated. Attachment A provides a summary of the proposers' budgets and the recommended grant award. Metro staff discussed all budget reductions with awardees.

TAC Appeals

All applicants were notified of the preliminary award recommendation on November 17, 2017, and were given two weeks to submit an appeal fact sheet to Metro staff for the TAC meeting held in January 2018. The four unsuccessful Round 5 applicants decided not to pursue an appeal. Staff provided a verbal presentation of the recommendations at the January 2018 TAC meeting.

Round 5 Program Guidelines

The Program Guidelines (Attachment B) will be amended to incorporate two revisions as noted below.

TOC TIF Pilot Program

The first revision calls for providing greater flexibility in the type of TIF programs that the Program can fund. The current Program Guidelines only allow for grant recipients to evaluate creating Enhanced Infrastructure Financing Districts (EIFDs) or Community Revitalization and Investment Authorities (CRIAs). Staff would like to create greater flexibility in the type of TIF programs that grantees can explore.

As an example, in October 2017, Governor Brown signed AB 1568 which creates the Neighborhood Infill Finance and Transit Improvement Act of 2017 (NIFTI). NIFTI authorizes local communities to use their share of local tax dollars to address housing (inclusive of requirement that 20% of district funds are used for affordable housing) and infrastructure needs in infill areas. Staff recommends that the Board amend the Program Guidelines to allow grantees greater flexibility in evaluating TIF Programs that go beyond EIFDs and CRIAs, as they are developed by the state and as they align with Metro's Program goals.

Adjacent Development Review

The second amendment to the Program Guidelines will strengthen the integration of Metro's Adjacent Development Review process, as defined in Section VIII - General and Administrative Conditions in the Program Guidelines. Metro administers an Adjacent Development Review function in which Metro staff evaluates private development projects located within 100 feet of a Metro facility (stations, rights-of-way, maintenance facilities, etc.) across Los Angeles County for potential impacts to Metro operations.

Strengthening the Adjacent Development Review reference in the Program Guidelines will support

early interagency coordination and create greater predictability for development occurring in close proximity to a Metro facility by embedding the procedures in regulatory plans that are funded by the Program. As development activity continues to concentrate along Metro's expanding transportation network, embedding early interagency coordination into the development process, wherever feasible, will be of great benefit to Metro, local agencies, and the development community.

Future Rounds

Round 5 will exhaust all funding identified for the TOD Planning Grant Program. With the Long Range Transportation Plan update underway, as well as the development of an Equity Platform to guide the LRTP and future planning efforts, staff will review the first 5 rounds of the TOD Grant Program, identify best practices, determine how to incorporate additional equity metrics and incentives into potential future rounds, and develop a funding plan for future rounds.

DETERMINATION OF SAFETY IMPACT

There is no negative impact on the safety of our employees and patrons. The Program will advance transit-supportive planning and development policies that improve the integration of transit stations into existing communities and the built environment. This integration supports improved safety for passengers and for Metro operations.

FINANCIAL IMPACT

The Short Range Transportation Plan (SRTP) identified \$24,600,000 in funds for the Program from FY13 through FY19. The program is funded by a combination of Measure R 2% (Metro Rail Capital - System Improvements, Rail Yards, and Rail Cars) and Measure R 3% (Metrolink Capital Improvement Projects within Los Angeles County - Operations, Maintenance, and Expansion). To date, the Board has awarded 35 projects totaling \$21.6 million across the county.

Impact to Budget

The \$3,080,500 recommended for Round 5 will largely exhaust the SRTP funds for the TOD Planning Grant Program. Funding is not available for future rounds.

ALTERNATIVES CONSIDERED

This Board may choose not to approve \$3,080,500 in funding awards and related actions as recommended. We do not recommend this alternative. The Program as designed furthers the Board objectives to advance comprehensive transit supportive planning regulations that facilitate increased transit ridership through compact design, people-centric urban design, and first/last mile improvements. Additionally, funding for the Program is part of the 5-year SRTP.

The Board may choose not to amend the Program Guidelines. Staff does not recommend this alternative. Amending the Program Guidelines will create greater flexibility in evaluating TIF district

formation and will provide grantees and the region with more tools to advance the implementation of transit oriented communities principles near Metro and Metrolink stations.

Additionally, amending the Program Guidelines to strengthen the Adjacent Development Review language will support early, meaningful interagency coordination and create greater predictability for the development community investing near Metro transit facilities. As Metro continues to build out the system, having this embedded into planning processes will continue to be of benefit to all parties involved.

NEXT STEPS

With Board approval, staff will initiate and execute Grant Agreements with Round 5 awardees.

ATTACHMENTS

Attachment A - TOD Planning Grant Program Round 5 Summary and Funding Recommendations

Attachment B - Amended TOD Planning Grant Program Guidelines

Attachment C - Funding Table

Prepared by: Desiree Portillo-Rabinov, Manager, Countywide Planning & Development, (213) 922-3039

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

TOD Planning Grant Program: Round 5
Summary and Preliminary Funding Recommendations

Applicant	Amount Requested	Project Description	Avg Score	Recommended Funding	Stations
El Monte*	\$120,000	TIF District Feasibility and Planning Study	88	\$120,000	El Monte Metrolink Station and El Monte Transit and Busway Station
Azusa*	\$141,000	TIF Feasibility Study for the Azusa TOD Specific Plan Area	87	\$141,000	Azusa Downtown and APU/Citrus College Stations / Metro Gold Line
Los Angeles*	\$499,200	Downtown Los Angeles TIF Feasibility Study	85	\$370,000	Metro Rail, Blue, Gold, Expo, Red, Purple, Silver, Metro Rapid and Local Bus lines
Compton	\$410,000	Compton Mixed-Use Policies: General Plan/Zoning Code Consistency	84	\$410,000	Metro Blue Line: Compton Station
Burbank	\$410,000	Downtown Burbank Metrolink Station TOD Specific Plan and General Update	76	\$410,000	Metrolink Burbank Downtown Station - Serving Antelope Valley Line/Ventura County Line
El Segundo	\$659,500	El Segundo Transit Corridor Plan	73	\$659,500	Metro Green Line Stations: Aviation, Mariposa, El Segundo and Douglas Stations
Pico Rivera	\$390,000	Washington & Rosemead Boulevards Gold Line Eastside Extension TOD Plan	73	\$390,000	Gold Line East Side Extension
Los Angeles	\$1,270,400	Specific Plan for Slauson Avenue Corridor	70	\$580,000	Blue and Silver Line Stations: Slauson & Fairview Heights Stations / Crenshaw/ Slauson Transit Corridor
Total Recommended Funding				\$3,080,500	
Glendora	\$300,000	Glendora Station Area Plan with Overlay Zone	63	\$0	Gold Line Foothill Extension Phase 2B- Glendora Station
Paramount	\$266,400	North Paramount Boulevard Station Gateway Plan	56	\$0	West Santa Ana Branch Transit Corridor
Covina*	\$350,000	Covina Metrolink Station Local TIF Feasibility Study and Overlay Plan	55	\$0	Covina Metrolink Station
South Pasadena	\$282,070	City of South Pasadena Downtown Specific Plan	44	\$0	Gold Line Station South Pasadena Station/
Total Requested	\$5,098,570				

***Tax Increment Financing Pilot Program Applications**

Los Angeles County Metropolitan Transportation Authority

Transit Oriented Development Planning Grant Program Guidelines

Round 5

3/1/2018

I. BACKGROUND AND OBJECTIVES

TOD Planning Grant: Background

Los Angeles County is experiencing a transformational expansion of the public transit system that will dramatically change the options and opportunities that people traveling to, from, or through Los Angeles County will have to get around. The Los Angeles County Metropolitan Transportation Authority (Metro) has a vested interest in planning and investment efforts around transit stations that create an environment that promotes, encourages, and supports transit riders and the interface between public transportation and surrounding communities.

As a result, in 2011 Metro created the TOD Planning Grant Program (Program), a competitive grant program that funds local governments to develop and adopt transit supportive regulations that promote equitable, sustainable, transit-supportive planning.

Transit-supportive places are places where the presence of effective and predictable transit can be enhanced through appropriate patterns and types of development. This can be achieved through practices such as community-scaled density, diverse land use mix, reduced reliance upon private automobiles, and enhanced infrastructure for pedestrians, bicyclists and people of all ages and abilities.

Between 2011 and 2016, Metro released four (4) rounds of the TOD Planning Grant, and awarded \$21.6 million in 35 grants, to 30 cities across LA County.

TOD Planning Grant: Round 5

Transit Supportive Planning Toolkit

In 2016, Metro released the Transit Supportive Planning Toolkit (Toolkit). Funded by a grant from the Strategic Growth Council, and as part of a broader study on Climate Change Adaption Strategies, the Toolkit is a comprehensive research-based resource that includes best practices, tools and case studies that local municipalities can use to advance Transit Supportive Planning in Los Angeles County. The Toolkit identifies 10 characteristics of transit supportive places that collectively are shown to reduce vehicle miles traveled and increase transit ridership (see Attachment A for brief overview). Round 5 of the TOD Planning Grant will require grantees to utilize the Toolkit as a resource and apply the 10 characteristics of transit supportive planning in grant funded efforts. The Toolkit is a web-based program that can be found on Metro's website at <https://www.metro.net/projects/tod-toolkit/>

Transit Oriented Communities (TOC) Tax Increment Financing (TIF) Pilot Program

In 2011, the California State legislature abolished redevelopment and the state's only effective TIF vehicle. Since then, the legislature has created new enabling legislation to support tax increment financing (TIF). Unlike redevelopment, the new TIF programs (EIFDs & CRIAs) cannot include property taxes from education entities (approximately ½ of all property taxes). Property tax contributions from the other taxing entities are voluntary. TIF can be an important tool in the creation of transit

supportive communities, as it can be used to finance infrastructure improvements as well as affordable housing. With Round 5 of the TOD Planning Grant program, Metro is partnering with SCAG to offer funding to municipalities seeking to study the feasibility of forming TIF districts (Enhanced Infrastructure Financing District (EIFD), Community Revitalization and Investment Authority (CRIA), **or similar TIF program**). Study funding may be available to examine areas around transit stations for municipalities that:

- Have adopted or are in progress with creating a transit supportive regulatory environment; and
- **As applicable, measure** favorably against the Southern California Association of Governments (SCAG) online Screening Criteria that can be found at [EIFD/CRIA Technical Assistance Tool](#).

As a partner in this effort, SCAG will provide training on the formation and study of the EIFD and CRIA districts as well as use of their TIF screening tool. The County of Los Angeles will provide support by providing updated and accurate tax assessment and collection information.

II. PROGRAM OBJECTIVES

- Support municipalities in implementing complimentary transit-supportive infrastructure projects and affordable housing.
- Increase transit ridership.
- Increase the number of comprehensive, community-driven transit supportive planning efforts around Metro light rail, Metrolink stations, and Metro Transitway/Bus Rapid Transit stations and adjacent transit corridors in Los Angeles County.
- Improve local and regional efforts that enhance an equitable integration of transportation and community planning.
- Improve the transit network and increase utilization of public transit by reducing the number of modes of transportation necessary to access regional and local transit lines;
- Further the reduction in greenhouse gases through encouraging in-fill development along transit corridors and transit use;
- Support and implement sustainable development principles.
- Increase opportunities to meaningfully engage diverse stakeholders, especially underserved and vulnerable communities, in advancing transit supportive planning efforts across the region.

III. ELIGIBLE APPLICANTS

Cities and the County of Los Angeles with land use regulatory authority:

- Within 1/2 mile of Metro Light Rail, Metrolink Stations and/or Transitway/Bus Rapid Transit stations and adjacent transit corridors in Los Angeles County; and
- Within 1/2 mile of the existing, funded, planned (priority will be given to station area planning efforts that are nearer-term) Metro rail or bus rapid transit stations and/or adjacent transit corridors. Grantees are not required to focus on a circular 1/2 mile radius around a transit facility. Adjacent transit corridors refer to proposed planning areas that are less circular and more corridor-based. Grantees must make the case for the corridor-level approach.

Applicants seeking funds along transit corridors **MUST** demonstrate the corridor's relevancy to the development of transit supportive planning around the station area. The corridor may, for example, connect the station area to significant activity centers, carry significant pedestrian traffic to and from the station area, and/or connect the station area to other areas with significant transit service.

IV. ELIGIBLE ACTIVITIES

Round 5 of the Program offers two categories of activities: (1) Transit supportive regulatory documents, which will result in the elimination of regulatory constraints and the development of regulatory documents that promote transit supportive planning that can be adopted by governing bodies; and (2) TIF Feasibility Studies, which will study the feasibility of pursuing an EIFD, CRIA, **or similar TIF program** within 1/2 mile of Metro Light Rail, Metrolink Stations and/or Transitway/Bus Rapid Transit stations and adjacent transit corridors in Los Angeles County, create a vision/objectives for such a district, and determine the amount of TIF that could be generated under several scenarios. Applicants may apply to one or both of the categories; however, the TIF feasibility study requires that transit supportive land use regulations are already in place or under development, so an applicant cannot apply for the regulatory change and TIF feasibility study in the same area at the same time. Robust and inclusive multilingual community engagement shall be an integral component of all Metro-funded planning efforts.

Transit Supportive Regulatory Documents

Regulatory documents must include a land use component (with corresponding zoning code updates). However, Applicants and Grantees are required to advance comprehensive plans that encompass the 10 Toolkit characteristics to ensure that the region is advancing holistic, transit supportive plans. **Additionally, plans must be consistent with Metro adjacent development requirements as defined in Section VIII.** Eligible Regulatory Documents include, but are not limited to:

- New or amended specific plans;
- New or amended ordinances;
- New or amended overlay zones;

- New or amended general plans;
- Transit Village Development Districts; and
- Environmental studies required to support the new or amended regulatory documents.

TIF Feasibility Studies

- Through the TOC TIF Pilot, Round 5 of the Program will fund TIF Feasibility Studies. Grantees may explore the formation of an Enhanced Infrastructure Financing District (EIFD), a Community Revitalization Investment Authority (CRIA), **or other comparable TIF programs**, including engaging with stakeholders to determine vision and objectives for a TIF district. The Round 5 Grant application includes a sample scope of work for such studies to provide guidance on eligible activities.
- To be eligible, Grantees must (1) demonstrate that a transit supportive regulatory document is in place or under development; (2) show eligibility for a TIF districts (EIFD, CRIA, **or similar**) using the SCAG TIF Screening Criteria (**as applicable**); (3) meet the criteria for TIF formation adopted by the County Board of Supervisors in spring 2017, included as Attachment B; and (4) Priority will be given to the most Disadvantaged Communities as defined by CalEnvironScreen.

V. EVALUATION CRITERIA

Proposals will be evaluated according to the following criteria. The first section applies to regulatory documents (Specific Plans, General Plan Amendments, Overlays, etc.), the second set of criteria apply to TIF Feasibility Studies. More detailed scoring criteria are provided in the grant application.

Transit Supportive Regulatory Documents Criteria

Section 1. Project Scope

a. Project Area/Targeted Communities:

- Concise and clear description of the project area, targeted communities, and specific transit stations and/or corridors the project will impact.
- Clear description of the prominent equity concerns in the community (such as lack of affordable housing, economic development, environmental justice, safety, active transportation needs, public health disparities, and so forth).
- Description of the station and/or corridor significance to the local community and larger region including importance for the transit network and ridership.
- Description of the most pressing barriers to public transportation usage and non-private vehicle multi-modalism (walking, rolling, biking).

b. Regulatory Constraints:

- Clear description of the specific regulatory constraints and/or general land use challenges/ barriers in the project area to advancing an equitable transit supportive planning effort. (Does current zoning support transit-supportive development patterns? Has the jurisdiction adopted a Complete Streets Policy?)
- Description of the regulatory barriers that preclude the jurisdiction from addressing the equity issues identified in Section 1.a.
- Degree to which constraints and barriers are aligned with the Toolkit's 10 characteristics of Transit Supportive Places (i.e. outdated parking requirements, height or density restrictions, incompatible land uses, lack of bicycle and pedestrian access and utilization incentives, etc.).

c. Proposed Regulatory Documents:

- Clear description of the regulatory documents that will require revision and/or new regulatory documents. Documents may include a community's general plan, zoning ordinances, parking codes, specific plans, Transit Village District documents, etc. If General Plan land uses are proposed, a clear description of whether or not zoning code updates will be included should be noted.
- Extent to which regulatory documents promote Program objectives as identified in these Guidelines and the Toolkit and are consistent with Metro Adjacent Development requirements where applicable.

d. Impact of Proposed Regulatory Changes:

- Thoroughness in explaining how the regulatory changes directly mitigate the constraints previously identified; how they will improve community-specific equity concerns; how they will result in an increase in transit-ridership; and how they will improve the overall interface between the public transportation system and the surrounding community.

Section 2. Public Participation

a. Outreach Plan:

- Clear identification of all impacted communities and stakeholders affected by the proposed regulatory changes, including description of key community organizations (advocacy groups, business groups, religious/social organizations, etc.) that will be engaged and the role that they will play in the process.
- Demonstration of a comprehensive and meaningful public participation and outreach program necessary to bring the regulatory changes forward.
- Clear description of how disadvantaged and/or underserved communities will be engaged in the process and the proactive activities that will be undertaken to engage these populations (translators, preparing materials in multiple languages, hosting meetings in the evenings and/or weekends, etc.).

b. Community and Policy Maker Support:

- Demonstration that community stakeholder and policy maker support for the types of regulatory changes being proposed exist. This could be evidenced by prior actions implementing similar changes elsewhere in the community, specific direction by elected officials, letters of support, etc.

Section 3 Future Implementation

a. Opportunity Sites:

- Ability to link regulatory changes with the near term potential for implementing transit supportive projects through the availability of suitable opportunity sites, particularly if controlled by the applicant.

b. Next Steps:

- Demonstration of a well thought out long term plan for building a successful transit supportive area once grant funded regulatory changes are adopted.

Section 4. Project Implementation Plan

a. Project Schedule, Tasks, and Budget:

- Schedule demonstrates the overall approach for project completion and that the project can be completed in 36 months.
- Principle tasks that will be undertaken to complete the project are identified, reasonable, and realistic.
- Overall expenditures (local and grant) as well as expenditures per task are both realistic and highly cost efficient, maximizing the impact of the funds requested.

b. Project Management:

- Clear description of team composition, including the roles and responsibilities of city/county staff and/or consultants.

c. Prior Grant Performance:

Demonstrated performance that does not include:

- Project delays to due unreasonable schedule proposals, and
- Numerous untimely or incomplete quarterly reports and invoices.

TOC TIF Feasibility Studies Criteria

Applicants seeking funding for TIF Feasibility Studies must utilize SCAG's Screening Criteria available at [EIFD/CRIA Technical Assistance Tool](#) to assess TIF District viability and grant program eligibility. SCAG will offer training on this tool as well as technical assistance to applicants. TIF Feasibility Study applications will require data collection from the City, SCAG, the County Assessor, the County Auditor-Controller and, as appropriate, the State Department of Finance.

A. Screening Criteria

Applicants are required to perform an initial screening of their proposed TIF district in order to ensure that the feasibility study is for an area that meets the State's legal requirements and also that has the capacity to generate enough investment and TIF to create the desired impacts. For EIFDs and CRIAs, the TOC TIF grant application will include questions that closely align with the SCAG screening criteria. Interested parties will be required to advise on how their proposed project fares against the screening criteria. The SCAG Screening Criteria will be critical to vetting applications and informing on potential project viability. The screening criteria will be discussed further in a pre-application workshop. An overview is provided below.

1: EIFD/CRIA Successor Agency Prerequisites

- Clear description of any former redevelopment project areas that overlap with the proposed TIF project boundaries.
- If overlap exists, a **Receipt of Finding of Completion** must be secured from the Department of Finance and submitted along with grant application.
- Provide detailed overview of current ROPS obligations (include most recent report submitted to the Department of Finance) and whether the City is producing residual revenues that could be applied toward the EIFD/CRIA. Lack of residual revenues post-dissolution could disqualify a proposed area for lack of property taxes if they are pledged to repay the debts of the former CRA in the foreseeable future.

Resource: City to obtain from the State Department of Finance and City Finance Department

2: Economic Development Potential

Demonstrated potential for economic development and therefore, a financially viable TIF district. This can be demonstrated by identifying underutilized and/or publicly owned parcels, planned projects, and looking at changes in parcel values over time:

- Identify underutilized and/or publicly held properties and planned projects within the study area.
- Clearly describe existing parcel values within the potential project area(s) and any significant changes over time (past 5-15 years).
- Clear demarcation and description (size, location, zoning, current use, obligation status) of publicly held properties within the potential TIF district that can be leveraged for economic development purposes.

Resource: SCAG GIS Land Use Data and Parcel Data (Screening Site)

3: Current Zoning and Density in Project Area

- Clear description of the adopted or in-progress transit supportive regulatory document (Specific Plan, Overlay, etc.) with adoption date. Including:
- The current or proposed zoning and General Plan principles and how they align with the 10 elements of the Transit Supportive Toolkit.
- The nexus with the transportation network,
- Clear description of regulatory principles that lend themselves to TIF district formation (infrastructure, economic development, sustainability, affordable housing, etc.).
- Whether an updated environmental clearance would be required.

Resource: City documents and SCAG GIS data (including General plan, Specific Plans, existing land uses).

4: Project Location and Infrastructure Needs

Proposals must demonstrate a strong and compelling nexus to public transportation and how project implementation will advance accessibility, integration, and usability of the public transportation system. This can be demonstrated by:

- Half-mile from a Metro Light Rail Station, Metrolink Station, and Metro Transitway/Bus Rapid Transit stations and adjacent transit corridors.
- Description the infrastructure needs such as bike and pedestrian improvements with map(s) that shows the project area, transit network, and 'infrastructure need' areas. Data should be gathered from the Metro Active Transportation Strategic Plan.
- Clear description of how a TIF district could improve infrastructure needs, improved connectivity to public transportation, district-scale sustainable infrastructure improvements, and encourage redevelopment of underutilized properties.

Resource: SCAG GIS data, HQT/ TPP/ TPA maps, City documents

5: Potential Infrastructure Financing Solutions

- Using SCAG's Screening Criteria, Projects must demonstrate a Tax Increment Capture Rate of 15 cents (.15) for every dollar (\$1) for the Project Area. Taxing entity proportional shares should be current (redevelopment era shares were pre-ERAF) and come from County Auditor-Controller.
- Clear demonstration of project area viability to secure grant funding to advance early implementation of TIF District activities, such as location in a disadvantaged community, other demographic data, safety statistics, etc.

Resource: SCAG Property Tax Data, GIS Data, TPA, Disadvantaged Community Maps

6: CRIA Eligibility

Clear description of the Project Area's eligibility to form a Community Revitalization Investment Authority (CRIA):

- 80% of land (calculated by census tracts or block groups) must have median household income of less than 80% of statewide median
- Must exhibit at least three of the following conditions:
 1. Non-seasonal unemployment rate 3% higher than statewide median
 2. Crime rates 5% higher than statewide median
 3. Deteriorated or inadequate infrastructure
 4. Deteriorated commercial or residential structures
- Note: AB 2492 (NEW) to qualify under CalEPA designation as disadvantaged community (based on geographic, socioeconomic, public health, environmental factors).

Resource: SCAG Socioeconomic Data, GIS Data, including Disadvantaged Community Maps

B. Project Description and Stakeholder Engagement

Section 1: Project Description

- While a specific, defined boundary for the TIF district would be determined through the feasibility study, applicant must offer a clear, concise description of the targeted geographic area under consideration, the transit station(s) within the area, and the kinds of projects/programs that would be funded if a TIF district were in place
- The application must describe how it has positioned itself to advance a successful TIF district and transit supportive investments, through regulatory plan adoption or proposed plan under development, economic development efforts, early TIF exploration, and/or securing other funding sources to implement transit supportive projects.
- Describe how the proposed TIF district could support increased transit access and ridership. This can be based on anticipated public improvements, new development and community serving facilities, etc.

Section 2: Stakeholder Engagement

a. Outreach Plan:

- Clear identification of impacted communities and stakeholders affected by the proposed TIF district, including description of key community organizations (advocacy groups, business groups, religious/social organizations, etc.) that will be engaged and the role that they will play in the process
- Demonstration of a comprehensive and meaningful public participation and

outreach program necessary to identify support and create a vision/objectives for a TIF district.

- Clear description of how disadvantaged, underserved communities will be engaged in the process and the proactive activities that will be undertaken to engage these populations (translators, preparing materials in multiple languages, hosting meetings in the evenings and/or weekends, etc.).

A panel of LACMTA staff will evaluate all applications. TIF applications may include evaluators from SCAG. Applicants who do not receive award will have an opportunity to appeal to Metro's Technical Advisory Committee following Board of Directors' action on staff recommendations for award. Unsuccessful applicants will receive an email by LACMTA notifying them of the opportunity to appeal. Unsuccessful applicants interested in presenting their appeal should reply to LACMTA's project manager.

***Disclaimer:** Please note that successful award does not imply County participation in future TIF District.*

VI. ELIGIBLE COSTS

Applicants will develop and submit a budget as part of the application. Funds awarded will not exceed the budget submitted and may be less if the key objectives can be achieved at lower costs. Any cost overruns shall be the responsibility of the applicant. The grant can fund:

- a. Both third party consulting costs and internal staff costs for staff directly providing services with respect to the project will be eligible for funding. Such eligible costs shall not include overtime costs.
- b. Costs associated with community outreach may include food, and non-cash incentives. Such proposed expenditures must be approved by Metro in advance of incurring costs.

VII. NON-ELIGIBLE COSTS

- a. Third party consultants and contracted staff costs such as equipment, furniture, rental vehicles, mileage, food, office leases or space cost allocations.
- b. Applicant staff overtime costs, mileage reimbursements, food and use of pool cars.

VIII. GENERAL AND ADMINISTRATIVE CONDITIONS

- a. **Duration of Grant Projects.** Projects' schedules must demonstrate that the projects can be completed, including related actions by the governing body (if any), within 36 months of award.
- b. **Governing Body Authorization.** Completed TOD Planning Grant Program and

TOC TIF Feasibility Study applications must include authorization and approval of the grant submittal and acceptance of award by the governing body, if required, within three months of notification of award.

- c. **Grant Agreement.** Each awarded applicant must execute a Grant Agreement with Metro. The Agreement will include the statement of work, including planning objectives to be achieved, the financial plan reflecting grant amount and any local match, if applicable, as well as a schedule and deliverables. The schedule must demonstrate that the project will be completed within 36 months from the date of execution.
- d. **Funding Disbursements.** The Program is reimbursement-based. Funding will be disbursed on a quarterly basis subject to satisfactory compliance with the expenditure plan and schedule as demonstrated in a quarterly progress/expense report supported by a detailed invoice demonstrating the staff and hours charged to the project, any consultant hours, etc. An amount equal to 5% of each invoice will be retained until final completion of the project and audits. In addition, final scheduled payment will be withheld until the project is complete and approved by Metro and all audit requirements have been satisfied. All quarterly reports will be due on the last day of the months of October, January, April, and July. Project expenditures that reach 75% of grant budget will be put on suspension when they are behind in submitting a series of quarterly reports and deliverables. Grantees are responsible for submitting on-time completed quarterly reports and invoices. Reports that are delayed or incomplete will result in payments being suspended until the work is on schedule and deliverables are provided according to the Scope of Work and Attachment A.
- e. **Audits.** All grant program funding is subject to Metro audit. The findings of the audit are final. At the Project Manager's discretion, informal audits will be administered by the project manager for grant awards under \$750,000. Grant awards above the \$750,000 threshold will be assigned a formal audit.
- f. **Contract Management.** Program and contract grant management shall be administered by the City staff. City staff must clearly define roles of staff administration and management and may budget through the grant to hire contract staff to assist in managing the program. The contractor or consultant must be defined in the grant application and scope of work. Contractor or consultant staff shall not be associated with the hiring of consultants to perform the development of the regulatory documents.
- g. **Design Guidelines.** Program outreach activities will adhere to Metro's logo and design requirements and standards by clicking on the following link:
https://media.metro.net/projects_studies/tod/images/Metro_Logo_Guidelines.pdf
- h. **Metro Adjacent Development Review Process. To ensure that future development in the vicinity of Metro's right-of-way (ROW) is designed and constructed to allow for continuous safe operations of the transit network, the Grantee shall comply with the Metro adjacent development review process as outlined in the Grant Agreement.**

- i. **Program Conditions-** Delivery of draft work products at significant milestones and quarterly project briefings will be coordinated with Metro grant administrator.
- Grant recipients are required to share their proposed draft RFP, draft consultant contract and draft regulatory documents to Metro project staff prior to City approval.
 - Quarterly briefings will be conducted with Metro staff throughout the project schedule at significant milestones, i.e., kick off meetings, draft documents, outreach events and committee approvals, etc.
 - Grantee shall demonstrate that it can meet project milestones and stay within the budget identified in the Grant Agreement. If at the time Grantee has expended seventy-five percent (75%) of the Grant Funds and Grantee has not demonstrated that the work is sufficiently complete consistent with Grant Agreement, LACMTA's Project Manager will notify Grantee's Project Manager through written notice that payments will cease until a mutually agreed-to cost control plan is in place. In the case of insufficient funds to complete the Project, no further payments will be made and Grantee will identify and secure additional funds to complete the project identified in Attachment A.

IX Deobligation of Funds. Grantee must demonstrate timely use of the funds and effective implementation of project scope of work by:

- a. Executing the Agreement within sixty (60) days of receiving formal transmittal of the Agreement from LACMTA.
- b. Meeting the Project milestone and deliverable due dates as stated in the Project Schedule and Budget, and Scope of Work.
- c. Timely submitting of the Quarterly Progress/Expense Reports as defined in Part II, Section 2 of the Agreement and the Reporting and Expenditure Guidelines; and
- d. Expending funds granted within thirty-six (36) months from the date the Grant Agreement is fully executed.
- e. Procuring contract/consultant to complete grant Scope of Work within six (6) months of agreement execution with LACMTA.
- f. Notifying LACMTA as soon as grantee is aware of any changes and circumstances which alter the eligibility of the Board approved project.

In the event that timely use of funds and effective implementation of the project scope of work is not demonstrated, the Project will be reevaluated by LACMTA as part of its annual budget recertification of funds/TOD Planning Grant Program deobligation process and the Funds may be deobligated and reprogrammed to another project by the LACMTA Board of Directors. Prior to LACMTA Board of Directors' action to deobligate funds, Grantees recommended for deobligation will

have an opportunity to appeal to Metro's Technical Advisory Committee. Grantees will receive a letter by LACMTA notifying them of the opportunity to appeal. Grantees interested in presenting their appeal should reply to LACMTA's project manager.

Administrative extensions may be granted under the following conditions:

- a. Project delay due to an unforeseen and extraordinary circumstance beyond the control of the project sponsor (legal challenge, act of God, etc).
- b. Project delay due to an action that results in a change in scope of work or project schedule that is mutually agreed upon by LACMTA and the project sponsor prior to the extension request.
- c. Project fails to meet completion milestone, however public action on the proposed regulatory change(s) has been scheduled and noticed to occur within 60 days of the scheduled completion milestone.
- d. Administrative time extensions longer than 6 months will require a formal written amendment of the grant agreement.

Informal administrative amendments may be granted under the following conditions:







- a. Project that requires a one-time 6-month time extension based on the Administrative extensions conditions noted above may be eligible for an informal administrative approval. Informal administrative approval will be provided via a signed letter from Metro Project Manager. The Metro Project Manager must secure concurrence from the Senior Executive Officer.





Upon full execution of agreement, Grantee has committed to having the staffing necessary to fulfill the scope of the project. Therefore, inadequate staffing shall not be considered a basis for administrative extensions or appeal of deobligation of funds.

If Grantee does not complete an element of the Project, as described in the Scope of Work, due to all or a portion of the Funds lapsing, the entire Project may be subject to deobligation at LACMTA's sole discretion. In the event that all the Funds are reprogrammed, the Project shall automatically terminate.

ATTACHMENT A

Transit Supportive Planning Toolkit

10 Transit Supportive Planning Elements			
 <p>Compact Design</p>	<p>Higher density, especially within a quarter or half mile of a transit facility, can impact travel behavior by providing more opportunities to live in close proximity to transit.</p>	 <p>Complete Neighborhoods</p>	<p>Complete neighborhoods include a variety of housing options, retail and commercial services, and community services. Complete neighborhoods bring land uses and amenities closer together, reduce travel distances, and allow for more non-automobile trips.</p>
 <p>Street & Network Connectivity</p>	<p>Well-connected streets and non-automobile networks bring destinations closer together, reduce travel distances, and improve pedestrian and bicycle access to adjacent areas and uses.</p>	 <p>Site Layout, Parking Layout & Building Design</p>	<p>Placing building towards the edges of streets and public spaces help create walkable urban environments.</p>
 <p>Affordable Housing</p>	<p>Low-income residents often have some of highest rates of transit ridership. Adding new affordable housing near transit can improve access to employment, health care, and education opportunities and reduce commuting cost for low-income families.</p>	 <p>Commercial Stabilization, Business Retention & Expansion</p>	<p>Commercial stabilization measures can help protect and encourage existing small, local businesses that serve the needs of neighborhood residents.</p>

 <p>Transit Prioritization, Accessibility & Area Design</p>	<p>Prioritizing transit and active transportation as the first and highest priority of a circulation network may result in increased transit service, through better travel times and speeds, which can result in significant transit ridership improvements.</p>	 <p>Parking Management</p>	<p>Efficient parking management can reduce the parking supply needed, allowing an increase in land use intensity, mix of uses, wider sidewalks, and bike networks.</p>
 <p>Transportation Demand Management</p>	<p>TDM strategies influence a variety of factors to encourage greater transportation system efficiency, including trip mode, trip timing, travel safety, and trip cost.</p>	 <p>Pedestrian & Bicycle Circulation</p>	<p>Adding pedestrian and bicycle amenities to station areas and connecting those facilities to the surrounding area can create a more accessible transit environment, encouraging new riders.</p>

Attachment C: Funding Table

Project Cost \$	\$3,080,500
Cost Type	Actual Cost

Revenue

Funding Source	Type	Amount	Status
Local	Measure R 2% (Metro Rail Capital System Improvement) & 3% (Metrolink Capital Improvement projects)	\$3,080,500	Approved in SRTP.
	Metro Local	\$0	N/A
Total Revenue		\$3,080,500	

**Board Report**

File #: 2017-0720, **File Type:** Contract**Agenda Number:** 16.

**PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 14, 2018****SUBJECT: BLUE LINE FIRST/LAST MILE PLAN****ACTION: APPROVE CONTRACT MODIFICATION****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute Modification No. 5 to Contract No. PS6130400 with Fehr & Peers, for the Blue Line First/Last Mile Plan for feasibility analysis necessary to refine project ideas, in the amount of \$206,285, increasing the total contract value from \$417,302 to \$623,587.

ISSUE

Metro is nearing completion of the Blue Line First/Last Mile Plan (Plan) and has begun contemplating funding sources to implement the Plan. The State Active Transportation Program (ATP) Cycle 4 grant for 2018 is an opportunity to seek funding to implement components of the Blue Line First/Last Mile Plan. Feasibility analysis is necessary to further refine project ideas in the Plan for funding opportunities. A contract modification is necessary to develop required grant submittal materials.

DISCUSSION

In October 2016, Metro began working on the Plan, which is anticipated to be completed in February 2018. The Plan was developed in tandem with community-based organizations representing the communities along the Blue Line. The ATP Cycle 4 is an opportunity to seek funding to implement first/last mile projects for the Blue Line, per the Plan. While final guidelines have not yet been issued for ATP Cycle 4 application process, we expect that applications will be due in June 2018, based on draft guidelines. Also, based on draft guidelines and past ATP funding cycles, we anticipate that materials will be needed for the grant application that are beyond the scope of the Plan. To take advantage of this funding opportunity and meet the anticipated application deadline, we recommend engaging the current consultant working on the Plan to further refine the project list and develop application materials.

Additional work to be completed through the contract modification includes a process to prioritize and select projects included in the Plan, as well as additional feasibility analysis. This work will enable greater certainty on funding estimates for individual projects that will be included in the grant application, improve competitiveness, and better position local agency partners to successfully implement the Plan.

In addition, Metro seeks to learn from the innovative community engagement strategy employed in developing the Plan, which relied on Community Based Organizations to support engagement efforts. A “lessons learned” component will support other Metro planning efforts as well as Metro’s efforts to incorporate equity into the Long Range Transportation Plan.

In sum, this contract modification would include:

- revisions to draft plan documents to address comments from municipalities
- a process to facilitate prioritization of projects for the anticipated grant application
- feasibility analysis for prioritized projects
- preparation of refined cost estimates
- documentation of lessons learned on the project, focused on innovative community engagement and achieving equitable outcomes

FINANCIAL IMPACT

The modification will be accommodated by transfer to the project budget from available FY18 funding in Project 450009, Sustainable Transp Demo within Cost Center 4340, First/Last Mile Planning.

Impact to Budget

The funding sources are Propositions A, C, and Transportation Development Act Administration, which are not eligible for bus and rail operating or capital expenses.

ALTERNATIVES CONSIDERED

The Board could consider not approving the contract modification. This is not recommended because it would result in the inability to submit a competitive grant application or no grant application at all for ATP Cycle 4 to implement first/last mile improvements around Blue Line stations.

NEXT STEPS

Upon Board approval, staff will execute Modification No. 5 to Contract No. PS6130400 with Fehr & Peers and begin work on the feasibility analysis and necessary deliverables.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary

Prepared by: Katie Lemmon, Manager, Transportation Planning, Countywide Planning
& Development, 213-922-7441

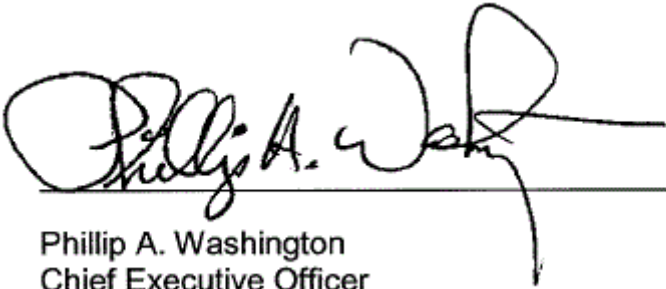
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Therese W. McMillan, Chief Planning Officer, (213) 922-7077



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

METRO BLUE LINE FIRST/LAST MILE PLAN / PS6130400

1.	Contract Number: PS6130400		
2.	Contractor: Fehr & Peers		
3.	Mod. Work Description: Supplemental work to conduct feasibility analysis necessary to further refine project ideas in the plan for funding opportunities.		
4.	Contract Work Description: Metro Blue Line First /Last Mile Plan Project		
5.	The following data is current as of: 01/29/2018		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	10/04/2016	Contract Award Amount: \$317,650
	Notice to Proceed (NTP):	10/04/2016	Total of Modifications Approved: \$99,652
	Original Complete Date:	12/04/2017	Pending Modifications (including this action): \$206,285
	Current Est. Complete Date:	08/15/2018	Current Contract Value (with this action): \$623,587
7.	Contract Administrator: Angela Mukirae		Telephone Number: (213) 922-4156
8.	Project Manager: Katherine Lemmon		Telephone Number: (213) 922-7441

A. Procurement Background

This Board Action is to approve Contract Modification No. 5 to conduct feasibility analysis necessary to further refine project ideas in the plan for funding opportunities. This Contract Modification also extends the period of performance by five and a half months, through August 15, 2018.

This Contract Modification was processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

On October 4, 2016, firm fixed price Contract No. PS6130400 was awarded to Fehr & Peers in the amount of \$317,650 for the Metro Blue Line First/Last Mile Plan project.

Refer to Attachment B – Contract Modification/Change Order Log.

B. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon the existing contract rates, an independent cost estimate (ICE), technical analysis, cost analysis and fact finding. All direct labor rates and fee remain unchanged from the original contract

Proposal Amount	Metro ICE	Modification Amount
\$206,285	\$208,585	\$206,285

CONTRACT MODIFICATION/CHANGE ORDER LOG

METRO BLUE LINE FIRST/LAST MILE PLAN / PS6130400

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Task 4.3.1 Blue Line Plan Engagement Events	Approved	9/6/2017	\$15,000
2	Task reallocation from optional tasks 2.3, 3.2, 4.1.1, 4.3.3 and 6.3 to Task 6 recommendations and area prioritization	Approved	10/17/17	\$0
3	Scope Augmentation from Task 4, Innovative community engagement events to Task 6, recommendations and area prioritization	Approved	11/17/17	\$84,652
4	No Cost Period of Performance extension through February 28, 2018.	Approved	12/5/17	\$0
5	Supplemental work to conduct feasibility analysis necessary to further refine project ideas in the plan for funding opportunities and extending the period of performance through August 15, 2018.	Pending		\$206,285
	Modification Total:			\$305,937
	Original Contract:	10/4/16		\$317,650
	Total:			\$623,587

DEOD SUMMARY

BLUE LINE FIRST/LAST MILE PLAN / PS6130400

A. Small Business Participation

Fehr & Peers made a 21.02% Small Business Enterprise (SBE) and 3.78% Disabled Veteran Business Enterprise (DVBE) commitment. The project is 64% complete. Fehr & Peers is exceeding their commitment with a current participation of 38.30% SBE and 4.44% DVBE.

Small Business Commitment	21.02% SBE 3.78% DVBE	Small Business Participation	38.30% SBE 4.44% DVBE
----------------------------------	----------------------------------	-------------------------------------	----------------------------------

	SBE Subcontractors	% Committed	% Participation
1.	Here Design	21.02%	38.30%
	Total	21.02%	38.30%

	DVBE Subcontractors	% Committed	% Participation
1.	Proforma DVE Global	3.78%	4.44%
	Total	3.78%	4.44%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this Contract.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2017-0849, File Type: Program

Agenda Number: 5.

**AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE
PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 14, 2018**

SUBJECT: I-710 SOUTH EIR/EIS PROJECT

ACTION: ADOPT LOCALLY PREFERRED ALTERNATIVE

RECOMMENDATION

ADOPT Alternative 5C as the Locally Preferred Alternative (LPA) for the I-710 South Corridor Project to advance into the Final Environmental Document.

BONIN AMENDMENT that Staff returns to the Board for approval of a list of the green-lighted early action projects with a corresponding analysis of:

- a) Safety benefits;
- b) Mobility enhancements;
- c) Air quality improvements; and
- d) Displacement avoidance strategy commitments.

KUEHL AMENDMENT: would like to see a program that uses Metro's Local Hire and Project Labor Agreement

FASANA AMENDMENT: need ExpressLanes on the 710 and report back on how to dedicate more lanes to Zero Emission vehicles.

ISSUE

The Draft Environmental Document (DED) for the I-710 South Corridor Project was re-circulated for public review on June 21, 2017. The Project alternatives (illustrated in Attachment A) evaluated in the Recirculated Draft Environmental Report/Supplemental Draft Environmental Statement (RDEIR/SDEIS) were revised to reflect community and agency input received during the first circulation of the DED in 2012 and Metro Board Motion 22.1 (2015), which added primarily non-freeway improvements to the Project and several mitigation and policy considerations. The RDEIR/SDEIS was circulated for 90 days and received close to 2,300 comments (188 individual entries). Based on public input and a performance evaluation of the two build Project alternatives (Attachment B), including benefits and financial feasibility, it is the recommendation of staff to proceed with Alternative 5C as the Locally Preferred Alternative (LPA) to advance to the Final

Environmental Document.

DISCUSSION

Background

The environmental studies for the I-710 South Corridor Project started in 2008 to address significant traffic congestion and safety issues resulting from increasing traffic volumes and infrastructure deficiencies. Metro, in partnership with Caltrans, Gateway Cities Council of Governments (GCCOG), Port of Los Angeles, Port of Long Beach, Southern California Association of Governments and the I-5 Joint Powers Authority (collectively, the Funding Partners) completed project scoping, alternatives analysis and other technical work in early 2011, leading to the preparation of the environmental document and preliminary engineering for the I-710 Corridor Project. The development of the DED was guided by a public outreach framework (see Attachment C), focused on series of advisory committees formed to allow for significant public input at every step of the technical analysis process.

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

In early 2013, the Project Team, consisting of Metro, Caltrans and the GCCOG, decided that re-evaluation of the Project Alternatives and re-circulation of the Draft EIR/EIS were necessary to address: 1) changes in the Port's growth forecast scenarios and initial assumptions made about the future distribution of truck trips in Southern California; 2) significant right of way requirements, for the original design, identified in the DED that could potentially make the project infeasible; and 3) a proposal by the Coalition for Environmental Health and Justice (CEHAJ) for consideration of a new alternative to be added to those considered in the DED.

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

Alternative 5C - widen I-710 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. The cost of Alternative 5C is estimated at \$6 billion. This alternative includes provisions for encouraging use of clean technology trucks.

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. The cost of Alternative 7 is estimated at \$10 billion.

Both Project alternatives include programs to address issues not directly related to the freeway. These include: Near Zero/Zero Emission Truck Technology Deployment Program, Community

Benefits Grant Program, Congestion Relief Program and a Transit Enhancements Program. Detailed descriptions of these programs are provided in Attachment D.

In October 2015, and after extensive coordination and collaboration with a variety of stakeholders, the Board approved Motion 22.1. This Motion directed staff to evaluate additional scope elements under Alternatives 5C and 7 in the Project EIR/EIS. This work was completed in mid-2016 and the Project Team began the preparation of the Recirculated Draft EIR/Supplemental DEIS (RDEIR/SDEIS).

The RDEIR/SDEIS was released for public review on June 21, 2017. The review period was extended to 90 days. Three public hearings were held in Long Beach, Commerce, and Paramount for comprehensive coverage of the entire 19 mile corridor. Two additional community meetings were held in East Los Angeles and Long Beach during the circulation period at the request of local jurisdictions. Approximately, 2,300 comments including written comments, formal letters, emails, speaker/comment cards, verbal testimonies, and online submittals were received on the RDEIR/SDEIS by Caltrans prior to the close of the public comment period on October 23, 2017. The two most cited concerns in the comments were the need for zero emissions trucks and the need to reduce/eliminate right of way impacts. All comments received during the public comment period will be addressed in the I-710 South Final EIR/EIS.

During the environmental process, the Project Team held more than 350 meetings and/or briefings with the I-710 advisory committees (see Attachment C), community groups/organizations, members of the public and elected officials.

Considerations

In developing a recommendation for a Locally Preferred Alternative, the Project Team considered: 1) input gathered from public comments and I-710 advisory committees; 2) how well each alternative addresses the purpose and need of the Project; 3) the technical and financial feasibility (affordability); 4) environmental impacts and; 5) ability to deliver community benefits in the short term.

Findings

A detailed performance evaluation of the two build Project alternatives has been completed. A summary of the results of this evaluation is provided in Attachment B. Based on this evaluation, the Project Team identified Alternative 5C as the recommended Locally Preferred Alternative because it would clearly accomplish the purpose and need of the project, offers a significant number of benefits, and has significantly less impacts than Alternative 7. Even though full funding for Alternative 5C is not currently available, Metro and Caltrans have adequate funding to support accelerated implementation of initial stages (early action projects) while additional funding becomes available. Alternative 5C can be easily constructed in stages that have independent utility, whereas the majority of the benefits of Alternative 7 are associated with a proposed Freight Corridor that cannot be constructed in stages that would have independent utility.

The Locally Preferred Alternative recommendation was vetted through the various I-710 advisory

committees between December 2017 and January 2018. The I-710 Technical Advisory Committee (TAC) voted to recommend Alternative 5C as the Locally Preferred Alternative, with a note that Metro will work with the corridor cities regarding viable design refinements and to maximize the air quality benefits including the I-710 NZE/ZE Truck Program. The I-710 Corridor Advisory Committee (CAC) did not have consensus on one particular alternative; instead they approved two separate recommendations: 1) Support moving forward with Alternative 5C as the Locally Preferred Alternative and 2) Not moving forward with the selection of a Locally Preferred Alternative until all elements of Motion 22.1 are completed and incorporated into the EIR/EIS analysis. The Project Development Team presented documentation supporting satisfaction of all requirements of Motion 22.1 applicable to the environmental process. Some Motion 22.1 requirements, by their own nature, will need to be addressed in future phases of project development. For example, a requirement for a Project Labor Agreement will be addressed in the construction phase. The I-710 Project Committee (PC) received a presentation on the Project Development Team's recommendation as well as the recommendations from the TAC and CAC. The PC voted to receive and file the reports and did not make a recommendation on a Locally Preferred Alternative. A meeting of the I-710 Executive Committee was planned in early February but was cancelled due to lack of quorum. Following the structure for review process defined at the outset of the environmental phase of this project, the recommendation for the Locally Preferred Alternative is being presented to the Board for adoption.

Caltrans is the lead agency responsible for compliance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). Under CEQA, Caltrans will certify that the I-710 South Project complies with the requirements of CEQA, prepare Facts and Findings, and if necessary, prepare a Statement of Overriding Considerations (SOC) for impacts that cannot be mitigated below a level of significance; and certify that the Findings and SOC have been considered prior to project approval. Caltrans will then file a CEQA Notice of Determination (NOD) with the State Clearinghouse that will identify whether the I-710 South will have significant impacts, if mitigation measures were included as conditions of project approval, findings were made, and an SOC was adopted.

Under NEPA assignment, Caltrans, as lead agency, will document and explain its decision regarding the selected Preferred Alternative, the project impacts, and mitigation measures in a Record of Decision (ROD).

In Spring of 2018, the Project Team will work with the cities along the I-710 Corridor to identify initial construction stages ("early action projects") based on independent utility, benefits, costs and impacts as well as to define integrated (roadway improvements and program elements) packages based on funding availability. A Final EIR/EIS is expected by summer 2018.

DETERMINATION OF SAFETY IMPACT

The recommended Locally Preferred Alternative for the I-710 South Corridor EIR/EIS will have no impact on the safety of Metro's patrons or employees or the general public.

FINANCIAL IMPACT

For FY18, \$7,925,000 has been budgeted in Highway Program Cost Center 4720, Project 462316, (I-

710 South EIR/EIS), Task 5.2.100, Account 50316 (Services Professional/Technical). Since this is a multi-year project, the Project Manager, the Cost Center Manager and the Senior Executive Officer, Program Management - Highway Program will be responsible for budgeting the remaining costs in future fiscal years.

Impact to Budget

The source of funds for this project is 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 adopt a Locally Preferred Alternative and/or proceed with completing the environmental document for the Project. This alternative is not recommended as it would be contrary to prior Board directions and Metro's intent to proceed with implementation of much needed improvements along the I-710 Corridor.

NEXT STEPS

The Locally Preferred Alternative will be forwarded to Caltrans for consideration and adoption as the Preferred Alternative. Upon adoption of the Preferred Alternative by Caltrans, the Project Team will:

- 1) Secure additional funds to complete the Final EIR/EIS. Staff is working to finalize the scope of work and cost estimate to complete this work and will request Board authorization in April 2018 to amend the existing professional services contracts supporting this project.
- 2) Coordinate with regional partners and local and State air agencies to refine and enhance the I-710 Zero and Near Zero Emissions Truck Program.
- 3) Identify initial construction stages ("early action projects") based on independent utility, benefits, costs and impacts and defining integrated packages (Roadway Improvements, and Programmatic Features) based on funding availability
- 4) Prepare a Final EIR/EIS to address all comments received during the public review process in accordance with NEPA and CEQA guidelines and mandates. It is anticipated the Final EIR/EIS will be signed by summer 2018 and that Caltrans will certify the project by filing the NOD and ROD.
- 5) Prepare scope of work and estimates for the release of Request for Proposals for Final Design on selected early action projects.

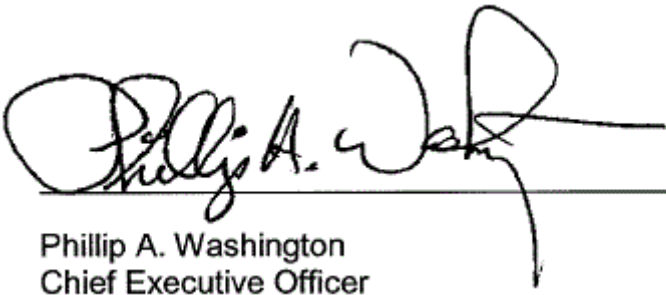
Staff will report back to the Metro Board of Directors in September 2018 to adopt the final environmental document.

ATTACHMENTS

Attachment A - Project Alternatives
Attachment B - Alternatives Evaluation Matrix
Attachment C - Community Participation Framework
Attachment D - Program Descriptions

Prepared by: Ernesto Chaves, Sr. Director, Highway Program (213) 418-3142
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Bryan Pennington, Deputy Chief Program Management Officer (213) 922-7449

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



Phillip A. Washington
Chief Executive Officer

I-710 South Corridor Project Alternatives

Alternative 1: Conditions without the Project
(No Build)

Alternative 5C: Modernizes and Widens the I-710
Freeway

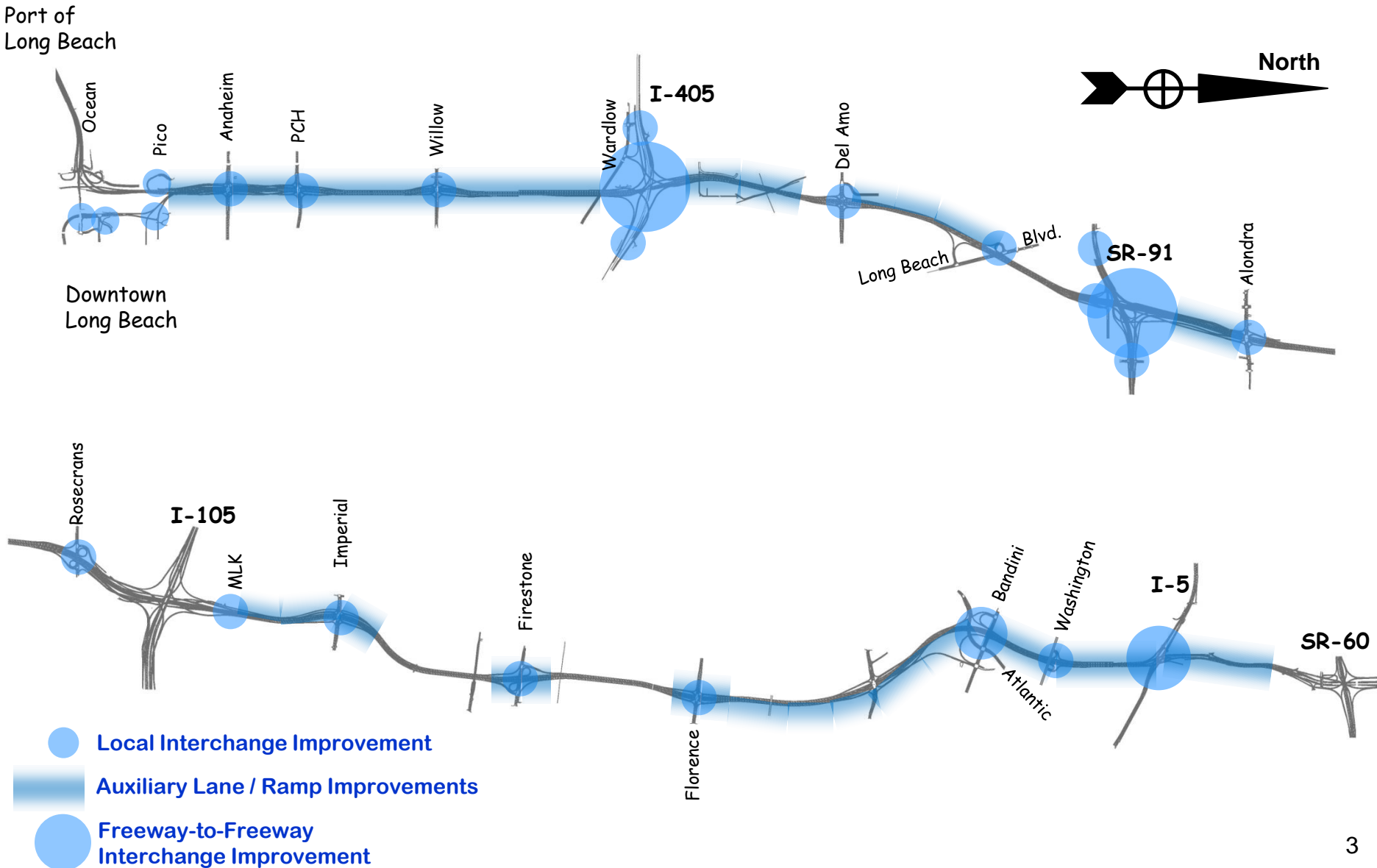
Alternative 7: Modernizes I-710 and Adds “Clean
Emissions” Freight Corridor

I-710 South Build Alternatives

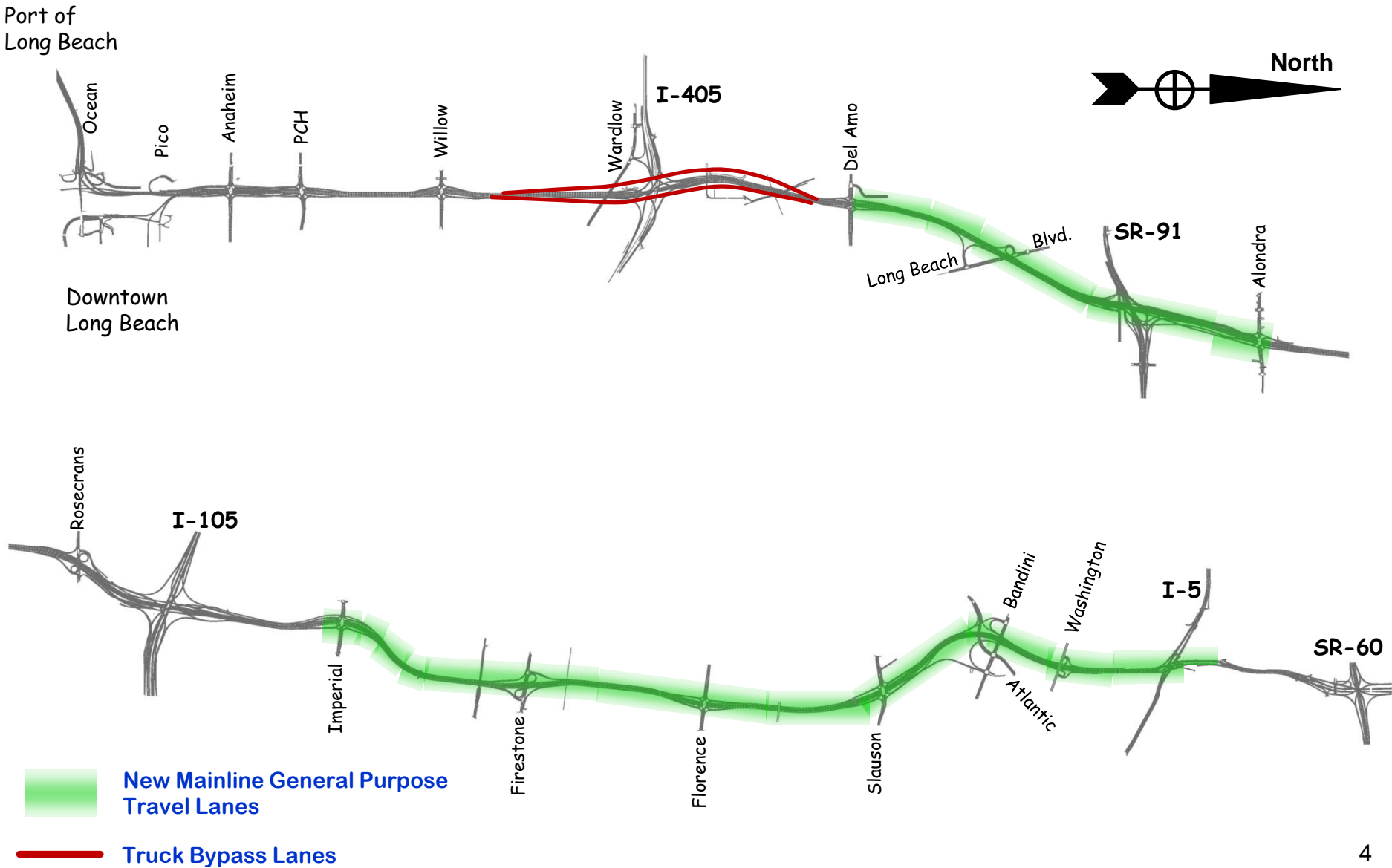
Both Alternative 5C and Alternative 7 include:

- Maximum Goods Movement by Rail
- TSM/TDM/ITS Improvements
- Transit Improvements
- Active Transportation Improvements (Bike / Ped. Connections)
- Consideration of a Public-Private Partnership (PPP) for Financing, Delivery, and Operation
- I-710 Zero-/Near Zero- Emissions Truck Deployment Program
- I-710 Community Health & Benefit Program

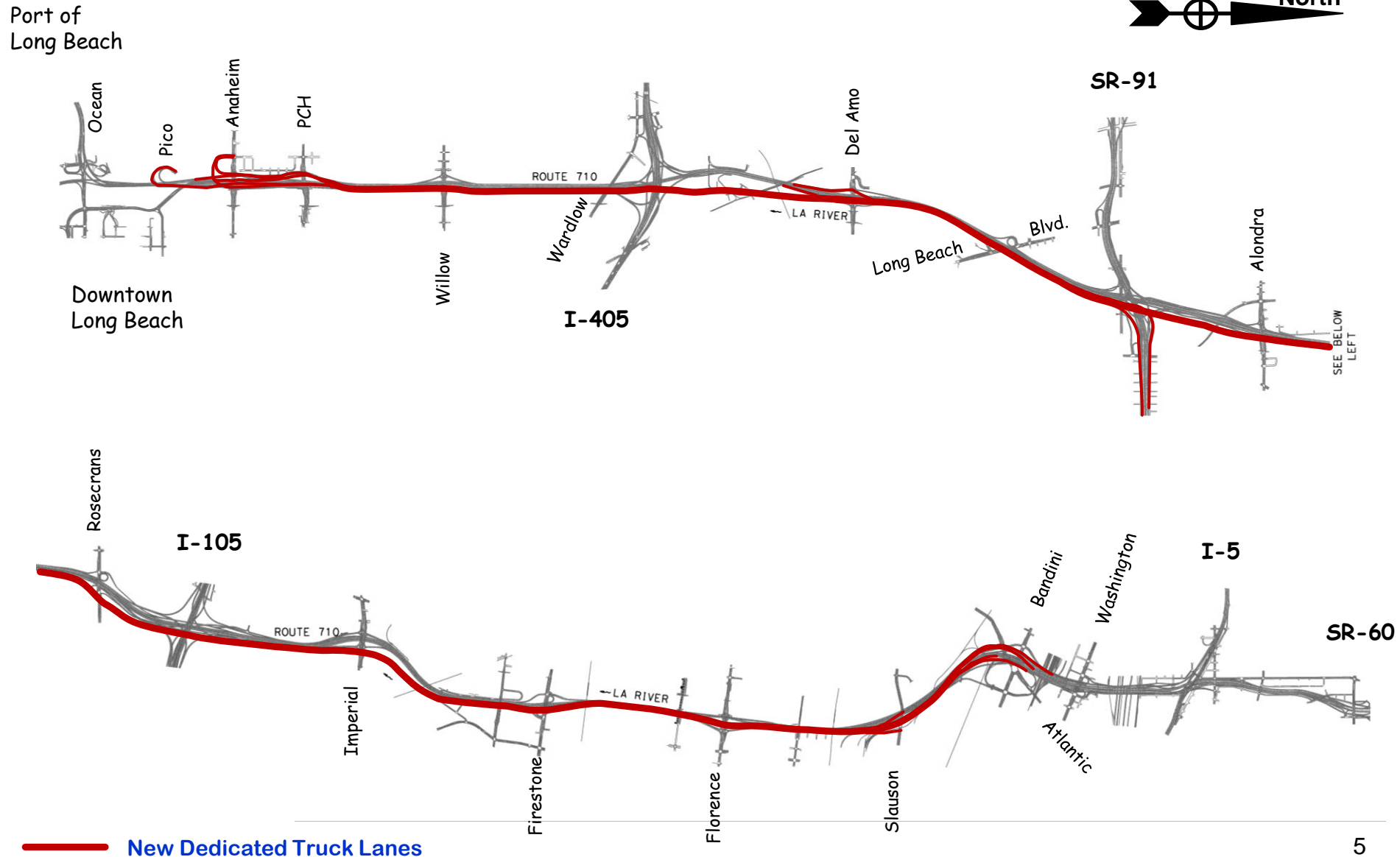
Alt 5C & 7: Improve I-710 Geometrics



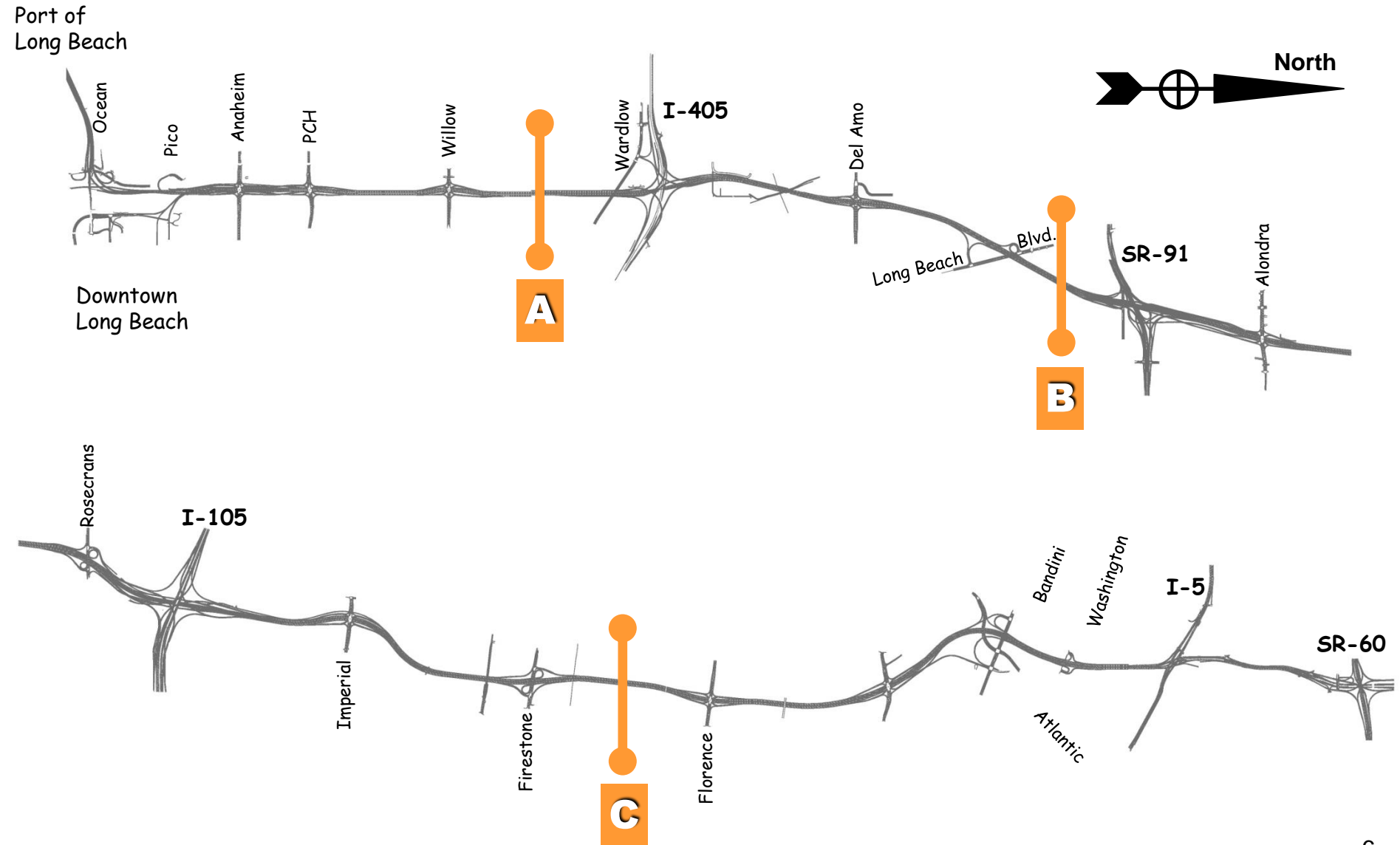
Alt 5C: Widens I-710 in Some Areas



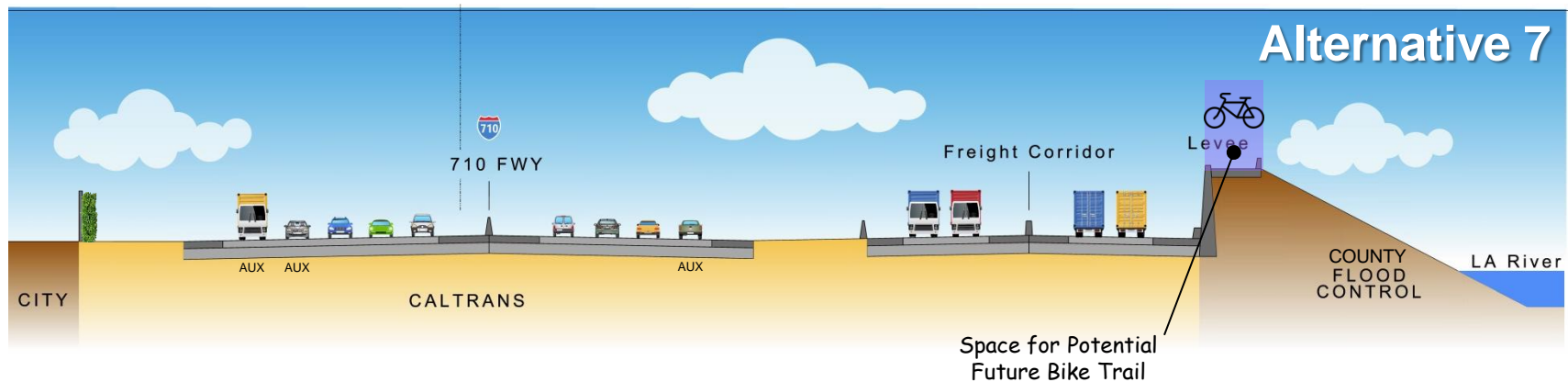
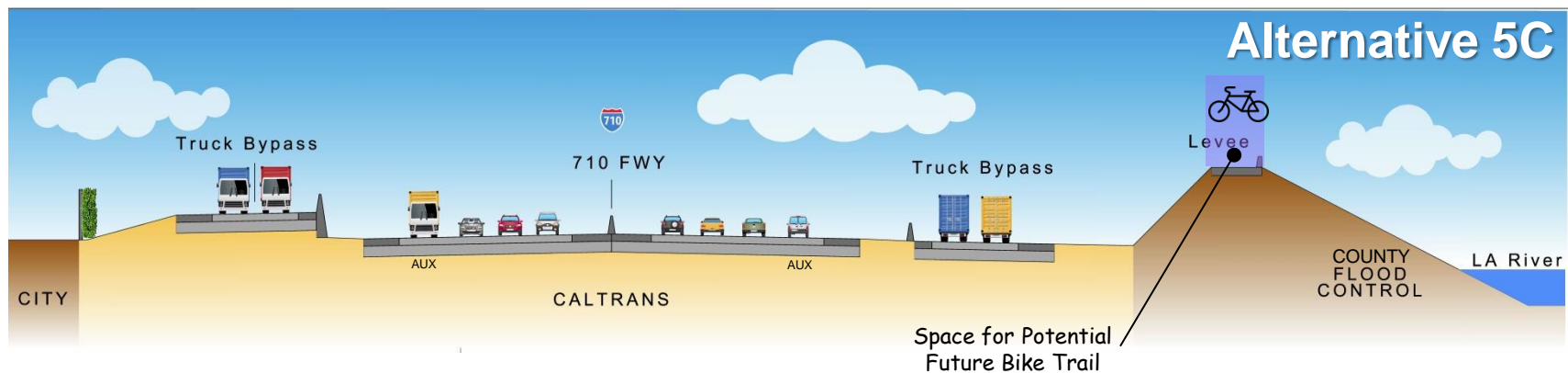
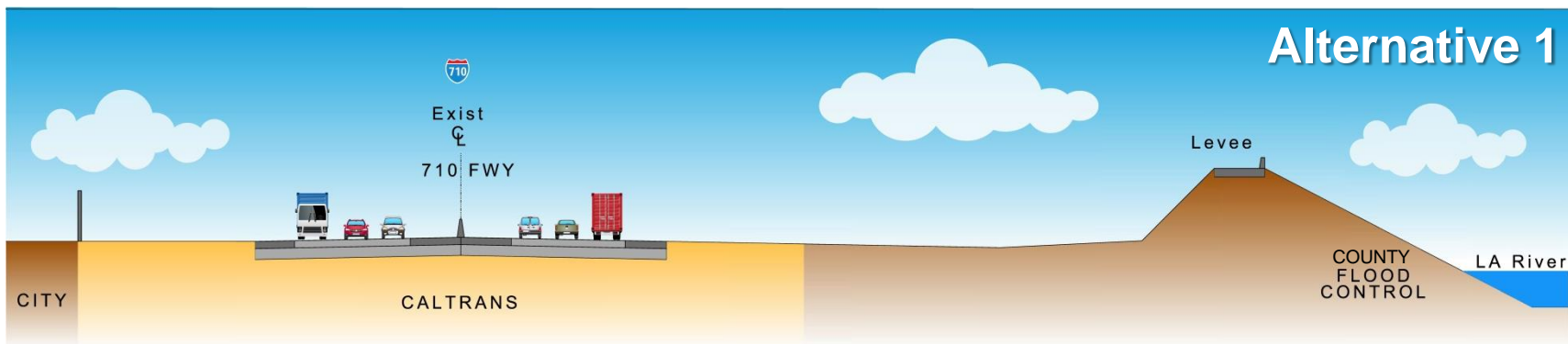
Alt 7: Includes Freight Corridor



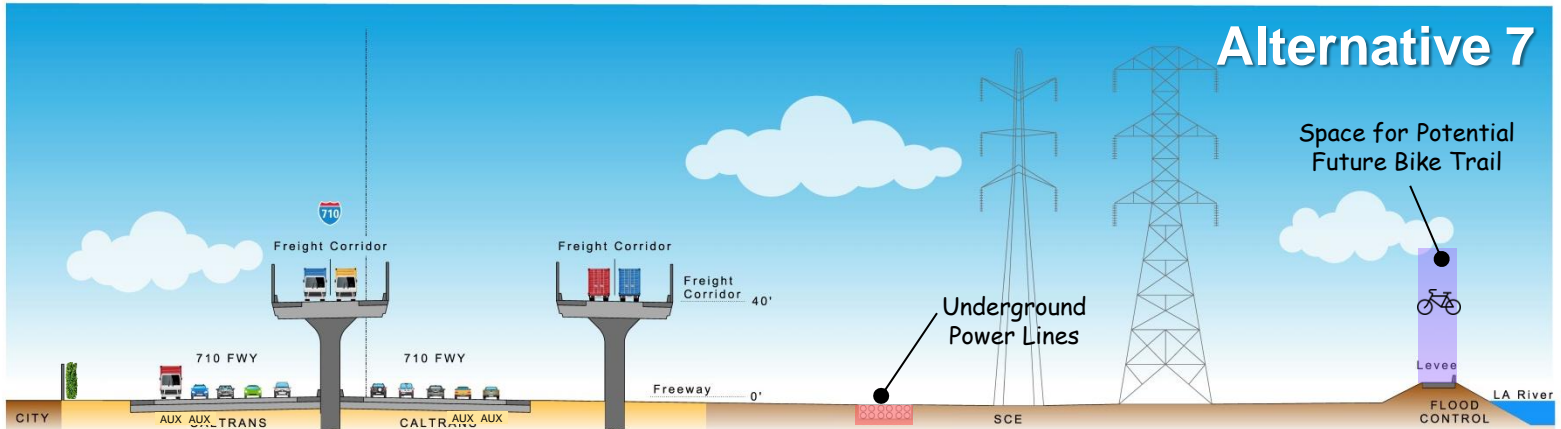
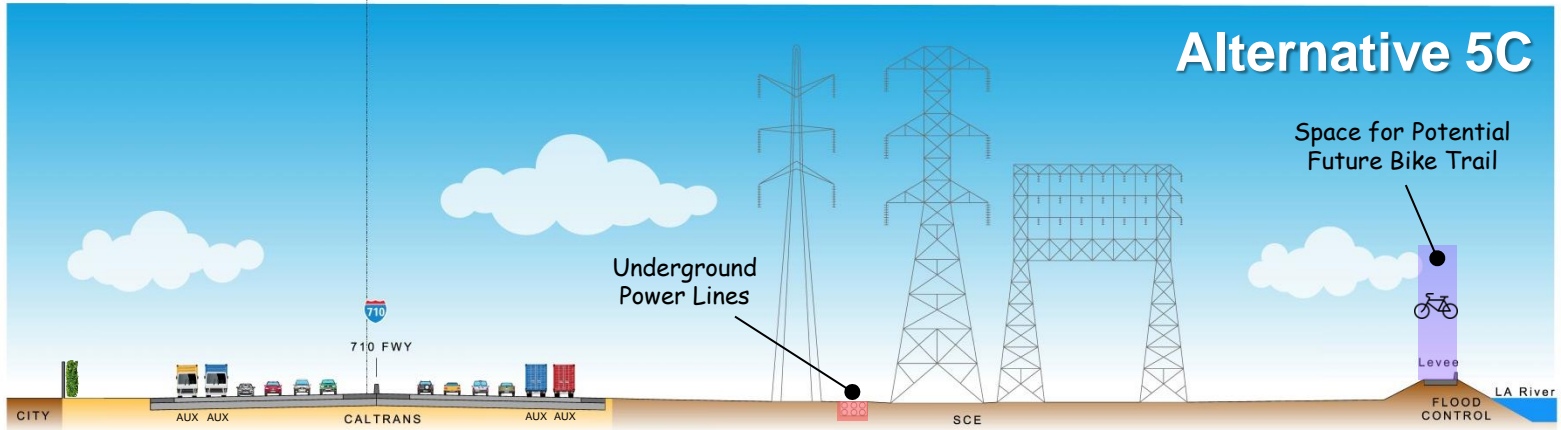
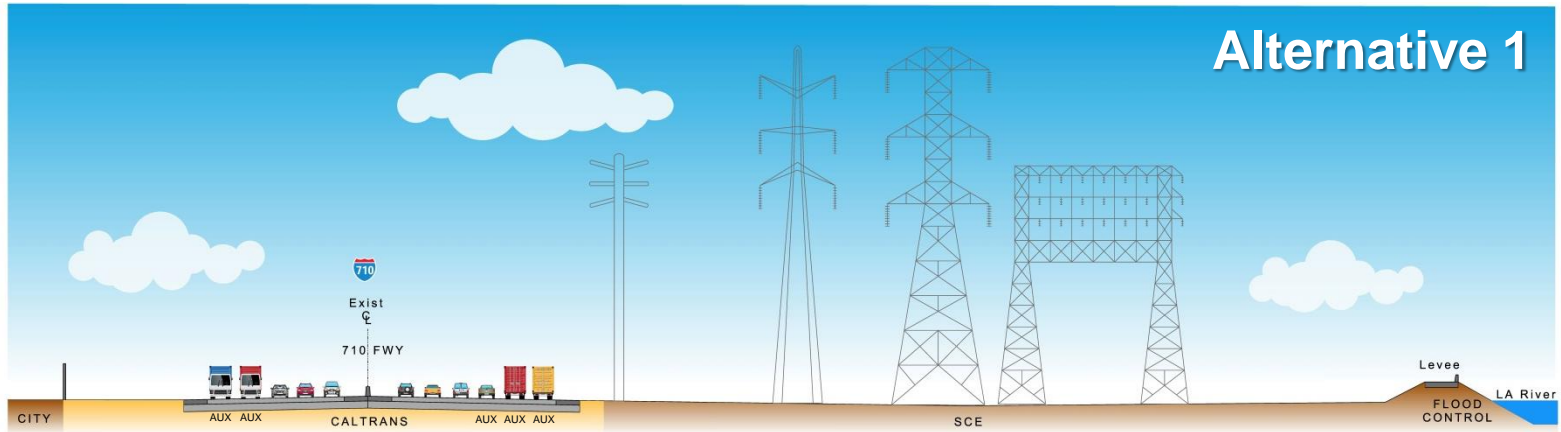
Cross Section Locations



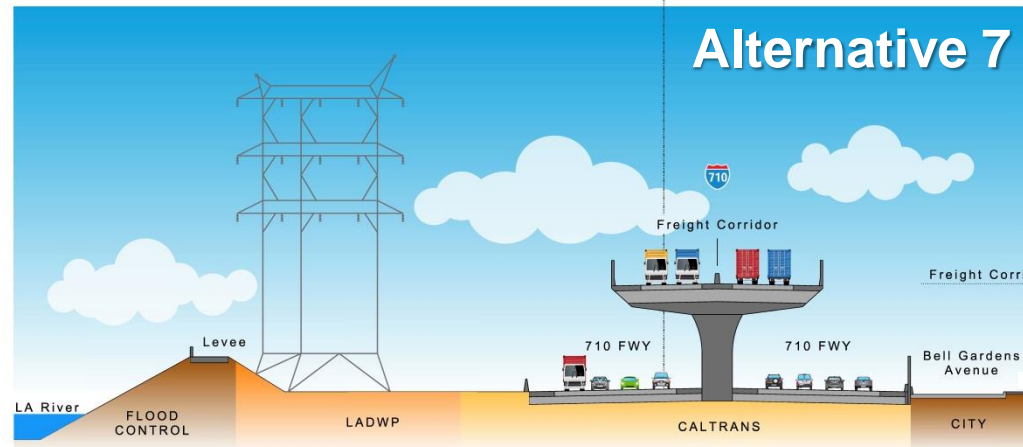
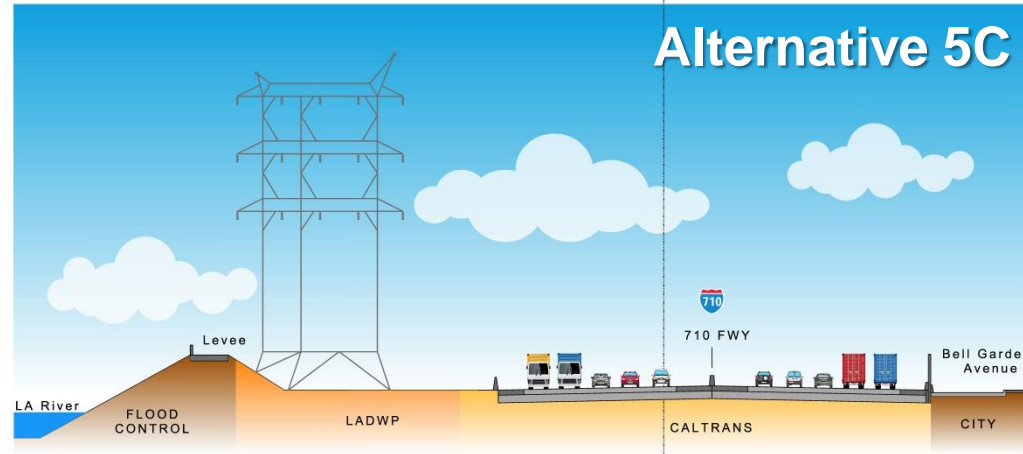
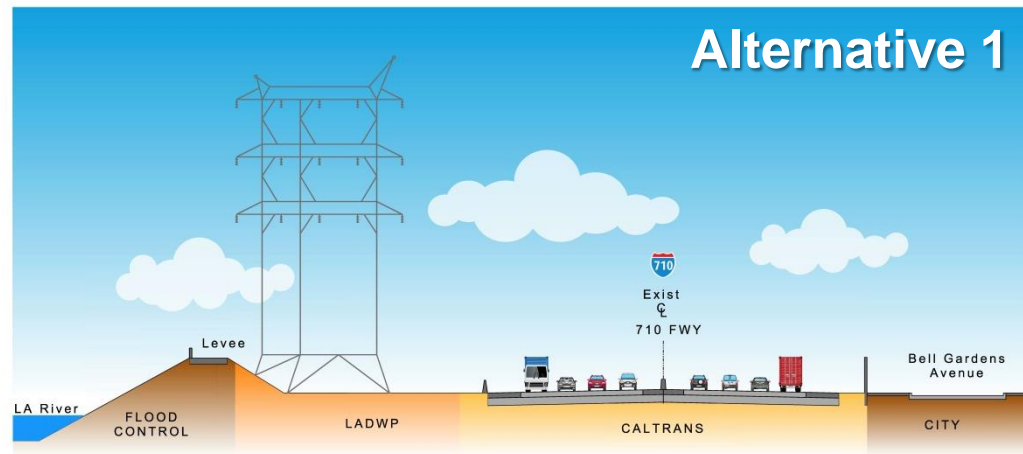
A Between Willow St. and I-405



B Between Long Beach Blvd. and SR-91



Between
Firestone Blvd.
and Florence
Ave.



I-710 South Alternatives Evaluation Matrix













Evaluation Factor	Measure	Alternative 5C	Alternative 7
Mobility Benefits	Reduction in Vehicle Hours of Delay		
Congestion Relief	Improvement in I-710 Level of Service (LOS)		
Travel Time Improvements	I-710 Auto / Trucks		
	Freight Corridor - Trucks		
Safety Benefits	Removes Operational Conflicts		
	Separates Cars & Trucks		
Air Quality	Diesel Particulate Matter / Cancer Risk		*
	Nitrogen Oxides (NOx)		*
	Least Amount of PM 2.5		
	Greenhouse Gases		

- Benefits
- Costs
- Impacts

* Assumes incentive funding for 18,350 ZE/NZE Trucks to use the Freight Corridor (compared to 4,000 ZE/NZE Trucks under Alt. 5C). Incentive funding would be pursued under either alternative, but it's subject to availability.

Best

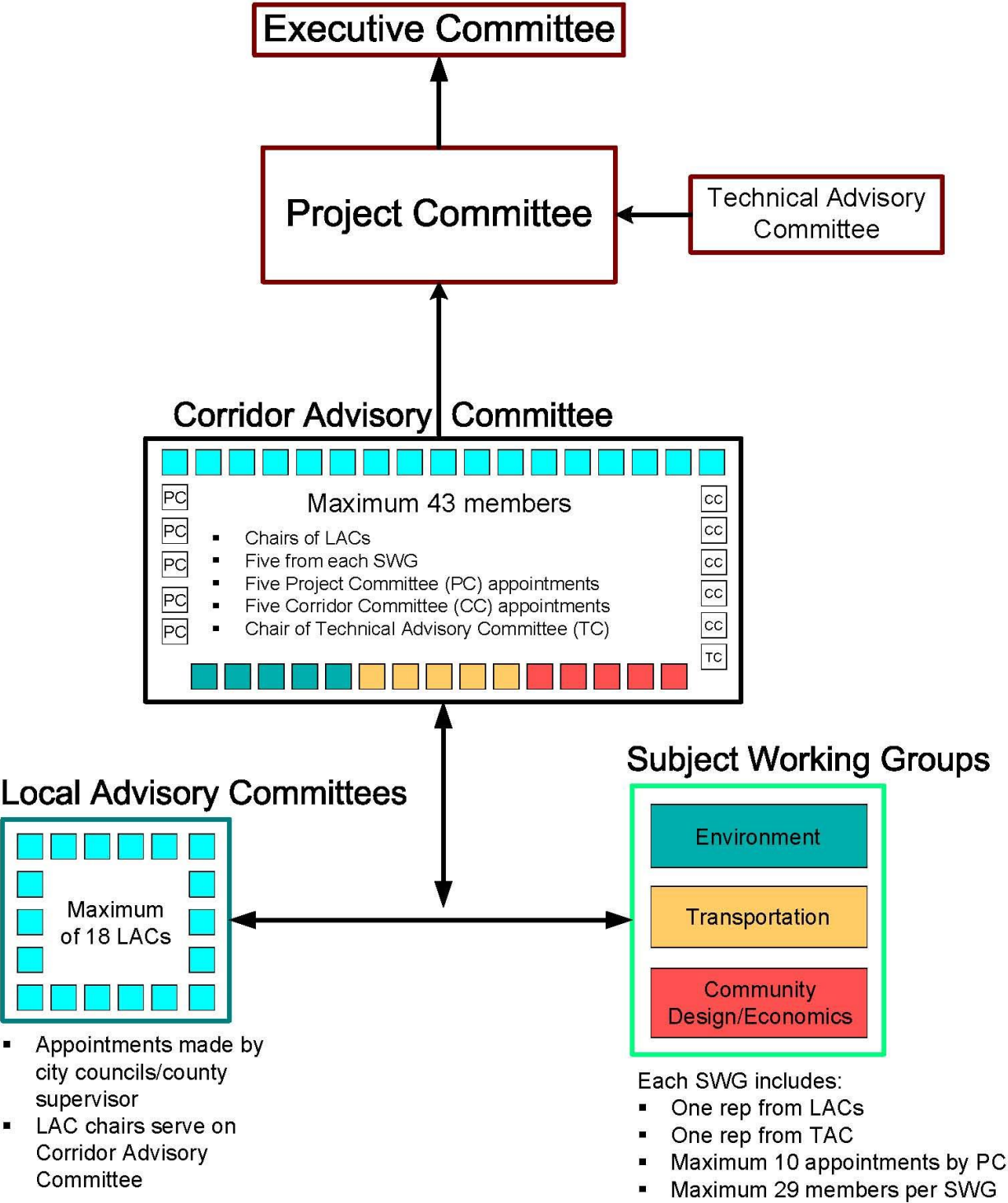
I-710 South Alternatives Evaluation Matrix, cont.

Evaluation Factor	Measures	Alternative 5C	Alternative 7
Parks, rec. areas, refuges, and historic sites	Partial Impacts		
	Full Impacts		
EJ Impacts	Least Adverse Effect to EJ Populations		
Visual Impacts	Fewest Visual Impacts		
ROW Impacts	Residential Displacements		
	Business Displacements		
	Sensitive Facilities Displacements		
Air Quality Cost Benefit	\$ per lbs. Diesel Particulate Matter Reduced		
	\$ per lbs. NOx Reduced		
Cost / Affordability	Total Project Cost		
	Affordability	 *	
Constructability	Possible phasing and implementation of Early Action Projects		

Benefits
Costs
Impacts

* Based on implementation of Early Action Projects

Community Participation Framework for the I-710 EIR/EIS



PROGRAM DESCRIPTIONS

Programmatic elements are included in both build alternatives that help the corridor achieve improvements in congestion, air quality and overall community health. These include the I-710 Corridor Project Zero Emission/Near Zero Emission Truck Technology Deployment Program, the I-710 Corridor Community Health Benefit Program, and the I-710 Corridor Project ITS/TSM/Congestion Relief Program. If a build alternative is selected, these programmatic elements may be scaled consistent with a phased construction strategy (e.g., if the first phase of the project would construct 25 percent of the improvements, a commensurate 25 percent of the programmatic funding would be made available at that time). These programmatic elements would not be implemented by Caltrans as the Lead Agency under CEQA and NEPA and as the owner/operator of the I-710 freeway, but instead would be implemented by Metro or other public agencies with jurisdiction over a particular element.

ZERO EMISSION/NEAR ZERO EMISSION TRUCK TECHNOLOGY DEPLOYMENT PROGRAM. The I-710 Corridor Project Zero Emission/Near Zero Emission Truck Technology Deployment Program is a programmatic component of the build alternatives and would provide funding to individual owner-operators and privately owned truck fleets to subsidize the purchase of heavy-duty (Class 8) ZE/NZE trucks for use within the I-710 corridor. Funding would also be made available to construct up to 20 electric charging stations and up to ten hydrogen refueling stations within the Study Area, in the amounts of \$2 million and \$15 million, respectively. The recharging/refueling stations would be targeted to locations served by heavy-duty vehicles such as intermodal terminals at the Ports and rail yards, warehouses, and distribution centers. Funding preferences will be given to locations near or routes leading directly to I-710. Funding would be provided at different levels for each build alternative. Implementation of Alternative 5C would provide funding for this program in the amount of \$100 million. Implementation of Alternative 7 would provide funding for this program in the amount of \$460 million. Under Design Option 7ZE, this program would be funded in the amount of \$1.050 billion towards only fully zero-emission trucks.

Program details, including eligibility requirements, management and administration will be developed in cooperation with partner agencies. The project funding partners will work in partnership with other agencies that may have special expertise and/or previous similar experience in order to identify funding sources and administration responsibilities.

COMMUNITY HEALTH BENEFIT PROGRAM: This is a grant program structured to provide corridor communities the opportunity to implement projects or outreach activities that would improve air quality and public health related to I-710 travel and goods movement. The project funding partners will work in partnership with other agencies that may have special expertise and/or previous similar experience in order to identify funding sources and administration responsibilities.

The grant program would provide funding directly to approved applicants, rather than reimburse approved projects after the original expenditure. This will allow for a broader range of organizations to participate without requiring an initial capital outlay by the recipient. The guidelines of the program would identify categories of eligible grant recipients, including (but not limited to) corridor cities, the County, school districts, day care centers, community health providers, senior centers, and non-profit organizations geared towards air quality or public health issues.

Proposed projects would be screened for eligibility and reviewed by an Advisory Committee consisting of area experts, members of the funding partner agencies, and community representatives. Recommendations of funding awards would be provided in accordance with detailed ranking criteria for each of the three categories of projects, as developed by Metro and the Gateway Cities COG.

Projects falling into three broad categories would be eligible and considered for funding under the program: (1) air quality improvement and/or noise reduction measures at local schools and other sensitive receptors or related sites, (2) air quality improvements at hospitals, medical centers, and senior facilities, as well as health education, outreach, and screening, and (3) greenhouse gas (GHG) reduction through projects such as renewable power, energy efficiency, and tree-planting, etc. More specific criteria for eligible projects would be developed by the I-710 Funding Partner agencies.

Funding criteria would also include defined geographic zones within the I-710 Corridor area that would help determine the most eligible grant recipients.

ITS/TSM/CONGESTION RELIEF PROGRAM: The I-710 Corridor Project ITS/TSM/Congestion Relief Program intends to help address the I-710 Corridor Project goals of improving traffic safety, accommodating projected traffic volumes, and addressing increased traffic volumes resulting from projected growth in population, employment, and economic activities related to goods movement. It is a programmatic component of the build alternatives that would provide funding to local governments to implement projects within the I-710 Corridor Project Study Area that would improve operations at congested intersection locations on the local roadway network. Congested intersections are those intersections in the I-710 Study Area projected to operate at poor levels of service (LOS E or worse) in the future under the 2035 No Build Alternative (Alternative 1). Through the future No Build analysis conducted for the I-710 project, approximately 78 intersections in the Study Area meet these criteria.

The types of projects eligible for funding under the program include: traffic signal upgrade, timing, or synchronization; traffic surveillance; traffic signal coordination; safety improvements that reduce incident delay; restriping to add additional turning lanes or storage at the intersection; spot-widening at the intersection to add additional turning lanes or storage; channelization, shoulder work, addition of turn-outs, and installation of two-way turn lanes; curve correction; alignment improvements; and traffic calming measures including signing, striping, access management, or other traffic control measures. Any proposed improvements must account for the safe movement of bicycles and pedestrians and be consistent with “Complete Streets” principles.

The I-710 ITS/TSM/Congestion Relief Program will be administered by Metro in partnership with the I-710 Corridor Project partner agencies. Eligible recipients for funding provided through the program are the Cities and County of Los Angeles (unincorporated areas) that have local jurisdiction over the arterials and intersections within the I-710 Study Area. While any proposed travel systems management (TSM), intelligent transportation systems (ITS), travel demand management (TDM), and intersection improvements must meet criteria and eligibility requirements for funding as defined by Metro; project initiation, project development and project implementation will be subject to local planning and approval processes of the local jurisdictions. In this case, the local jurisdictions will be responsible for obtaining project-level environmental clearance for those projects undertaken under the I-710 ITS/TSM/Congestion Relief Program. These local, project-level environmental approvals would be achieved

following their own processes separate from the I-710 Corridor Project EIR/EIS evaluation process.

The first funding contributions would be provided within twelve months after programming/allocation of construction funding, and implementation of the program would occur no sooner than the start of construction.

ARTERIAL PARKING RESTRICTION PROGRAM. Parking restrictions during peak periods are recommended on four arterial roadways if the local jurisdictions agree to their implementation. These on-street parking restrictions would be enforced during peak periods (e.g., 6:00 a.m. to 9:00 a.m. and 4:00 p.m. to 7:00 p.m.) to increase traffic capacity by one additional through-lane in each direction at the following locations:

- Atlantic Blvd. between Pacific Coast Hwy. and SR-60
- Cherry Ave./Garfield Ave. between Pacific Coast Hwy. and SR-60
- Eastern Ave. between Cherry Ave. and Atlantic Blvd.
- Long Beach Blvd. between San Antonio Dr. and Firestone Blvd.

TRANSIT PROGRAM. A series of transit improvements were considered and evaluated as part of the I-710 Corridor Project which could potentially increase service on all Metro Rail and Rapid routes and Local Bus routes in the Study Area. Specific transit improvements are listed in the following paragraphs. It is important to note that the proposed transit capacity and operational improvements included in the build alternatives would be phased in incrementally based on available funding as well as transit demand. The following ideas would be transmitted to Metro Transit Operations for consideration in the upcoming re-structuration study:

- Creation of three new high-frequency Express Bus and Rapid transit routes serving the I-710 Corridor
- Increased service on all Metro Rapid route and Local Bus routes in the Study Area

LOS ANGELES/GATEWAY FREIGHT TECHNOLOGY PROGRAM. Selected components from the Los Angeles/Gateway Freight Technology Program that are specific to the I-710 Corridor are proposed as programmatic elements. These include freeway smart corridor strategies that would deploy dedicated short-range communication roadside units alongside I-710 to manage and control traffic in real time as well as applying operational strategies such as queue warning systems, variable speed limits/speed harmonization, and dynamic corridor ramp metering on I-710. The purpose of these technology applications for the I-710 Corridor is to manage and control traffic in real time based on prevailing conditions and to make informed, performance-driven decisions regarding traffic management. These strategies are structured to address both recurrent congestion (i.e., morning and evening peak travel hours), as well as non-recurrent congestion due to vehicle breakdowns, lane closures, or traffic incidents in order to reduce delay and improve travel time reliability.

Mobility. Environment. Community. Economy. Technology



I-710 Corridor Project EIR/EIS

metro.net

I-710 South Corridor Project

Locally Preferred Alternative Recommendation

Metro Board Meeting

March 1, 2018

Item 5



Metro[®]



THE PORT OF LOS ANGELES LA

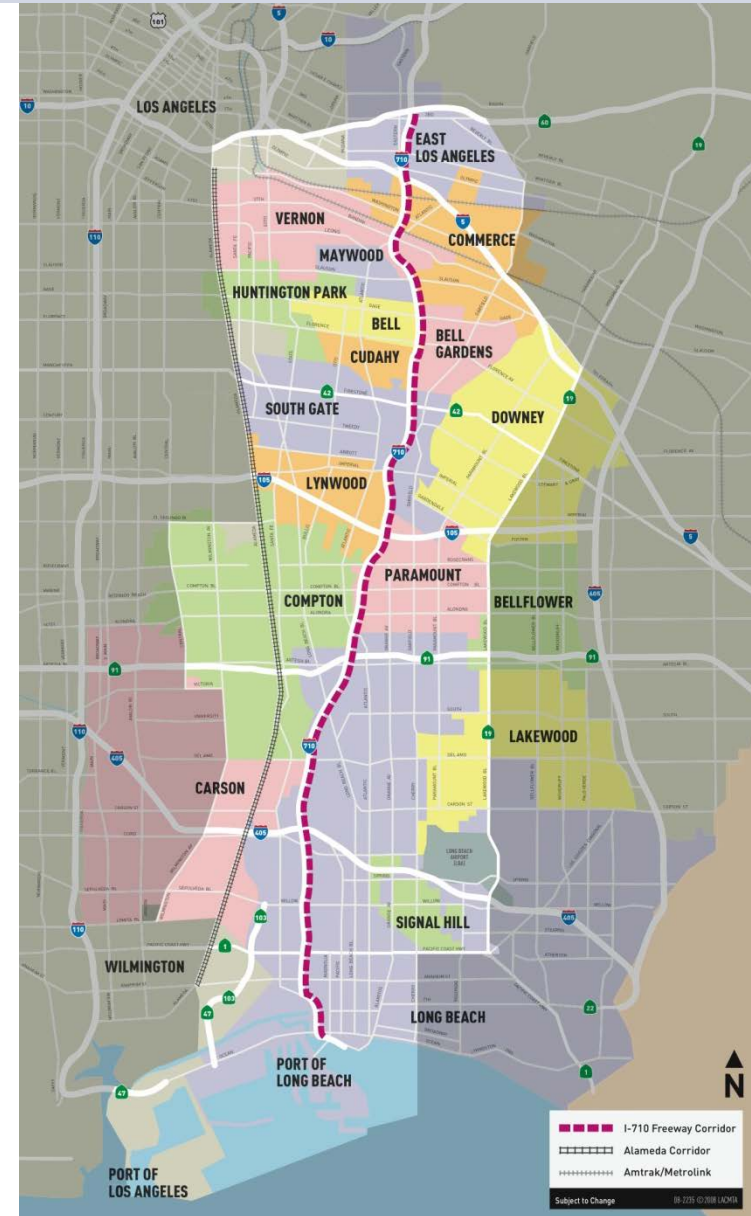


I-710 South Background

- EIR/EIS initiated in 2008
- 19 miles - 16 Cities / Communities
- Multi-Agency Partnership
- Community-Driven Process
 - More than 350 meetings held during env. process
- Focus on Green Technology
- Context-Sensitive Design
- Funding Sources
 - Measure R - \$590 Million
 - Measure M - \$500 Million
- \$65 M spent to date

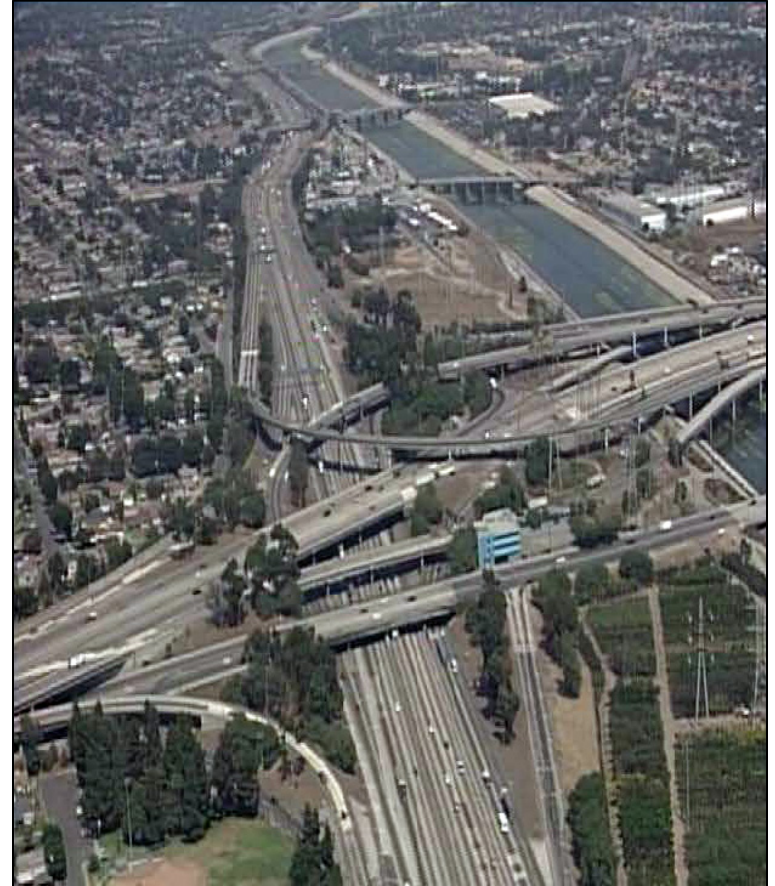


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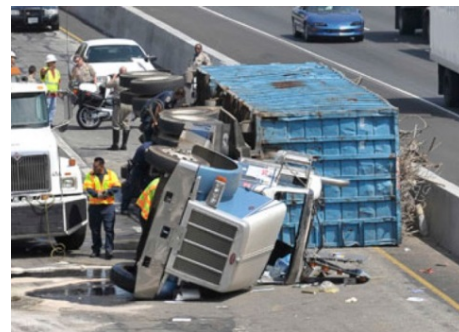
Purpose

- Address escalating demand due to growth in population, employment and economic activity related to goods movement
- Address design deficiencies
- Improve traffic safety
- Improve air quality and public health



Corridor Issues

- Need for Modernization - Freeway built in 1950s/60s
- Recurring congestion during peak times due to operational issues and insufficient freeway capacity
- I-710 is the Commerce Gateway Corridor - San Pedro Bay Ports handle 40% of all nation's imported goods
- Daily Truck Trips expected to increase from 36,000 today to approx. 55,000 by 2035
- More than half of the interchange ramps in the Corridor report higher than average accident rates
- High diesel emissions/significant air quality issues
- Freeway traffic spillage into communities
- Compromised and diminishing quality of life





I-710 South Milestones

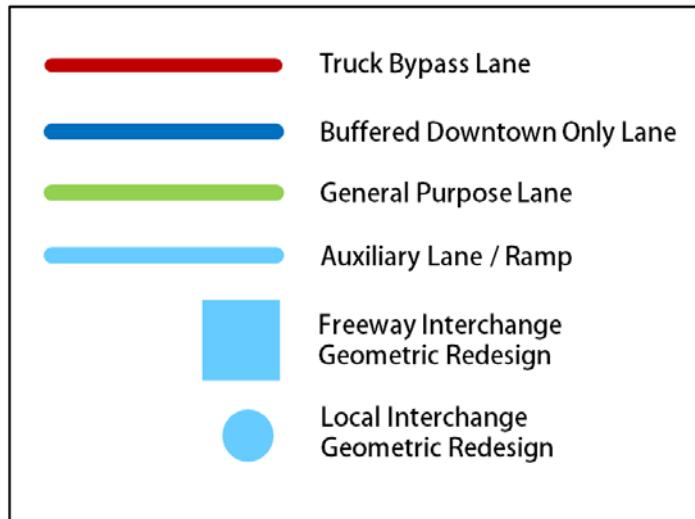
- 99-05 Major Corridor Study
- 2008 Scoping
- 2012 Draft EIR/EIS Circulation
- 2013 Re-Circulation Decision
- 2015 Finalized Conceptual Design of Revised Alternatives
- 2016 Completed Board Motion 22.1 evaluation /incorporation
- 2017 Re-circulation of Draft EIR/EIS
- 2017 Review public comments/alternatives evaluation – 710 Advisory Committee Meetings



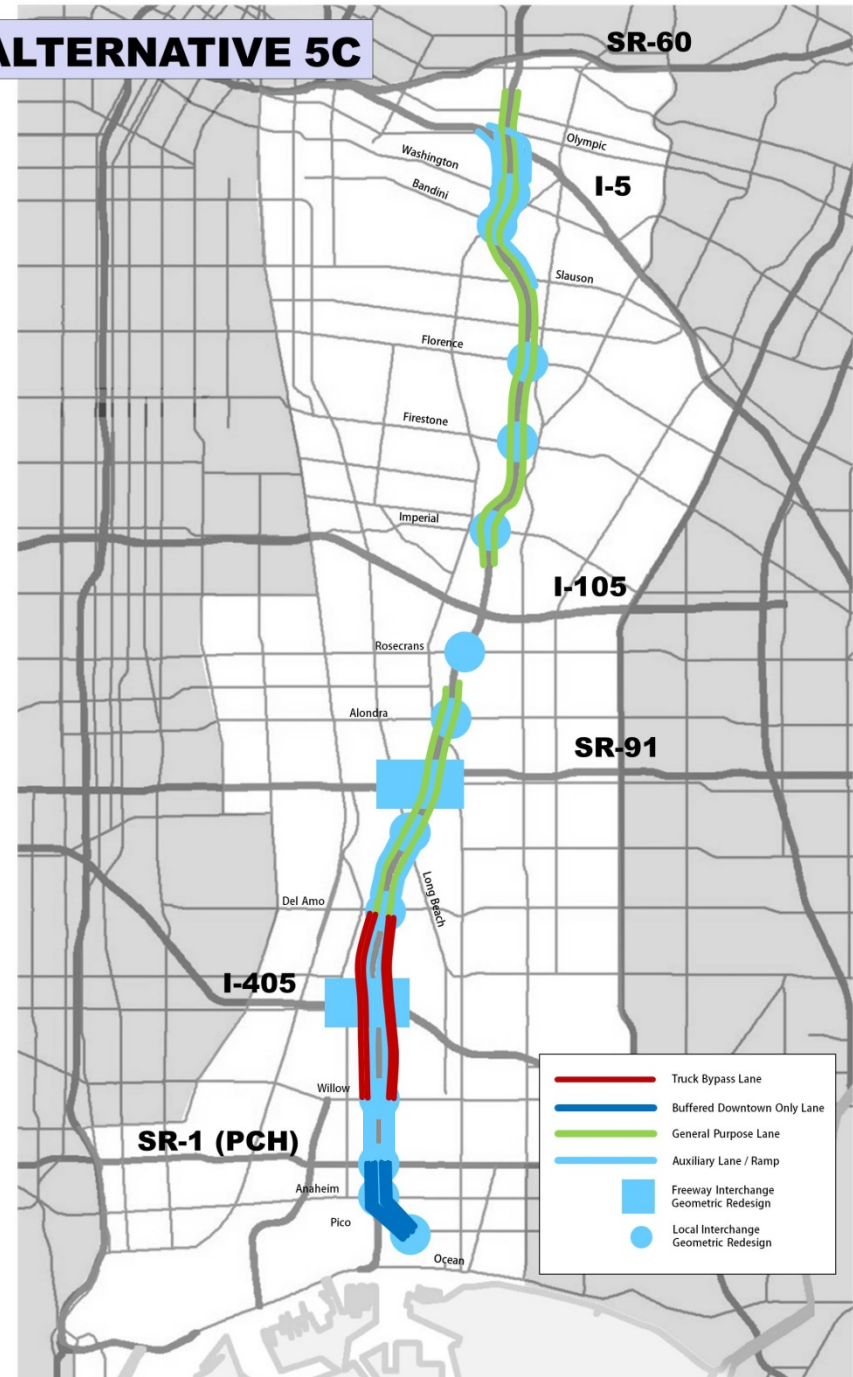
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Alternative 5C

- Modernizes the freeway
 - Enhances safety
 - Improves capacity, and
 - Improves air quality
- (\$6 Billion)**

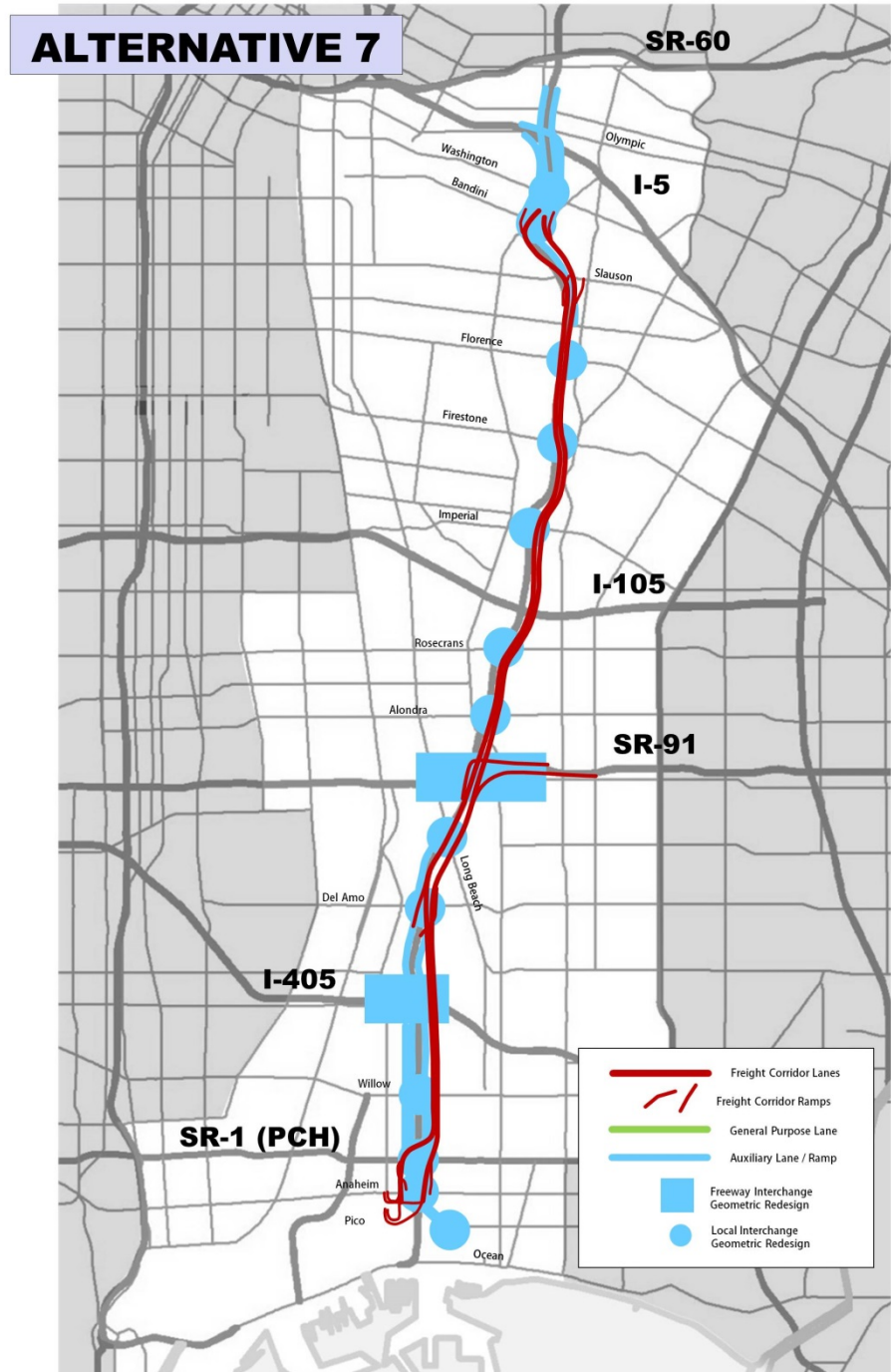
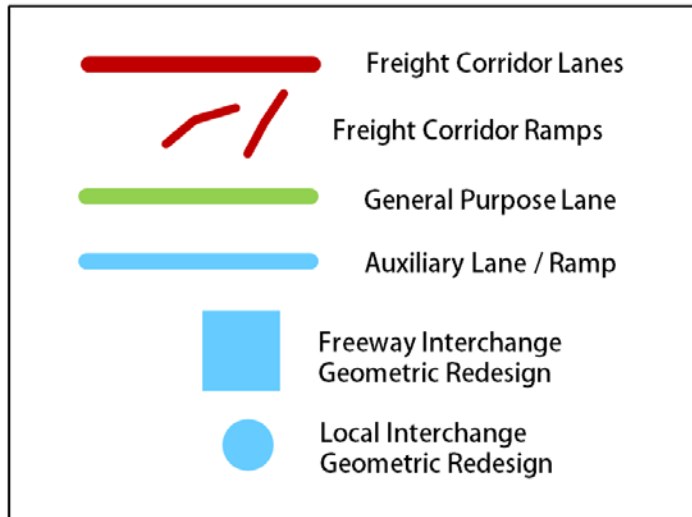


ALTERNATIVE 5C



Alternative 7

- Modernizes the I-710 freeway
- Adds Freight Corridor
- Improves air quality
(\$10 Billion)



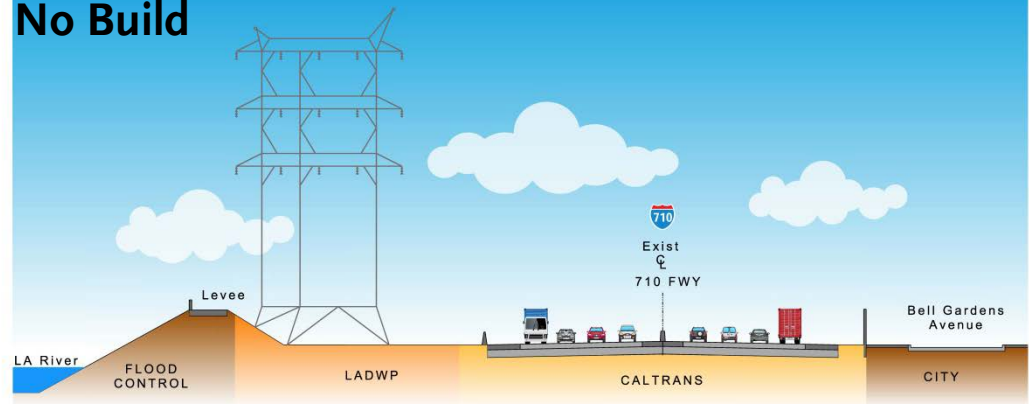
Sample Sections

Between Firestone Blvd. and
Florence Ave.

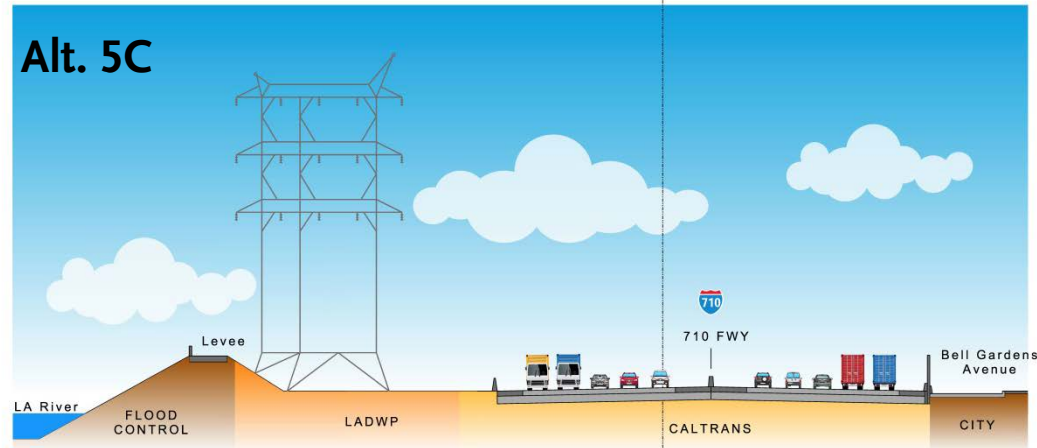
For illustrative purposes

Configuration varies
throughout the corridor

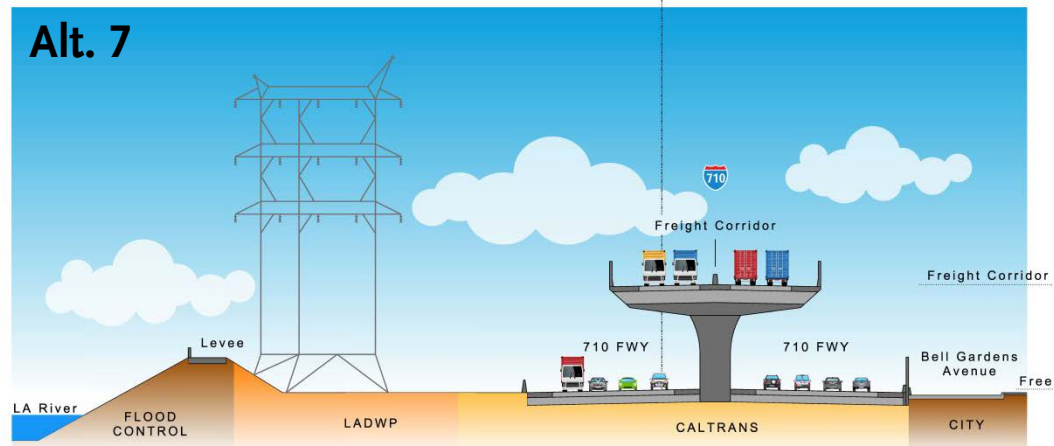
No Build



Alt. 5C



Alt. 7



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I-710 Build Alternatives

Both Alternatives 5C and Alternative 7 include:

- Zero-/Near Zero- Emissions truck deployment program
 - Pursuit of funds for purchase of ZE/NZE trucks and removal of the older non-conforming trucks
 - The program will run parallel to construction of the freeway
- Community health & benefit programs
- TSM/TDM/ITS improvements
- Transit improvement recommendations
- Active transportation improvements (bike / ped. facilities)
- Pursuit of Public-Private Partnership (PPP) for financing, delivery, and operation of infrastructure improvements
- Pursuit of grants to support various improvements programs and allow for accelerated implementation



I-710 Community Health & Benefit Program

Objective

- Makes funding available to implement projects and outreach activities to improve air quality / public health

Examples of Eligible Projects

- HEPA filters in schools, day care facilities, senior centers, clinics and hospitals
- School bus or senior transport vehicle retrofit/replacement
- Community health testing, education, and outreach, mobile asthma clinics
- Greenhouse gas reduction projects: renewable power, energy efficiency upgrades, tree-planting



Eligible Grant Recipients

Communities close to I-710:

- Cities / Unincorporated LA County
- Day Care Centers / Senior Centers
- Community Health Providers
- Non-Profit Organizations (with an air quality or public health mandate)

Motion 22.1 – Items Integrated Into Project Alternatives

Completed and Integrated

- ✓ Evaluated right-of-way avoidance designs (Alternative 7)
 - Reduced impacts where feasible; documented where infeasible
- ✓ Considered ZE Truck–Only option for freight corridor (Alternative 7)
- ✓ Evaluated high frequency express bus transit along I-710
 - Continuing coordination with Metro Transit Ops for further evaluation
- ✓ Evaluated separate bike path projects within the Study Area
 - Env. Clearance proceeding with LA County support
- ✓ Integrated five new pedestrian/bike bridges
- ✓ Verified application of Complete Streets treatments
- ✓ Considered other elements to maximize mobility and minimize impacts within study area

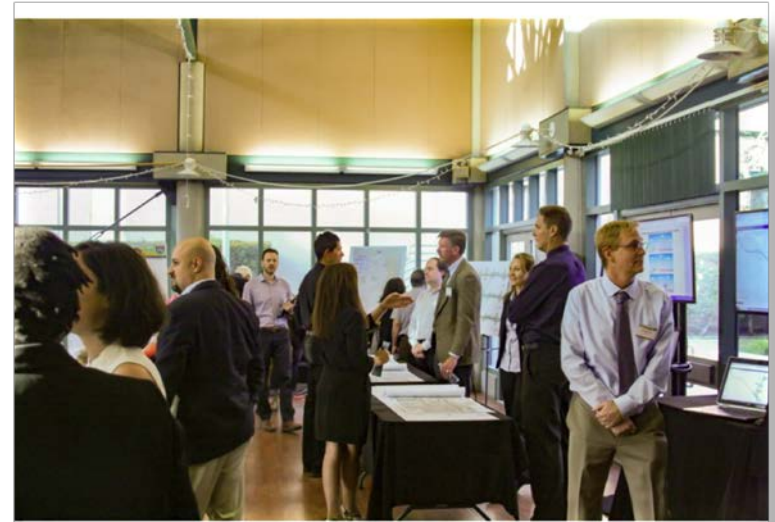
Motion 22.1 – Items Integrated Into Project Alternatives

To Be Done During Construction

- Transit Incentives/additional as-needed services
- Local Hire Provisions
- Bike/Ped Safety Plan
- Neighborhood enhancements within the project area

Public Circulation

- July 21, 2017: Recirculated Draft Environmental Document released to public
 - October 23, 2017: 90-day comment period closed
 - Public Hearings:
 - 8/23/17 Commerce
 - 8/26/17 Paramount
 - 8/31/17 Long Beach
-
- Community Briefings:
 - 10/18/17 East Los Angeles
 - 10/19/17 Long Beach



Summary of Public Comments

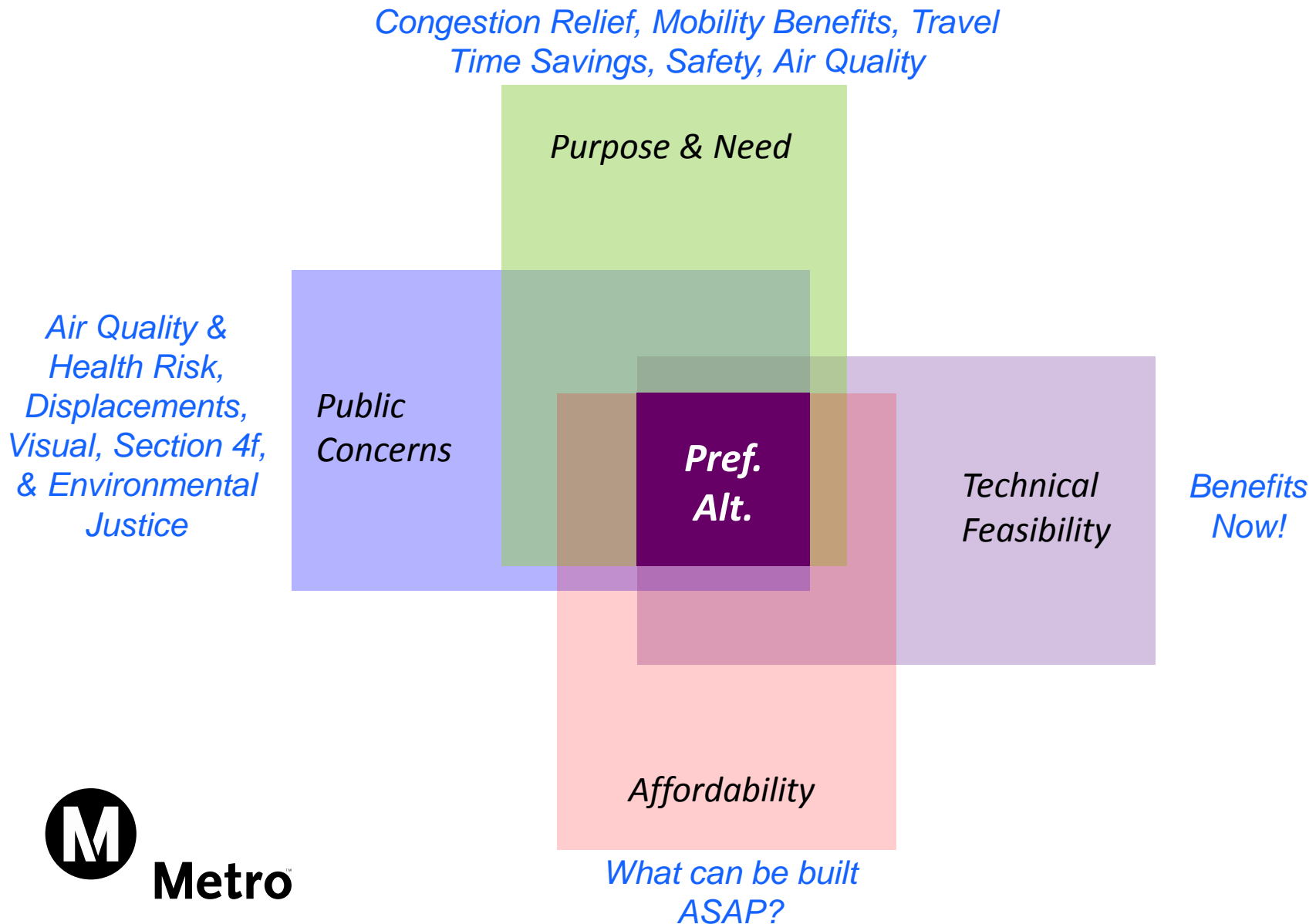
Key Issues & Concerns:

- Preference for full Zero Emission Technologies
- Minimize Right-of-Way Impacts (i.e. avoid residential relocations and impacts to Bell Shelter and Long Beach Multi-Service Center)
- Concerns about peak-hour parking restrictions on nearby streets
- Duration of construction and impacts including ramp and street closures
- Need for more bike and pedestrian connections to LA River trail



- Environmental justice and air quality concerns for communities near I-710
- Need to include local hire provisions in construction
- Need to fully utilize freight rail and the Alameda Corridor

How is the Preferred Alternative Determined?



Comparison of Benefits and Impacts

Benefits

Evaluation Factor	Measure	Alternative 5C	Alternative 7
Mobility Benefits	Reduction in Vehicle Hours of Delay		
Congestion Relief	I-710 Level of Service (LOS)		
Travel Time Improvements	I-710 Auto / Trucks		
	Freight Corridor - Trucks		
Safety Benefits	Removes Operational Conflicts		
	Separates Cars & Trucks		
Air Quality	Diesel Particulate Matter and Nitrogen Oxides (NOx)		*
	Least Amount of PM 2.5		
	Greenhouse Gases		



* Assumes incentive funding for 18,350 ZE/NZE Trucks to use the Freight Corridor (compared to 4,000 ZE/NZE Trucks under Alt. 5C). Incentive funding would be pursued under either alternative, but it's subject to availability.

Comparison of Benefits and Impacts, cont.

		Evaluation Factor	Measures	Alternative 5C	Alternative 7	
Impacts	Parks, rec. areas, refuges, and historic sites	Partial Impacts				
		Full Impacts				
	EJ Impacts	Least Adverse Effect to EJ Populations				
	Visual Impacts	Fewest Visual Impacts				
	ROW Impacts	Residential Displacements			109	158
		Non-Res. Displacements			121	206
		Sensitive Facilities Displacements				
Cost	Air Quality Cost Benefit	\$ per lbs. Diesel Particulate Matter Reduced				
		\$ per lbs. NOx Reduced				
	Cost / Affordability	Total Project Cost				
		Affordability			*	
	Constructability	phasing and implementation of Early Action Projects				

* Based on implementation of Early Action Projects


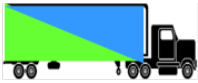




Comparison of Benefits and Impacts, cont.

Visual Impacts



View from LARIO Trail, Looking Southwest at the I-710/SR-91 Interchange, in the City of Long Beach

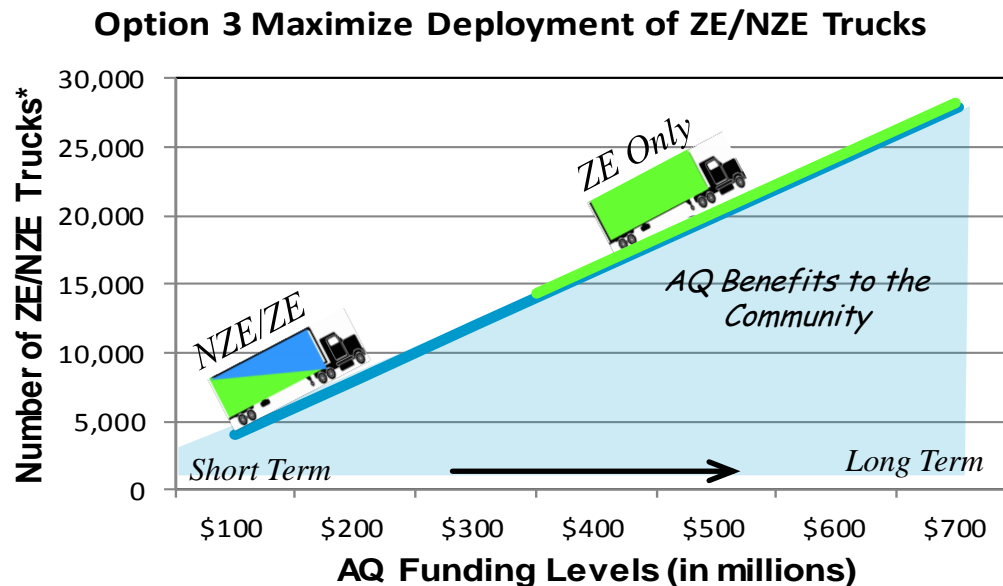
Compare NZE & ZE Truck Performance

	Conventional Diesel Truck 	Near Zero Emission Truck 	Zero Emission Truck 
			
Diesel Particulate Matter* (DPM) (lb/10,000 miles)	0.12	0	0
Nitrogen Oxides* (NO _x) (lb/10,000 miles)	38.7	3.9	0
Greenhouse Gases* (GHG) (MT CO ₂ /10,000 miles)	15.1	15.1	0
Approx. number of Trucks per \$100 million of Funding**	N/A	4,000 Trucks	1,520 Trucks

* Running Exhaust emission factors are based on EMFAC2014 for heavy-heavy duty trucks in Los Angeles County for calendar year 2035.

** Unit costs represent incremental, average costs of zero emissions trucks (battery electric, fuel cell vehicles) from I-710 Zero Emissions Truck Commercialization Study, assuming pre-2035 deployment (Calstart, 2013).

I-710 ZE/NZE Deployment Strategy



Maximize Number of “Clean Emissions” Trucks and Air Quality Benefits

- *Begin with mix of ZE and NZE trucks in the near term*
- *Transition to ZE trucks as ZE trucks become commercially available and affordable.*
- *Partner with SCAQMD, EPA, CARB to pursue grant funding outside of the project programmed funds to support health-benefit investments.*



Metro

Project Schedule: What's Next?

Next Steps

Winter 2018

- Metro Board to adopt the Preferred Alternative for FEIR/FEIS
- Initiate Work on FEIR/FEIS for Preferred Alternative
- Coordinate with Air Agencies to:
 - Refine and Enhance I-710 ZE and NZE Truck Program
 - Seek Funding

Spring 2018

- Identify scopes and order of pursuit of Early Action highway improvement projects based on independent utility, benefits, and availability of funds

Summer 2018

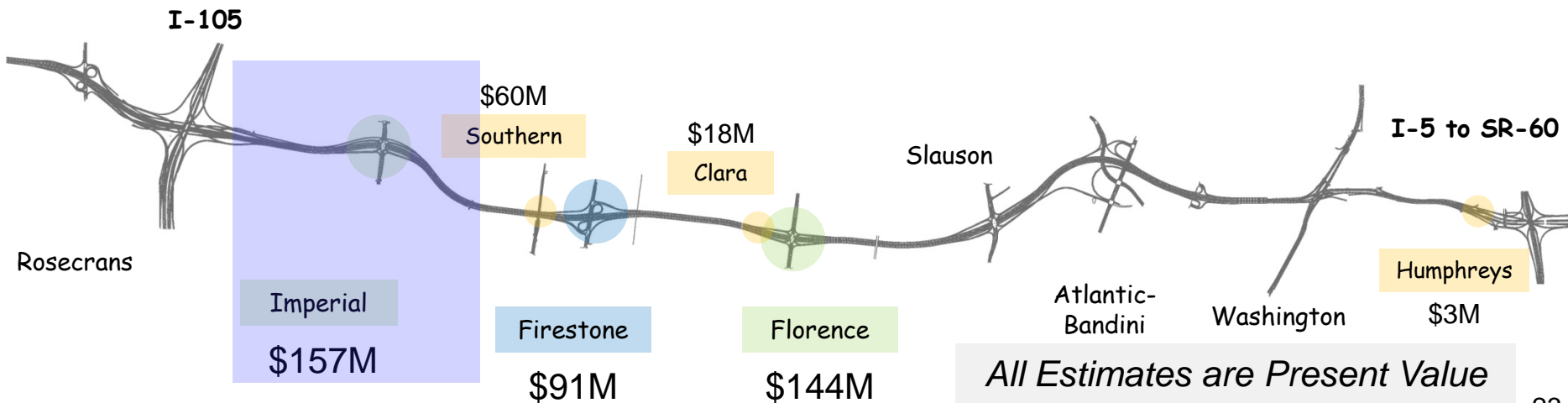
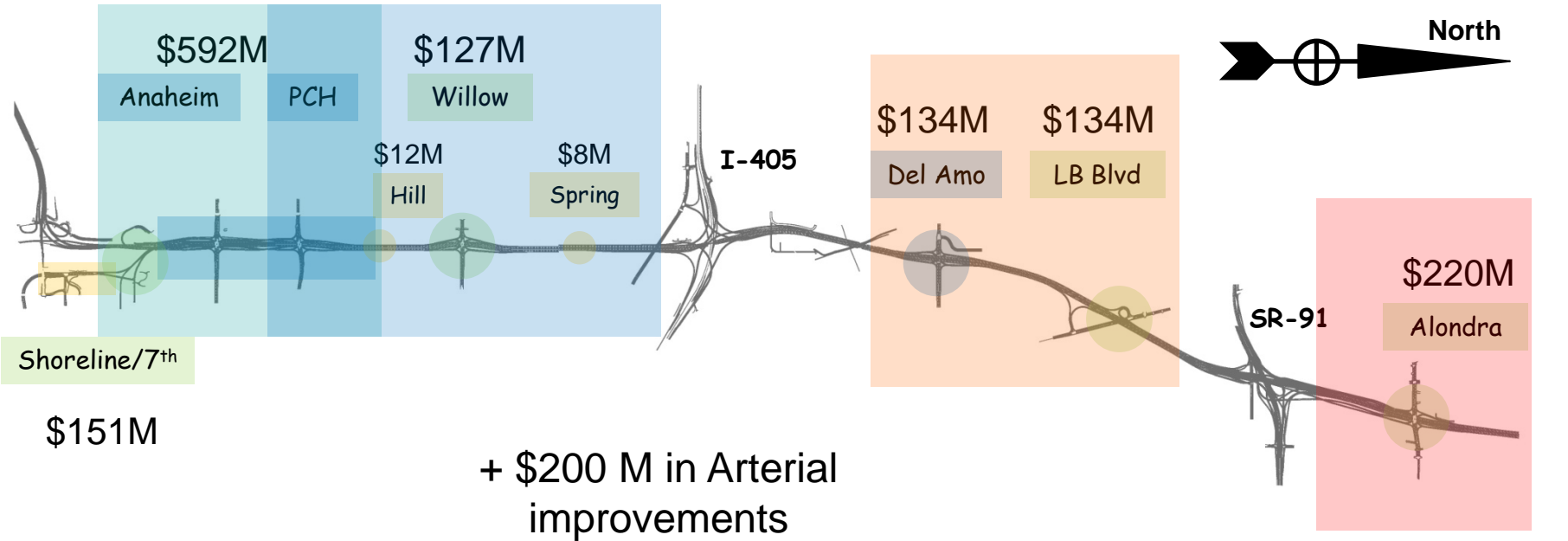
- Complete the Environmental Process
- Caltrans to approve the Final Environmental Document

Winter 2019

- Release RFPs for Final Design of Early Action Projects



Early Actions Candidates



All Estimates are Present Value and Subject to Change

Early Action Objectives & Outcomes

1. Work within funding constraints
2. Address today's problems
3. Deliver safety, mobility, and health benefits sooner

Identify Candidate Projects with:

- Verified Benefits
- Lower Capital Costs
- Lower Property Impacts
- Shorter Overall Schedule

Several Early Action Candidates:

- Include Arterial Improvements and Safer Interchanges with:
 - New/Improved Signals (incl. signal synch)
 - Improved ped/bike facilities on city streets
- Include New Ped/Bike Crossings over the freeway and across the LA River for community connectivity
- Result in reduced interim relocations needed for the whole project.

Next Steps

– Air Quality Improvements

- NZE/ZE truck Program - purchases/subsidies
- Pollution source controls and elimination (ports and industry)
- SCAQMD and all project partners

– Active Transportation

- Bike and pedestrian projects (potential early action)
- Safety education and awareness programs
- Metro ATP group and local jurisdictions
- LA County for the LA River Bike projects

– Community Health Benefits Grant Program

- Grants for improvements at sensitive receptors
- Community-agency dialogue (development of guidelines)
- Community health risk prevention/reduction
- LA County Health Department and local jurisdictions



Next Steps

- **Ports AQ Improvement Programs**
 - Clean port operations
 - Community engagement
 - Ports and cities of LA and LB
- **Freeway Operation Safety programs/ITS**
 - Regular advisory and informational bulletins/progress reports
 - Community engagement
 - Truck safety and speed monitoring/control
 - Speed and emission enforcement
 - Caltrans, Metro, CHP, Local law enforcement



Board Report

File #: 2017-0859, **File Type:** Project

Agenda Number: 17.

**PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 14, 2018**

SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. EXPANDING the northern study options;
- B. RECEIVING AND FILING the:
 - 1. Update on Public Private Partnership procurement; and
 - 2. Status of Transit-Oriented Communities efforts.

ISSUE

In response to comments received during the scoping period and ongoing technical analysis, the project team has been exploring potential modifications to the northern alignment options and termini. Board action is needed to expand the northern study options in order to address the comments received and address ongoing technical analysis.

DISCUSSION

Background

The West Santa Ana Branch (WSAB) Transit Corridor Project is a proposed new 20-mile light rail transit line that would connect downtown Los Angeles (DTLA) to southeast Los Angeles County. The project has been identified in the Long Range Transportation Plan (LRTP) and is also contained in both the Measure R and Measure M Expenditure Plans. In the Measure M Expenditure Plan, the project is scheduled for groundbreaking in FY 2022, with identified opening dates in FY 2028 and FY 2041. Recently, WSAB has also been included in the proposed “Twenty-Eight by ‘28” initiative as an aspirational project schedule to be completed early in time for the 2028 Olympic Games in Los Angeles.

Project History

In February 2013, Southern California Association of Governments (SCAG) completed the Alternative Analysis (AA) Study for a 34-mile WSAB corridor from Los Angeles Union Station (LAUS) to the City of Santa Ana in Orange County. The Metro Board in January 2014 received the study's recommended two northern alignment alternatives for further consideration: 1) West Bank 3 along the west bank of the Los Angeles River, and 2) East Bank along the east bank of the Los Angeles River.

Based upon the West Bank 3 alternative, four new alignment options (Attachment A) were identified as part of Metro's Technical Refinement Study (TRS) completed in September 2015 and recommended for further analysis:

- 1) Pacific/Alameda
- 2) Pacific/Vignes
- 3) Alameda
- 4) Alameda/Vignes

In April 2017, the Board approved the four northern alignment options as part of the Northern Alignment Options Screening Report: 1) Pacific/Alameda, 2) Pacific/Vignes, 3) Alameda, and 4) Alameda/Vignes to be carried forward into environmental analysis. The Board also took action to drop from further consideration the East Bank and West Bank 3 northern alignment options previously recommended in the SCAG AA Study.

Scoping Process and Results

On June 6, 2017, Federal Transit Administration (FTA) and Metro formally initiated the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) phase with an extended public scoping comment period held from June 6, 2017 through August 4, 2017. Four public scoping meetings were held during that period in the cities of Bellflower, Los Angeles, Huntington Park and South Gate. At the conclusion of the public scoping period, over 1,100 comments were received.

Approximately 400 comments were submitted by Little Tokyo stakeholders. Comments received expressed strong opposition to some or all of the northern alignment options and were particularly opposed to an elevated alignment along Alameda Street with concerns about the visual impacts. Comments from the Little Tokyo community also relayed a history of ongoing construction impacts experienced by the community related to the Metro Gold Line Eastside Extension and the Regional Connector projects, and concern with the prospect of future construction impacts brought on by a WSAB alignment through their community with an identified potential future station at Alameda Street, west of 1st Street.

Metro also received scoping letters from several agencies. In their scoping letters, Metrolink, the Federal Railroad Administration (FRA) and High Speed Rail (HSR) expressed concerns regarding the northern alignment options. Specifically, their comments focused on encouraging Metro to seek alternatives that do not limit the potential for additional regional railroad capacity at LAUS.

Potential Downtown Los Angeles Termini

In response to comments received during the scoping period and ongoing technical analysis, the project team has been exploring potential modifications to the northern alignment options (Attachment B), including the following:

Union Station via Alameda Street

This alignment option extends between Union Station and the Washington Station along Alameda Street and the Metro Blue Line right-of-way (ROW). It would provide three potential stations: Union Station, Little Tokyo, and 7th/Alameda. At Union Station, we are exploring three potential options including: underground west of Union Station; underground west of Metro Gold Line platform; and at-grade east of Metro Gold Line platform (via Center Street as opposed to Vignes Street, which was proposed during the scoping period). This alignment option was developed during the TRS and modified based upon scoping comments and ongoing technical analysis.

Union Station via Arts District Transfer Station

This alignment option extends between Union Station and the Washington Station along the Metro Blue Line ROW via the potential Division 20 Arts District Station at 6th Street. This alignment would provide a connection to Union Station via a transfer to either the red or purple line at a new Division 20 Arts District/6th Street Station. This alignment option was developed based upon scoping comments and ongoing technical analysis.

Downtown Transit Core

This alignment option extends between the Downtown Station and the Washington Station along the Metro Blue Line ROW. The terminus location within the Pershing Square, 7th Street/Metro and Regional Connector area will be studied. This alignment option could provide two to three potential stations between Washington Station and the terminus depending on the alignment to be determined. This alignment option was developed based upon scoping comments and ongoing technical analysis.

Over the next several months, staff will be conducting technical analyses and soliciting input from internal Metro departments for the northern alignments. Staff will return to the Board in spring 2018 with the updated screening report and recommendations for the northern alignments to be carried forward in the Draft EIS/EIR. The project milestone schedule is contained in Attachment C.

Public Private Partnership (P3) Procurement

P3 is being explored as the delivery method for the WSAB. In close coordination with the environmental document, staff is developing the basis for procurement of a P3 to include technical, financial and legal components. To achieve the best business case for Metro, staff is applying and integrating each of these components to evaluate the optimal procurement type such as Design/Build, Design/Build/Finance or Design/Build/Finance/Operate and Maintain. Completion of the evaluation will produce a recommended P3 Strategy and a scope and a schedule that supports procurement of a P3 Contractor through the Request for Proposal (RFP) process. Attachment D provides background regarding benefits of P3 delivery and Attachment E provides a structure for development of the business case.

Transit-Oriented Communities Implementation Strategy

Metro, in partnership with the City of South Gate and the Eco-Rapid Transit Joint Powers Authority (JPA), was awarded a grant application from the Federal Transit Administration (FTA) for \$2 million from their Transit Oriented Development (TOD) Planning Pilot Program for the WSAB Transit Corridor TOD Strategic Implementation Plan (the Plan). The TOD grant will result in a Transit-oriented Communities vision and strategic implementation plan for the WSAB corridor.

Eco-Rapid Transit JPA submitted a letter to Metro requesting an amount of \$5 million to build upon work being carried out through the FTA grant that would help cities implement the Transit Oriented Communities (TOC) vision for the corridor through required policy and regulatory actions to be taken by local land use authorities. Additionally, the funds would support preparation of a programmatic Environmental Impact Report for the corridor to facilitate TOC implementation.

By pursuing TOC implementation work, it would greatly advance the likelihood of achieving TOC along the corridor. Additionally, by creating the land use policy and regulatory tools for WSAB, Metro will add value to its existing TOC toolkit with templates that assist local land use agencies countywide in complying with California land use law when partner agencies wish to achieve TOC. This streamlines the process for implementing and achieving TOC. Staff is continuing to develop the approach and scope of work to advance TOC implementation.

Outreach Activities

In anticipation of Board action regarding the northern alignments, staff has met with key project area stakeholders to update them on the results of the scope period, nature of comments received and staff's potential direction to respond to comments specific to the northern alignments.

In mid-January, Metro Local Government/External Affairs staff and the project outreach team began conducting key stakeholder briefings in Little Tokyo, the Arts District and DTLA to provide updates on the status of the project and discuss the new proposed northern alignment options. Briefings will continue along the project corridor this month, as well as continued coordination with Eco-Rapid Transit JPA and Gateway Cities Council of Governments, which included a presentation at their recent Board Meetings.

Community meetings will be held along the project corridor in March to provide updates and gather feedback from local residents, businesses and the general public. The outreach team will also continue participating in community-based events along the corridor to provide project information to interested stakeholders. When new scoping meetings are held after Board direction on the northern alignment options in spring 2018, one will be held in the DTLA area, with a second held in the southern segment of WSAB.

DETERMINATION OF SAFETY IMPACT

These actions will not have any impact on the safety of our customers and/or employees because this project is at the study phase and no capital or operational impacts results from this Board action.

FINANCIAL IMPACT

The FY 2017-18 budget includes \$3,256,640 in Cost Center 4370, Project 460201 (WSAB Transit Corridor) for professional services. Since these are multi-year contracts, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

The funding for this project is from Measure R 35%. As these funds are earmarked for the WSAB Transit Corridor project, they are not eligible for Metro bus and rail capital and operating expenditures.

ALTERNATIVES CONSIDERED

The Board could consider deferring further study on the expanded study area. This alternative is not recommended as this would impact the project's environmental clearance schedule and would not be responsive to comments received on the current alignments. This would also not be consistent with prior Board direction to advance the project.

NEXT STEPS

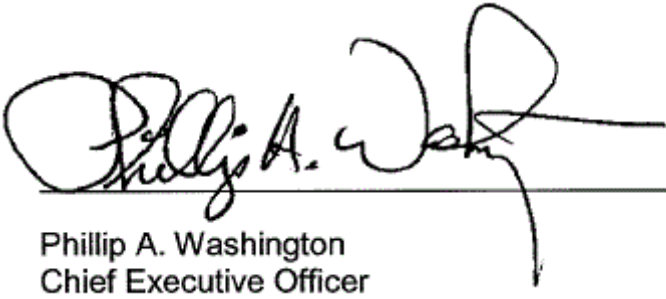
Upon Board approval, staff will conduct additional technical analysis including an updated screening evaluation process for the revised northern alignment options while continuing with the Draft EIS/EIR. Staff will return to the Board in spring 2018 with recommendations for carrying forward revised northern alignments into a rescoping process.

ATTACHMENTS

- Attachment A - Original Northern Alignment Options Map
- Attachment B - Proposed Additional Northern Alignment Study Options
- Attachment C - WSAB Milestone Schedule
- Attachment D - Factors Considered Related to P3 Delivery
- Attachment E - Development of the Business Case

Prepared by: Teresa Wong, Senior Manager, Countywide Planning & Development, (213) 922-2854
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Phillip A. Washington
Chief Executive Officer

West Santa Ana Branch Transit Corridor

Original Northern Alignment Options



West Santa Ana Branch Transit Corridor

Proposed Additional Northern Alignment Study Options



ATTACHMENT C

WSAB Milestone Schedule

Board Action on Northern Alignment Study	February 2018
Market Sounding	Spring 2018
Board Action on Northern Alignment Options to Advance into Environmental Review	May 2018
Board P3 Workshop	Winter 2019
Release P3 RFQ	Spring 2019
Groundbreaking	FY2022

Factors Considered Related to P3 Delivery

Compared to traditional procurement and project delivery approaches, P3 can realize benefits as outlined below. All of these will be considered in identifying the optimum delivery method for this specific project – based on the best value to Metro.

P3's Provide Accountability: The concept of “pay for performance” is at the heart of the P3 delivery methodology. Performance standards are clearly defined and payment is linked to the Private Partner's ability to deliver against these standards. P3s will enable Metro to spread cost of infrastructure investment over the lifetime of the asset.

Reduce Risk: Risk allocation is at the heart of a project's value for money and follows the guiding principle that a risk should be transferred to the party best able to control or mitigate it at the lowest cost. P3's can reduce public sector risk by transferring those risks that are better managed by the Private Partner. Examples of such risks include: adherence to construction schedule, construction and site risks, quality management, utility works, and lifecycle and capital maintenance costs.

Improve service delivery: Metro will be able to better able to focus on core activities such as customer service, user experience, and system management, rather than non-core functions, such as the construction, and potentially operations and maintenance, if transferred to the Private Partner.

Efficient use of assets: Private Partners are motivated to adhere to the performance obligations of the Partnership Agreement (PA) resulting in higher levels of service, greater accessibility, and reduced costs for the public sector.

On-time & on-budget delivery: Payments are aligned to the delivery of project objectives.

Ensure assets are properly maintained: Well-designed P3s maintain infrastructure by transferring maintenance requirements to the Private Partner.

Fiscal planning: P3s result in contracts that set out fixed payments over the life of the contract allowing Metro to budget costs over multiple years in their fiscal plans.

Cost savings through quality and innovation: Shifting long-term operation & maintenance responsibilities to the Private Partner creates incentive to ensure long term construction and operations quality and innovation

Leveraging strengths: P3s require a full infrastructure solution to be developed and implemented with cost certainty over a long-term contract. This requires consortia to bring firms whose core businesses are in construction, finance, operations and maintenance to ensure that the asset is properly constructed and built to produce over the life of the contract.

ATTACHMENT E

Attachment E - Development of the West Santa Ana Branch Light Rail Transit (WSAB) Public Private Partnership (P3) Business Case

The process for the development of the WSAB P3 Business Case and thus the identification of the optimal procurement option for the WSAB Project is outlined below:

1. Shortlist the Procurement Options for the WSAB Project
2. WSAB P3 Procurement Strategy
3. Define the WSAB Project Scope and Prepare Cost Estimate
4. WSAB Value for Money (VfM) / Quantitative Analysis
5. Completed WSAB P3 Business Case

1 - Shortlist the Procurement Options for the WSAB Project

Deliverable - Market Sounding Report (Estimated Completion: June 2018)

The purpose of the Marketing Sounding is to ascertain the market's interest in different P3 delivery models and to qualitatively determine the extent to which specific delivery models will attract competition and gather information about the interest, opportunities and challenges associated with the Project. Conducting a Market Sounding provides an understanding of the WSAB's marketability; solicits feedback from the market on the Project's potential scope, contract structure, market constraints and possible financing options. The Market Sounding process validates financial and contract structure assumptions (e.g. term length, equity return rates, etc.) and prepares the market for the WSAB procurement. Metro can use bidder feedback from market soundings to inform and create the most marketable transaction possible.

Deliverable – Qualitative Analysis (Estimated Completion: June 2018)

The purpose of the qualitative analysis is to examine the benefits and risks of the WSAB Project that are not directly quantifiable. This section is important to Metro as it will account for the non-quantifiable benefits and risks (e.g., Timeliness/Project acceleration, Operational, Interfaces, Local participation, Labor considerations, etc.) of the various delivery approaches under consideration and takes into account how these procurement options align with the overall objectives of the WSAB Project. It is an important step for Metro to complete because it recommends the P3 models that respond the Project's qualitative requirements.

2 – WSAB Procurement Strategy

Deliverable (1) - Procurement Strategy (Estimated Completion: October 2018)

Procurement Strategy articulates Metro’s policy and process framework for establishing an accessible, fair and competitive environment to secure a Private Partner for the WSAB Project. Human and financial resources are identified along with a framework to oversee the procurement. Procurement strategy also defines roles and responsibilities of individual members of the Metro WSAB Project team and outlines the rationale for their inclusion and provides clarity on the project’s future direction and anticipated key milestones.

Deliverable (2) Implementation Plan (Estimated Completion: October 2018)

The Implementation Plan demonstrates the degree to which the WSAB project is “market ready” relative to Metro’s resourcing strategy. This step ascertains the status of relevant, environmental assessments, property conveyance, utilities, site approvals, design development and other non-procurement related processes. The Implementation Plan presents an integrated WSAB project schedule (e.g., GANTT chart) that outlines the critical path for successfully executing the WSAB Project. Approvals received to date are identified and a timeline to be followed to achieve any outstanding approvals. In addition, the Implementation plan addresses engagement of stakeholders throughout project execution and develops a transition plan for Metro through the post-transaction / contract administration period.

3 – WSAB Value for Money (VfM) / Quantitative Analysis

Deliverable (1) – Quantitative Analysis (Estimated Completion: Preliminary VfM - December 2018; Final VfM – February 2020)

Quantitative Analysis considers quantifiable factors pertaining to each shortlisted procurement option (i.e., Design-Build-Finance, Design-Build-Finance-Maintain, Design-Build-Finance-Operate-Maintain, etc.) and evaluates the total Net Present Value (NPV) of proposed procurement options. On the basis of reliable project cost information (e.g., 30% design completion, and a +/- 15% level of cost precision.) quantitative analysis compares respective costs and determines which procurement option provides the most Value for Money (VfM) for the WSAB Project. Metro staff and its External Advisors will be responsible for the following interim activities and deliverables including: Project Costing, Risk Analysis and Quantification, Project Financing Assumptions and Preliminary VfM analysis. The quantitative analysis including the VfM will be continually refreshed as we receive more precise costing data. These refreshes will occur up until the completion of the Final P3 Business Case in February 2020.

Important items to consider as part of the Quantitative Analysis:

- Base project costs for all procurement options on a life-of-project basis, i.e. hard and soft construction costs, facilities management costs, operations, maintenance and lifecycle costs
- Clear description of the risk allocation model and the quantitative benefits brought to Metro from the risk allocation model
- Understanding of project risks and thorough consideration of the risk transfer benefits and financial impacts
- Level and timing of Metro's capital injections during the construction (milestone payments) and at substantial completion
- Assumed financing plan under the P3 model, including the types, amounts and timing of different debt and equity instruments, along with associated fees
- Identify the procurement option that provides the greatest VfM in quantitative terms over the design, construction and operation/maintenance phases of the project

Deliverable (2) – Integrated Recommendation for the WSAB Project (Estimated Completion: January 2019)

Integrated Recommendation (IR) formulates a recommendation concerning the optimal procurement option for the WSAB Project. This step defines the optimal procurement option and includes a comprehensive discussion of the Quantitative and Qualitative Analyses with particular emphasis on factors that most influenced the procurement option decision.

Deliverable (3) – WSAB Project Funding and Affordability (Estimated Completion: February 2020)

The purpose of the WSAB Project Funding and Affordability analyses is to demonstrate the Metro's financial preparedness to undertake the WSAB Project. In this process, Metro will disclose all the sources of the funds for the WSAB Project and all the manners in which the WSAB Project funds will be used. This step is important for Metro because it will show Metro's financial capability of undertaking the long-term commitments associated with the WSAB P3 contract; the timeline for how funds will be utilized by the WSAB Project, including construction and operations and/or maintenance (O&M) over the concession period and lifecycle costs; and, where a funding gap is not fully eliminated through Measure M investment and the measures being put into place to address the funding gap.

4 - Define the WSAB Project and Prepare Cost Estimate:

Deliverable - Project Definition and Schematic Design Cost Estimate (Estimated Completion: October 2019 and February 2020)

The purpose of the Project Definition and Cost Estimate is to outline and justify the WSAB Project and validate its costs. Project definition identifies the scope of the proposed investment; outlines the rationale for the pursuit of the Project (i.e. needs assessment and investment objectives); demonstrates Metro's preparedness, knowledge and understanding of the Project; frames WSAB's suitability for a P3 procurement approach; and allows Metro to complete the credible and justifiable quantitative analysis for the WSAB Project (i.e., Milestone #3). The WSAB will be defined when the Board selects a Locally Preferred Alternative (October 2019). Metro's External Advisors will complete a Schematic Design Cost Estimate (30% design completion and a +/- 15% level of cost precision) for the Project. This estimate will validate the WSAB Project Costs and our quantitative analysis.

5 – Completed WSAB P3 Business Case

Deliverable – P3 WSAB Business Case (Estimated Completion: Preliminary Business Case - March 2019; Final Business Case - February 2020)

The culmination of all of the above deliverables will form the Final WSAB P3 Business Case. The purpose of the P3 Business Case is to identify and assess viable procurement options in order to recommend the option that best achieves the WSAB project objectives and outcomes and Value for Money (VfM). The P3 Business Case proposes a credible implementation plan for the WSAB Project.



West Santa Ana Branch Transit Corridor


Planning and Programming Committee

February 14, 2018



Metro

Item 2017-0859



Recommendations/Board Actions

Request the Board to:

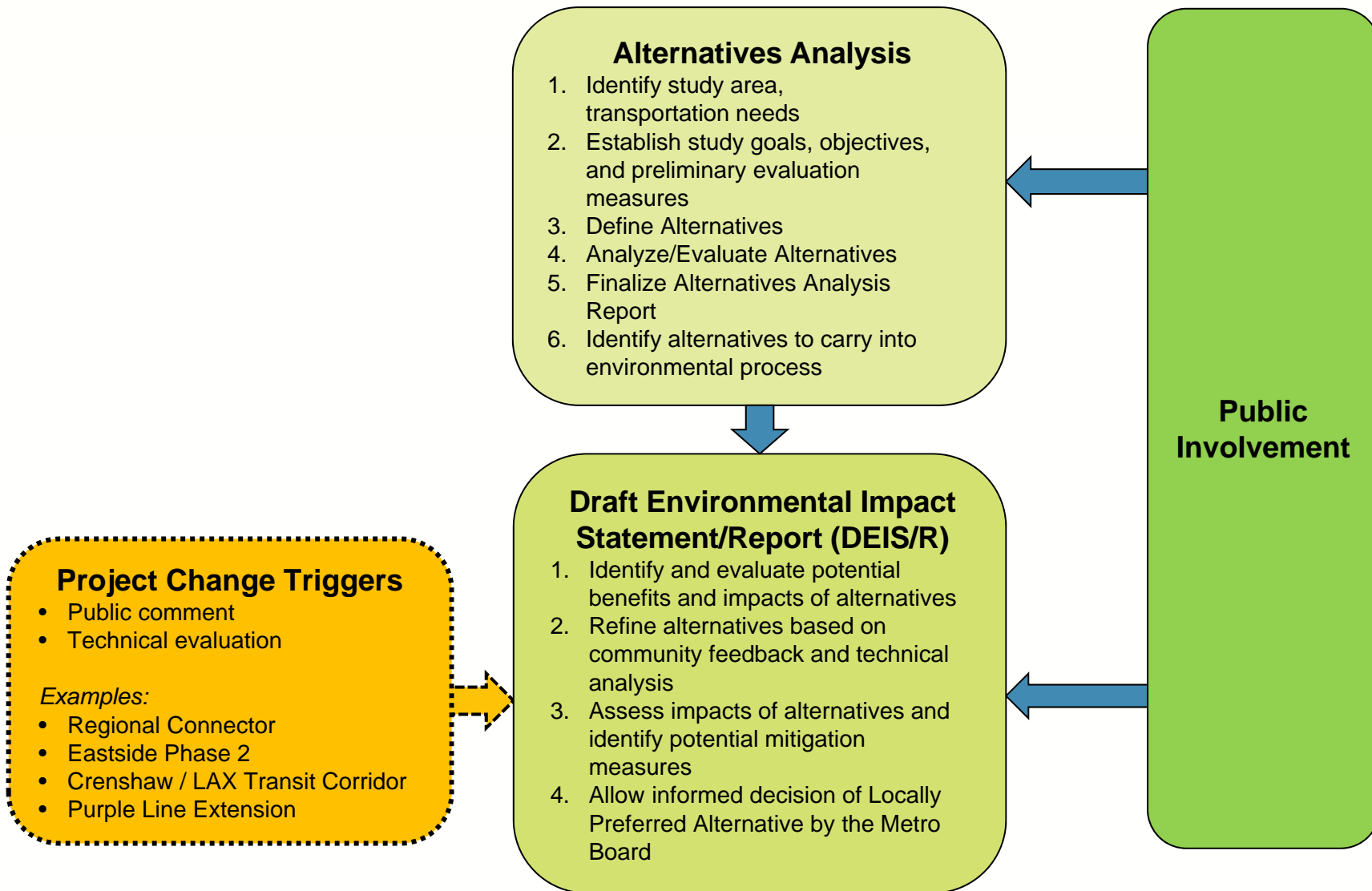
Authorize:

- Expand northern study options

Receive and File:

- Update on Public Private Partnership procurement
- Status of Transit-Oriented Communities efforts

Early Project Development Process





Project Goals

- > Provide mobility improvements
- > Support local and regional land use plans and policies
- > Minimize environmental impacts
- > Ensure cost effectiveness and financial feasibility
- > Promote equity

Northern Alignments: Concerns/Constraints

Little Tokyo

- Opposition to visual impacts of elevated alignment on Alameda Street
- Cumulative disruptions due to construction of multiple Metro projects

Arts District

- Opposition to at-grade or aerial alignment on Alameda Street

Industrial District

- Opposition to at-grade or aerial alignment on Alameda Street

High Speed Rail, Metrolink, Federal Railroad Administration

- Preference for alternatives that do not limit existing or planned capacity at Union Station for regional rail services

Re-scoping Northern Alignment Options

- Re-scoping and public meetings needed for expanded northern study options
 - FTA guidance
 - CEQA compliance



Metro



Environmental Scoping Alternatives

Northern Alignment Considerations

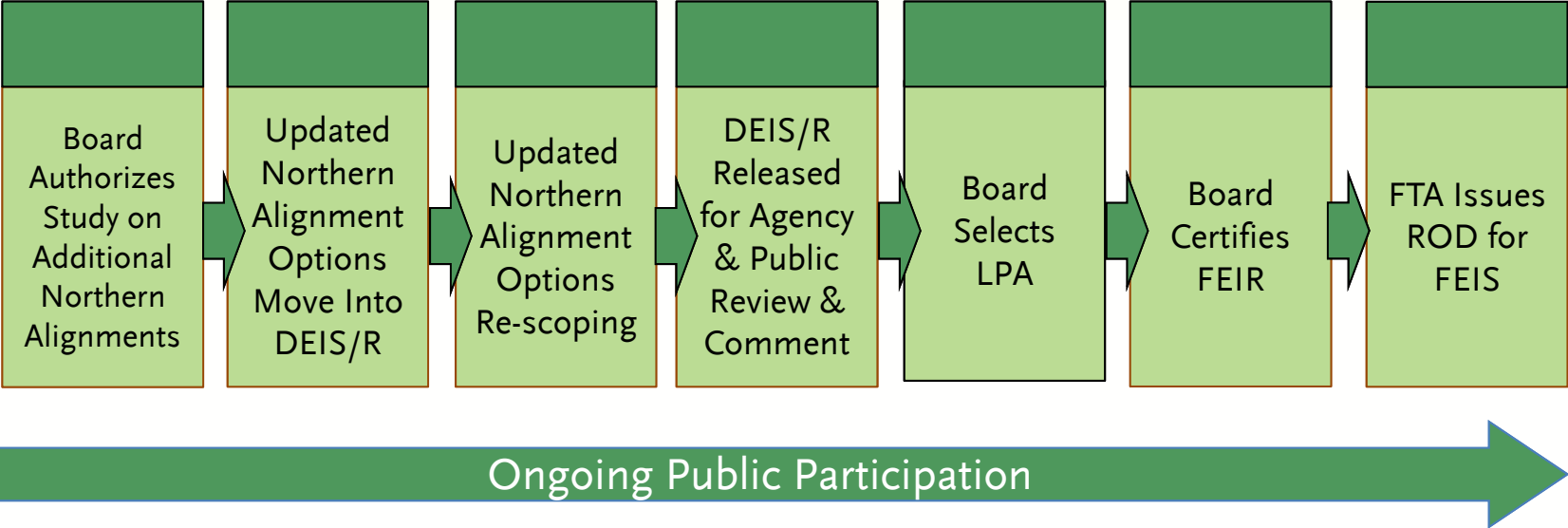
- Links southeast LA County communities to DTLA employment and cultural center
- Connections to Metro Rail and Regional Rail networks
- Ridership, travel time and customer experience
- Minimize impacts to existing neighborhoods
- Project feasibility, budget and schedule considerations





Proposed New Alignments for Refined Analysis

Updated Environmental Planning Process



* Timeline Subject to Change



Transit-Oriented Communities (TOC)

Corridor TOC Goals:

- Prepare a vision for TOC along the corridor
- Develop TOC implementation strategy
 - Land use planning
 - Economic development strategy
 - Active Transportation Plan

Next Steps:

- Complete the study by end of 2018
- Identify \$5 million in funding to carry out the implementation strategy





Next Steps

- **January – February:** Conduct Board staff and stakeholder briefings
- **February:** Board action to add new northern alignment alternatives
- **February – May:** Conduct an updated screening evaluation process for the revised northern alignment options
- **Late spring:** Board action on refined northern alignment options and to reinitiate environmental scoping



Thank you



Metro®



Board Report

File #: 2017-0892, **File Type:** Oral Report / Presentation

Agenda Number: 18.

**PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 14, 2018**

SUBJECT: METRO BIKE SHARE

ACTION: RECEIVE ORAL REPORT

RECOMMENDATION

RECEIVE oral status update on Metro Bike Share.

DISCUSSION

Background

At the January 2014 meeting, the Board Motion 58 authorized the CEO to procure, contract, and administrate a bike share program. The Metro Bike Share system opened on July 17, 2016 in downtown Los Angeles. Phase II expansion was implemented in summer 2017 to Pasadena, Port of Los Angeles and Venice. The system currently operates with approximately 120 stations and a fleet of 1,400 bicycles. Table 1 below provides details by service area.

**Table 1 Metro Bike Share
Service Areas and Fleet**

	Launch Date	Fleet Size
Downtown Los Angeles	July 7, 2016	61 Stations 700 Bicycles
Pasadena	July 14, 2017	34 Stations 375 Bicycles
Port of Los Angeles	July 31, 2017	13 Stations 130 Bicycles
Venice	September 7, 2017	15 Stations 150 Bicycles

➤ *Key Performance Metrics*

**Table 2 Metro Bike Share Connections to Transit
(2017 Annual Survey Results)**

Municipal Bus	14%
Metro Bus	26%
Metro Rail	51%
Metrolink	10%
Amtrak	2%
Inter-City Bus (Bolt, MegaBus)	1%
Did not connect to transit	40%

Table 3 YTD FY18 Ridership

	Regional	DTLA	Pasadena	Port of Los Angeles	Venice
Total Rides	143,506	98,811	23,269	4,188	16,878
Rides/Bike/Day	.67	.78	.48	.22	1.03

Table 4 YTD FY18 Rides by Pass Type

	Regional		DTLA		Pasadena		Port of LA		Venice	
Monthly Pass	81,815	57%	62,743	64%	15,099	64%	1,230	31%	2,743	16%
Flex Pass	5,735	4%	4,883	5%	670	3%	71	2%	111	1%
Walk-Up	43,927	31%	22,878	23%	7,241	31%	2,572	65%	11,236	67%
One-Day Pass	5,935	4%	2,888	3%	292	1%	80	2%	2,675	16%
Business Pass (Gold)	4,121	3%	4,025	4%	55	0.23%	14	0.35%	27	0.16%
Business Pass (Silver)	83	0.06%	83	0.08%	-	0.00%	-	0.00%	-	0.00%
Business Pass (Bronze)	696	0.49%	613	0.62%	79	0.34%	-	0.00%	4	0.02%
Total	142,312	100%	98,113	100%	23,436	100%	3,967	100%	16,796	100%

**Table 5 Promotional Passes
(Launched in Fall 2017)**

Promotion	Total Rides/Passes
\$2 Tuesday	580 rides
Day Pass	3,081 passes

Table 6 System-wide Revenues by Pass Type

Pass Type	Revenue	% of Total
Business Pass (Bronze) Employer	\$0.00	0%
Business Pass (Gold) Employer	\$9,868.50	2%
Business Pass (Silver) Employer	\$0.00	0%
Business Pass (Bronze) Employee	\$684.00	0.19%
Business Pass (Gold) Employee	\$0.00	0%
Business Pass (Silver) Employee	\$123.00	0.03%
Flex Pass	\$33,087.00	9%
Monthly Pass	\$140,491.75	40%
One-Day Pass	\$22,505.50	6%
Walk-up sales	\$148,340.75	42%
Total Pass Revenues	\$355,100.50	100%
Regional Farebox Recovery	13%	

FY18 Q2 Passholder Demographics Summary (does not include walkup and day pass users)

- **Gender**
 - *No Response 60%*
 - *Male 22%*
 - *Female 15%*
 - *Other 3%*
- **Age**
 - *No Response 33%*
 - *30-39 Y.O. 24%*
 - *20-29 Y.O. 17%*
 - *40-49 Y.O. 13%*
 - *50-59 Y.O. 10%*
 - *Other age groups less than 10%*
- **Ethnicity**
 - *Caucasian/White 53%*
 - *Hispanic/Latino 20%*
 - *Asian/Pacific Islander 16%*
 - *Other ethnicity groups less than 10%*
- **Income**
 - *No Response 51%*
 - *Greater than \$95,000 27%*
 - *\$70,000-\$95,000 7%*
 - *Other income groups less than 5%*

➤ *Evaluation Actions Underway to Further Improve Performance*

1. Existing Station Review: Station performance will be analyzed. Underutilized stations

- will be relocated to optimize the system network and provide enhanced service to patrons.
2. User Feedback: The first annual survey was issued in November 2017. Results will help understand the user experience and preferences to support future program adjustments tailored to patron needs.
 3. Marketing: Several initiatives are designed to promote system use:
 - a. Station Activations - the Metro Bike Share Street Team provides outreach, education, and pass sales
 - b. Monthly Newsletter - engages readers with upcoming events, promotions, and system updates
 - c. Monthly Member Spotlight - feature newsletter article on a selected member
 - d. Virtual Kiosks - deployed at large events to make bike share convenient to attendees and provide program education
 - e. Group Rides - bicycles and ride leaders at events and as bike share system tours to introduce riders to the program and familiarize them with the equipment
 - f. Bike Share for Business - discounted monthly passes for businesses

➤ *New Technology*

The Metro Bike Share Program anticipates the introduction of “smart bike” technology into the fleet in 2018. This type of bike provides flexibility for users to begin and/or end their trip outside of a bike share station/hub area. The bike may be checked out using a TAP card, small user panel on the bike, or with a smartphone and provides the opportunity to offer per minute pricing. The Metro Bike Share fleet will include a mix of the original “smart dock” and the new “smart bike” equipment.

➤ *Update on Partner Workshop (January 30, 2017)*

A workshop is planned with existing Metro Bike Share partners to discuss system performance, fare restructuring, expansion plans, and bicycle infrastructure.

Next Steps


Environmental and Title VI analyses for near term Metro Bike Share expansion areas are currently underway. At the March 2018 Board Meeting, staff will request adoption of the analyses findings along with a request to authorize staff recommendations for Phase III Metro Bike Share system expansion.

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Phillip A. Washington
Chief Executive Officer

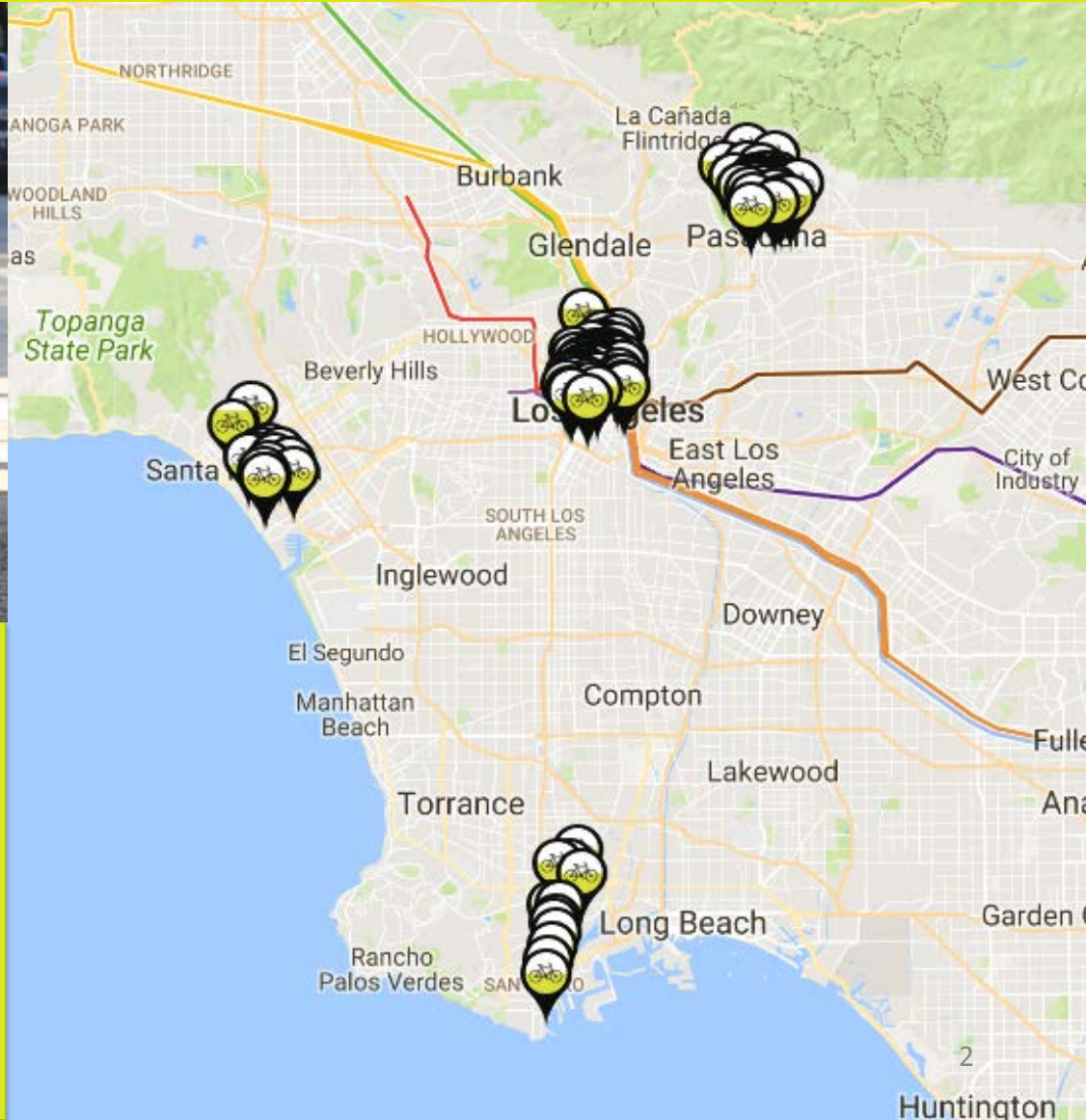


Planning and Programming Committee
February 14, 2018
Legistar File 2017-0892

February 2018 Program Update

DTLA, Pasadena, Port & Venice

120 Stations / 1,400 bicycles



DTLA - launched July 7, 2016

61 Stations

Pasadena – launched July 14, 2017

34 Stations

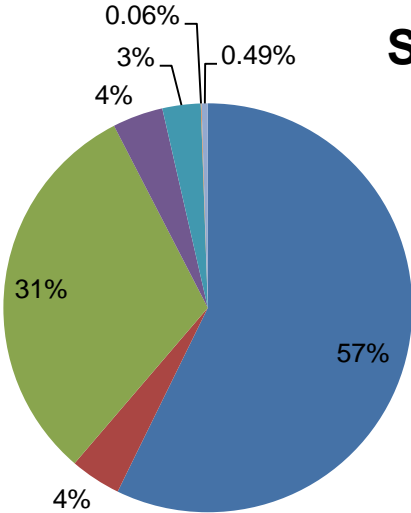
Port of LA- launched July 31, 2017

13 Stations

Venice- launched September 7, 2017

15 Stations

Who are our riders?



Systemwide

- Monthly Pass
- Flex Pass
- Walk-Up
- One-Day Pass
- Business Pass (Gold)
- Business Pass (Silver)
- Business Pass (Bronze)



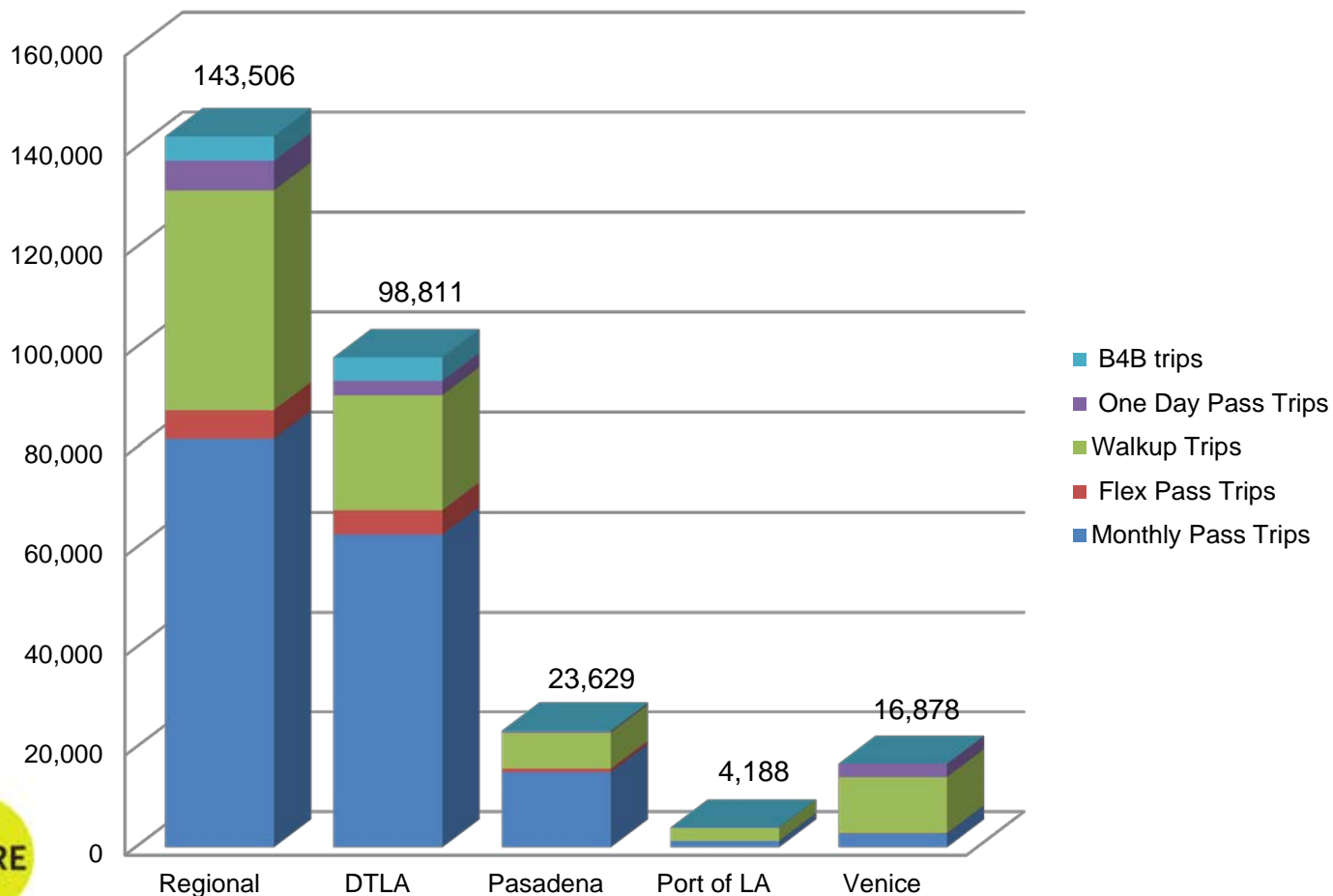
60% of all bike share trips connect to bus or rail

DTLA, Pasadena, Port of Los Angeles and Venice

Total number of rides since launch 2016:

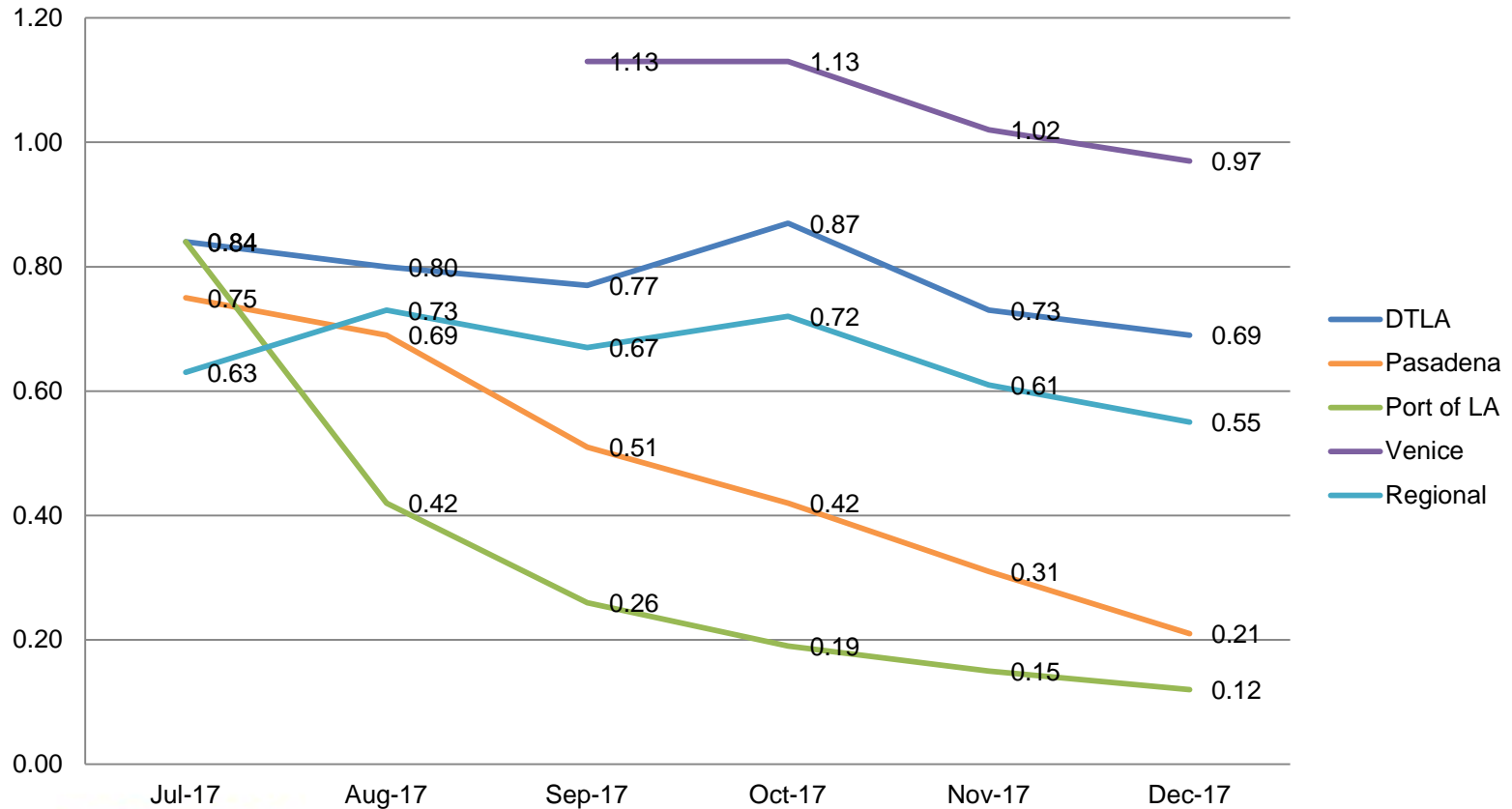
349,830

Total Number of Rides FY 2017



Systemwide Ridership Overview

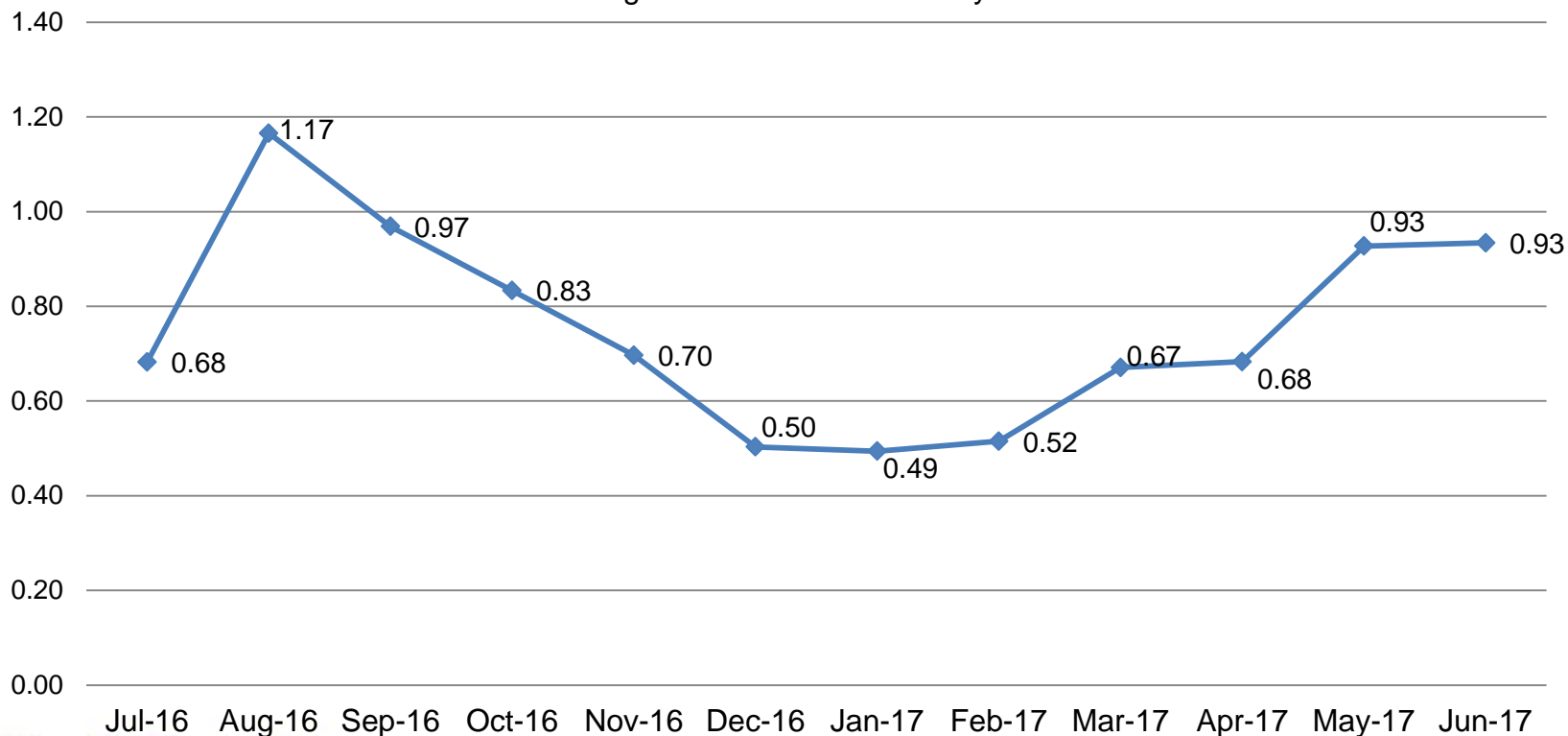
Rides/Bike/Day FY 2017



DTLA FY17 Overview

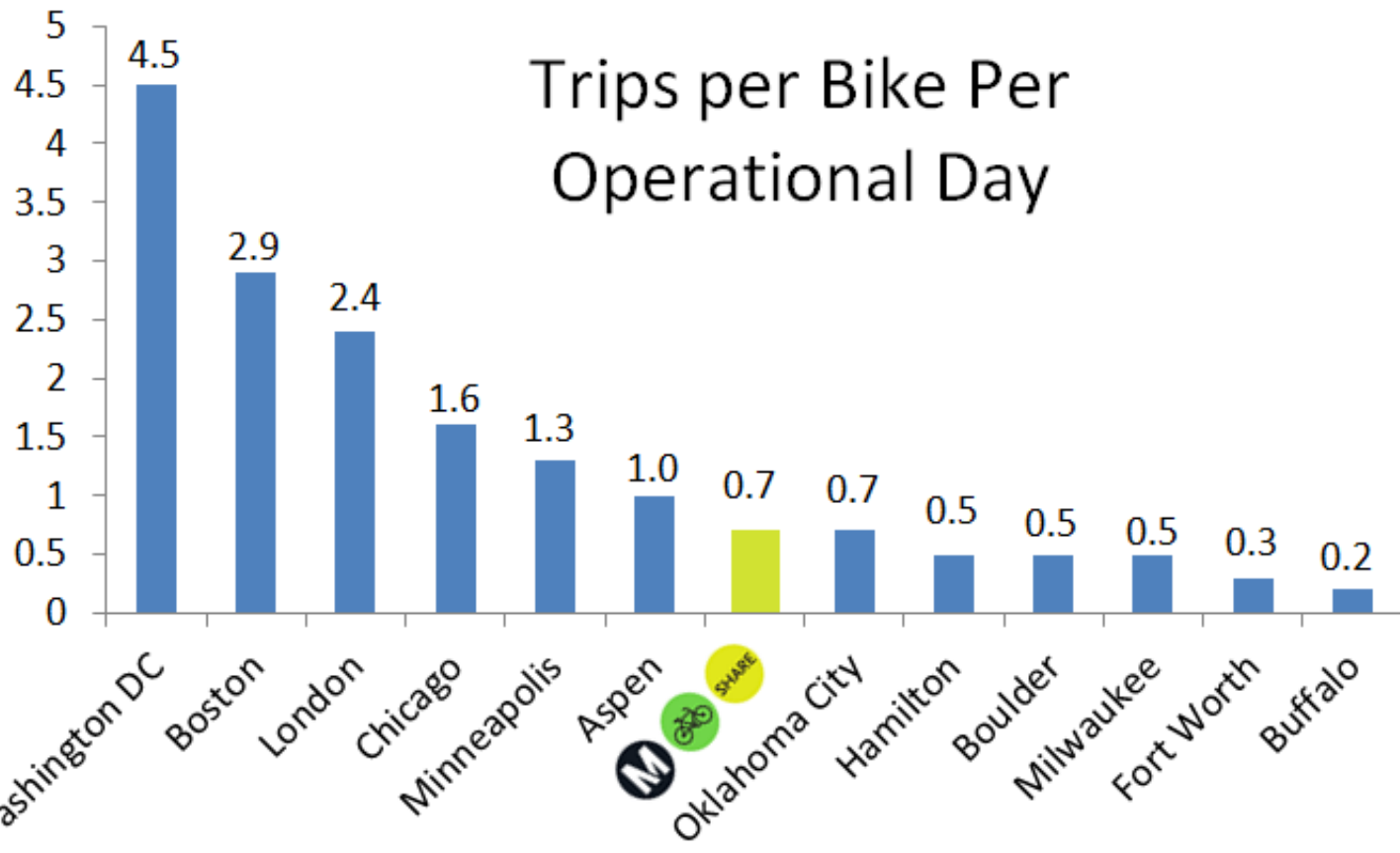
Total Rides FY 2017: 184,144

Average Rides Per Bike Per Day



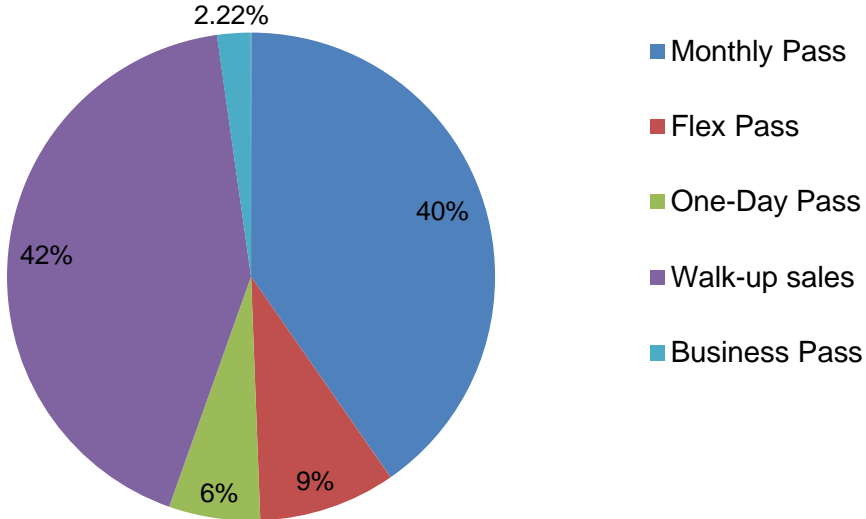
— Average rides per bike per day

System Comparison



Revenues by Pass Type

Total Pass Revenue



Pass Type	FY18 Revenue
Business Pass	\$10,675.50
Flex Pass	\$33,087.00
Monthly Pass	\$140,491.75
One-Day Pass	\$22,505.50
Walk-up sales	\$148,340.75
Total Pass Revenues	\$355,100.50
Usage Fees	\$159,868.05
Total Gross Revenues	\$514,968.55

Regional Fare Box Recovery: 13%



What do our riders want?

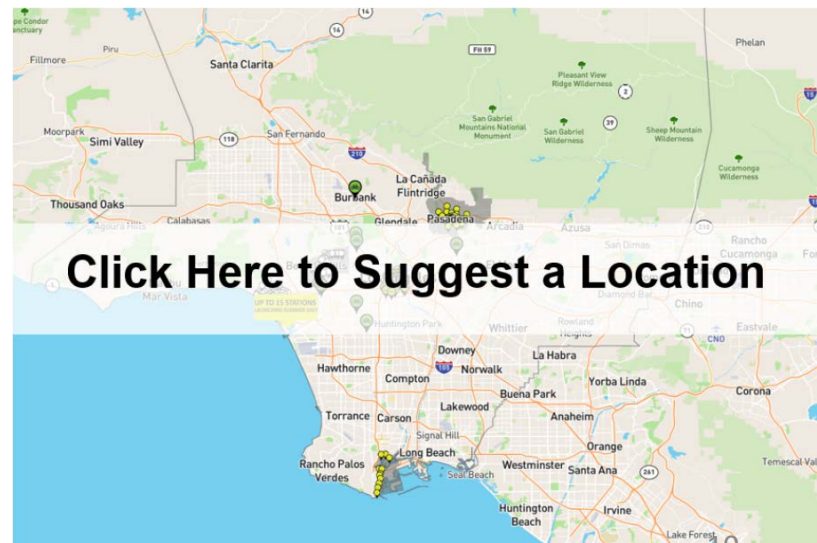
December 2017 user survey findings:

- **46%** wanted TAP integration – as a payment solution
- **35%** wanted to a smart bike option and/or electric/pedal assist
- **40%** wanted to see a change in fare structure
- **43%** wanted Metro Bike Share expanded to their neighborhood



Enhancing System Performance

- User Feedback
 - TAP Integration
 - Smart bikes & E-bikes
 - Fare Structure
 - System Expansion
- Relocate stations
- Marketing Efforts



Next Steps

- Establish a New Business Plan
 - Fare Restructure Survey and Proposal
 - Marketing and Outreach
 - Performance Measures
 - Cost Analysis
- March Board Meeting
 - Review Environmental Clearance and Title VI/Environmental Justice Analysis for Expansion
- April Board Meeting
 - Phase III Expansion





Board Report

File #: 2017-0742, File Type: Project

Agenda Number: 19.

PLANNING AND PROGRAMMING COMMITTEE FEBRUARY 14, 2018

SUBJECT: ORANGE LINE BUS RAPID TRANSIT IMPROVEMENTS

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE update on the status of the environmental clearance, grade separations, railroad type quad gating, and community outreach for the Metro Orange Line (MOL) Bus Rapid Transit (BRT) Improvements.

ISSUE

At the October 26, 2017 meeting, the Board adopted Motion 15.1 (Attachment A) to include additional grade separations as viable alternatives in the environmental analysis for the Orange Line Bus Rapid Transit MOL BRT corridor; and requirement to coordinate with the City of Los Angeles Department of Transportation (LADOT) on more detailed traffic analysis regarding impacts of the staff's recommended project on local streets. This report provides an update on the staff's approach to advancing the grade separation/gating scope which is in line with the Board's motion and proceeding forward with a statutory exemption.

BACKGROUND

The basis for staff's approach to advance the grade separation/gating scope emerged from the Orange Line BRT Improvements Technical Study that was presented to the Planning and Programming Committee in October 2017:

- Implement Measure M projects on schedule and identify approaches to accelerate delivery when possible; and
- Do so in a manner consistent with available resources without disrupting committed funding and schedules of other Measure M projects.

The MOL BRT is notable in that it is fully funded with Measure M dollars and has a ground breaking date of FY 2019. With no "other funds" indicated in the Measure M Ordinance, it is clear that the project is expected to be delivered at cost and with equivalent dedicated Measure M funds.

It was clear from the technical analysis (presented in October 2017) that an on-time delivery within the ordained budget could not accommodate a project that heavily emphasized grade separations as the principal solution to implementing the project description in Measure M: MOL BRT improvements with critical grade separation(s) implemented early through Operation Shovel Ready.

More importantly, the technical analysis did indicate a project scope that could, within the budget, deliver a project that achieved key BRT safety and performance objectives within Measure M-driven parameters of schedule adherence and available resources: the recommended project scope combining grade separation from Sepulveda to Van Nuys and gating the cross street traffic. Further, that combined project scope achieved superior performance objectives than other alternatives studied in the technical analysis, including constructing the grade separations indicated in the motion.

The staff's recommendation was to advance the grade separation/gating scope and to evaluate the applicable environmental determination, ranging from a statutory exemption to an environmental impact report.

DISCUSSION

The Board's directive to "carry the seven potential stand-alone grade separations identified in the consultant report forward into the environmental process for further consideration **as project alternatives**" (emphasis added) presents some notable trade-offs in terms of schedule delay and potential cost increases in the event the final project is an environmentally cleared alternative that exceeds the available funding currently identified.

Considering these trade-offs, and in keeping with the commitment and expectation to deliver projects on-schedule and within budget, staff will pursue a complementary parallel analysis, aligned with the prior recommended grade separation/gating project scope, to evaluate a "not to preclude" design strategy that would explicitly accommodate implementation of additional grade separations to the MOL BRT corridor in the future, should additional funding be realized.

This approach honors the Board's overall commitment to Measure M's timely implementation, while allowing continued exploration of enhancements consistent with Motion 15.1's spirit of flexibility.

Environmental Review

Staff initiated the public engagement, environmental review, engineering support, and coordination with LADOT on the recommended project: grade separation from Sepulveda to Van Nuys and gating at-grade crossings. Based on existing conditions, community input, and analysis of the project schedule impact, staff determined that this project is statutorily exempt (SE) under California Environmental Quality Act (CEQA) Section 21080(b)(11) of the Public Resources Code. Staff has initiated preliminary design for the grade separation between Van Nuys and Sepulveda, and gating other intersections of the MOL, as well as studying the project effects to noise, traffic, visual, construction, and operations, in order to minimize the impacts of the project.

Additionally, staff is designing and analyzing an elevated bike path between Van Nuys and Sepulveda Boulevards. This was part of the recommended project in order to provide bike commuters a more direct connection to the stations as compared to the existing, adjacent Class 1 bike path, encourage more bicycle use, and further enhance safety for bicyclists and pedestrians. There are two design

options being considered including an elevated continuous bikeway structure adjacent to the proposed elevated busway structure from Sepulveda to Van Nuys, or elevated bikeway structures only at Sepulveda and Van Nuys Boulevards. The at-grade bike path would remain under both design options. Staff will continue to develop the design of the bike path grade separation and evaluate its potential benefits and impacts.

Community Outreach

In late November/early December, staff conducted the initial round of community outreach for the Metro Orange Line Improvements Project. This robust effort included three open house meetings in North Hollywood, Canoga Park and Van Nuys, an innovative online webinar intended to reach diverse audiences and in-person surveys at our busiest Orange Line stations.

More than 100 people attended at least one of these meetings, including representatives from the offices of L.A. Councilmember and Metro Board Director Paul Krekorian, L.A. Councilmember Nury Martinez, L.A. Councilmember Bob Blumenfield, L.A. Councilmember Mitchell Englander, Congressman Tony Cardenas, and California Senator Bob Hertzberg. We also received valuable input from more than 600 current riders through our in-person surveys at the Orange Line stations.

Metro staff is now reviewing all the comments received from the surveys and community meetings and advancing the project through the environmental review and design work. Attachment B contains a summary of the comments received and survey results.

Metro will continue to build awareness and understanding of the proposed project with key San Fernando Valley stakeholders by making project presentations as well as facilitating tours of the gating system along the Metro Expo Line in the first half of 2018. Staff will also engage current riders through outreach at stops and stations and through attendance and participation in large community events, with a continued focus on reaching Spanish-speaking Valley residents. The Project website, e-blasts and Metro's social media channels, will be used to keep the community updated on the Project. Following completion of the next phases of technical work, Metro expects to hold another round of community meetings in summer 2018.

Coordination with LADOT

As early as January 2017, staff began preliminary feasibility discussions about using railroad gate mechanisms on the MOL with City staff (LADOT) on the recommended grade separation/gating project scope. Recognizing that the recommended gating concept is common on all Metro rail facilities in the City of Los Angeles, and also a unique and non-traditional application for improving MOL safety, efficiency, and potentially improving overall traffic delays for motorists, staff is working cooperatively with City staff on two main fronts. Staff is coordinating with the City in implementing a pilot installation of railroad gates at a non-public traffic signal controlled signalized intersection on the MOL to test and verify the reliable activation and proper operation of gates for BRT application, both during normal operations as well as during failure modes. This particular intersection was selected because it will not impact traffic flow on public streets and will not cause undue delays for motorists, while at the same time will provide a realistic environment for Metro and City staff to thoroughly test various simulations and operation of the gates. Staff is currently advancing this pilot work by preparing design drawings and submitting them to the City for review and concurrence after which staff will procure a contractor and start the installation of pilot gates by summer 2018.

Staff is working with the City on a second parallel phase to develop a comprehensive traffic impact analysis of adding gates at busway crossings with city streets. Through a series of ongoing meetings and coordination, staff has incorporated feedback received from LADOT into the documents that have been submitted thus far. The documents include gating concepts showing physical improvements needed to support the gates (e.g., medians, lane closures, right turn channelization, etc.) for each intersection where gates are being proposed. Gating concepts will be used as a basis for traffic signal phasing and impact analysis. Staff has also prepared and shared with City a concept of operations document, a detailed technical gate feasibility assessment, and the assumptions and methodologies that will be used to conduct a comprehensive detailed traffic impact analysis.

This traffic impact analysis, which will include development of a model design concept and simulations to verify the anticipated traffic impacts due to gating, will also be shared with the City for their review and feedback. In fact the City will be engaged at every step of the process in terms of gathering data to populate the traffic model, documenting the calibration and validation of the model to replicate existing traffic operations, verifying the proposed gate operation and traffic signal phasing sequence for each crossing, and identifying ultimate scenarios to evaluate the potential impacts to traffic from gate operations. The traffic impact analysis has been initiated and is expected to be completed by late spring 2018, with LADOT being engaged throughout the evaluation of analysis results, to ensure the proposed gating system achieves the stated project goals while creating minimal additional delays for Valley vehicle traffic.

In conjunction with the development of the traffic impact analysis, Metro and City staff will continue coordination efforts to develop preliminary designs of gating at selected intersections to identify and resolve engineering challenges in order to improve safety, efficiency, and traffic impacts along the alignment.

Based on the traffic impact analysis and input from the City, Metro will initiate preliminary engineering designs for each intersection where gates are being proposed. The design plans will incorporate necessary treatments to maintain the current parallel bike path that is on the MOL alignment. In addition, staff will incorporate the findings from the pilot gate project into the design plans. Based on the preliminary engineering designs acceptable to the City, staff will develop cost estimates for implementing the gates and evaluate the cost implications on the project's current budget.

Due to the tight project schedule that must be adhered to in order to meet the commitments made to voters in Los Angeles County, Metro and City staffs are working in lock-step to meet the deadlines established by Measure M, and look forward to ongoing proactive cooperation between both parties to ensure the MOL improvements are delivered on time and within budget.

NEXT STEPS

Staff will continue with preliminary design for the grade separation between Van Nuys and Sepulveda, traffic analysis based on gating other intersections of the MOL, as well as studying the project's potential effects to the environment and surrounding community in order to minimize impacts. Coordination with LADOT to evaluate impacts of gating on traffic in the MOL corridor will continue as described herein. Staff will document the analysis findings and determination for the SE and will update the Board in summer 2018. Attachment C contains the Project Schedule.

ATTACHMENTS

Attachment A - Board Motion 15.1 dated October 26, 2017

Attachment B - 2017 MOL Community Outreach

Attachment C - MOL Project Schedule

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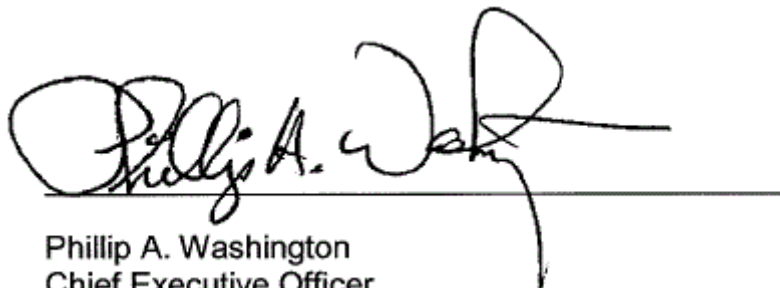
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Phillip A. Washington
Chief Executive Officer

Metro

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



Board Report

File #:2017-0729, File Type:Informational Report

Agenda Number:15.1

**REGULAR BOARD MEETING
OCTOBER 26, 2017**

MOTION by

DUPONT-WALKER AND SOLIS AMENDMENT

October 26, 2017

Orange Line Bus Rapid Transit Improvements

AMENDMENT BY DUPONT-WALKER AND SOLIS

I MOVE THAT the recommendation be amended to carry the seven potential stand-alone grade separations identified in the consultant report* forward into the environmental process for further consideration a project alternatives, and that MTA coordinate closely with LADOT on the environmental, stakeholder, and public review processes to refine and better identify potential traffic delay and other impacts to affected intersections.

*Reseda Blvd., Balboa Blvd., Sepulveda Blvd., Van Nuys Blvd., Woodman Ave., Burbank Blvd., and Laurel Canyon Blvd. and further to explore cost-sharing with the Cities and the COG.

METRO ORANGE LINE IMPROVEMENTS PROJECT

Project Kick-Off Community Open House Meetings and Webinar

Wednesday, November 29 – Thursday, December 7, 2017

	Open House Meeting #1 North Hollywood – November 29, 2017	Open House Meeting #2 Canoga Park - November 29, 2017	Open House Meeting #3 Van Nuys – December 2, 2017	Open House Meeting #4 Webinar – December 2, 2017	Total
Participants	51	17	20	32	120
Question/ Comment Cards	29	7	18	16	70
Elected Offices	<ul style="list-style-type: none"> - Office of Senator Bob Hertzberg, (18th District) – Steve Fukushima - Office of Los Angeles City Councilmember Nury Martinez (District 6) – Arcelia Arce and Lauren Padick - Office of Los Angeles City Councilmember Paul Krekorian (District 2) – Doug Mensman 	<ul style="list-style-type: none"> - Office of Los Angeles City Councilmember Bob Blumenfield (District 3) – Jeff Jacobberger - Office of Los Angeles City Councilmember Paul Krekorian (District 2) – Doug Mensman 	<ul style="list-style-type: none"> - Office of Congressman Tony Cardenas, District 29 - Nigel Sanchez - Los Angeles City Council District 6 - Nury Martinez - Ovanes Chobanian - Office of Los Angeles City Councilmember Paul Krekorian (District 2) – Doug Mensman 	<ul style="list-style-type: none"> - Office of Los Angeles City Councilmember Mithcell Englander (District 12) – Eric Moody 	
Neighborhood Councils	<ul style="list-style-type: none"> - North Hollywood NC - Reseda NC - Studio City NC 	<ul style="list-style-type: none"> - Valley Alliance of Neighborhood Councils (VANC) - Canoga Park Neighborhood Council - Encino Neighborhood Council - Reseda Neighborhood Council 	<ul style="list-style-type: none"> - Encino Neighborhood Council - Tarzana Neighborhood Council 	<ul style="list-style-type: none"> - Tarzana Neighborhood Council 	
Other Stakeholders	<ul style="list-style-type: none"> - Valley Industry Commerce Association (VICA) - Los Angeles County Bicycle Coalition (LACBC) - NoHoArtsDistrict.com 	<ul style="list-style-type: none"> - N/A 	<ul style="list-style-type: none"> - N/A 	<ul style="list-style-type: none"> - N/A 	
Q&A and Comments	<ul style="list-style-type: none"> - Railroad Type Gates – Concern over significant traffic impacts that would result from the proposed railroad type gates at heavily congested intersections; request for Metro to conduct a beta test for the gates at a busy intersection to assess impacts to traffic before installing all of the 	<ul style="list-style-type: none"> - Railroad Type Gates/Noise – Concern over how loud the bell noise will be for the railroad type gates - Traffic – Improve traffic signal timing in local streets to address major bottle necks at MOL crossings; it takes 30 minutes to cross Vanowen 	<ul style="list-style-type: none"> - Grade Separation – Concern expressed over space beneath future grade separations becoming homeless encampments. - Traffic – Concerns and comments made concerning impact new gates could have on traffic. 	<ul style="list-style-type: none"> - Connectivity with other Metro transit: Question raised about if this project will evaluate connections from other bus lines to the Orange Line and how the Orange Line will connect with future Metro lines (I/E The East San Fernando Transit Corridor and Sepulveda Transit 	

METRO ORANGE LINE IMPROVEMENTS PROJECT

Project Kick-Off Community Open House Meetings and Webinar

Wednesday, November 29 – Thursday, December 7, 2017

	<p>gates</p> <ul style="list-style-type: none"> - Noise – Multiple comments expressing concern over the bell noise that will be generated by the railroad type bells (when they go up/down); request for a soundwall along Oxnard St between White Oak Ave and Louise Ave - Grade Separation – Concern over detours and travel time delays during the construction of the Sepulveda to Van Nuys aerial structure - First/Last Mile – Consider connectivity options for the disabled and seniors that cannot use active transportation options as well as for those that are not using apps and Uber/Lyft to reach their final destination - Operations – General questions, comments and concerns regarding the existing Orange Line facility and operations. 	<p>St and Eton Ave (one block away from the MOL Canoga Ave/Vanowen St crossing) during peak hours</p> <ul style="list-style-type: none"> - Operations – General questions, comments and concerns regarding the existing Orange Line facility and operations (including homeless encampments, number of buses and frequency, need for DASH service) 	<ul style="list-style-type: none"> - Active Transportation – Concerns expressed over bike accommodations and lack of storage capacity on buses and at stations. - Safety and Security – Concerns expressed over station security and safety on buses. Several requests for additional transit security and police presence on buses and at stations. - Operations – Concerns expressed over lack of restrooms at most Orange Line stations. General comments and concerns regarding current the Orange Line facility and operations (bus frequency and connections to DASH service). 	<p>Corridor).</p> <ul style="list-style-type: none"> - Railroad Type Gates/Noise – Concern raised over how gating may impact traffic in the Orange Line Corridor. - Grade Separation – Question raised as to why grade separations weren't planned for the entire corridor. A question was also raised about what will happen with space underneath planned grade separations. - Active Transportation – Concern expressed over lack of bike storage on Orange Line buses and at stations. Question raised about Metro installing a future bike hub at an Orange Line station. A question was also raised concerning connectivity for bicyclists and pedestrians to the grade separated structures. - Operations – Questions raised about express service on the Orange Line, if fares would increase, and who makes the final determination for what gets approved and implemented as part of this project. 	
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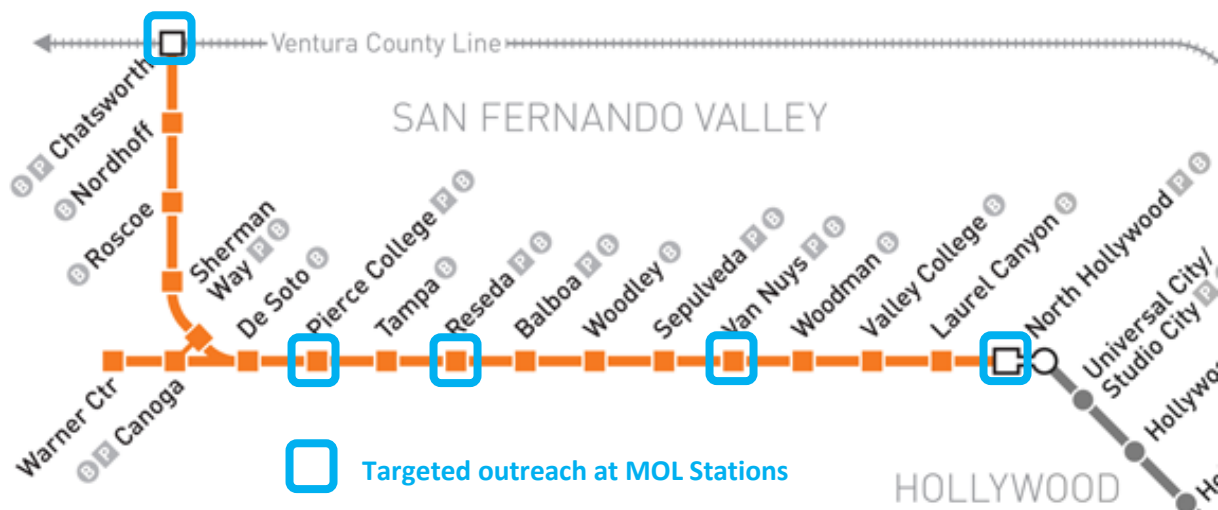
**Orange Line BRT Improvements Project
Targeted Outreach to MOL Riders – Summary
November 14-16, 2017**

Targeted outreach to Metro Orange Line (MOL) riders was conducted at key MOL stations to promote and solicit input via a brief survey on the proposed MOL improvements funded by Measure M. The surveys offered an opportunity to engage active MOL riders who may otherwise not participate at the Project Kick-Off meetings, including non-English speaking riders. Bilingual (English/Spanish) outreach staff set up pop-up information booths at the stations to provide riders and passersby with an opportunity to learn about the proposed improvements and take the brief survey. In general, one outreach team member staffed the information booth while other outreach team members approached transit riders waiting or arriving at different areas of the station.

Paper and digital surveys were offered in English and Spanish to encourage participation from as many transit riders as possible. Members of the public were offered incentives for engaging with outreach staff and/or for taking the survey, including Metro tote bags, pens, reflector bracelets, window decals and granola bars. Stakeholders who took the survey were also offered the chance to enter into a raffle for a \$25 Metro TAP Card or a \$25 Visa gift card. A winner was randomly selected from each of the surveyed stations. Riders that chose not take the survey were still handed a bilingual ‘take-one’ handout with information on the proposed improvements and details for the upcoming Project Kick-Off Open House Meetings.

The survey included seven (7) short questions that require a “check box” response. The surveys were conducted at five of the top performing MOL stations across the transit corridor during peak service days and hours (based on Metro ridership data). The surveys were conducted during the week from November 14-16 at the following MOL stations: Van Nuys (11/14/17, morning hours), North Hollywood (11/14/17, evening hours), Reseda (11/15/17, morning hours), Pierce College (11/15/17, afternoon hours), and Chatsworth (11/16/17, evening hours).

Figure 1. Targeted Outreach Conducted at Key MOL Stations



In all, the outreach team engaged a total of 910 MOL riders of which 620 completed the survey, with one in five (20%) of the surveys completed in Spanish. Below is a quick summary of the number of

**Orange Line BRT Improvements Project
Targeted Outreach to MOL Riders – Summary
November 14-16, 2017**

survey participants, number of riders engaged through the “pop-up booths”, and a brief outline of input that was collected through these stakeholder interactions.

Table 1. Survey Participants

Station	English Survey			Spanish Survey			Total Surveys	Total Stakeholder Interactions
	Print	Digital	Total	Print	Digital	Total		
Van Nuys – 11/14, morning	41	35	76	7	28	35	111	200
North Hollywood – 11/14, evening	100	47	147	13	22	35	182	300
Reseda – 11/15, morning	37	35	72	10	18	28	100	120
Pierce College – 11/15, afternoon	100	39	139	8	5	13	152	170
Chatsworth – 11/16, morning	38	23	61	8	6	14	75	120
TOTAL			495 (80%)			125 (20%)	620	910

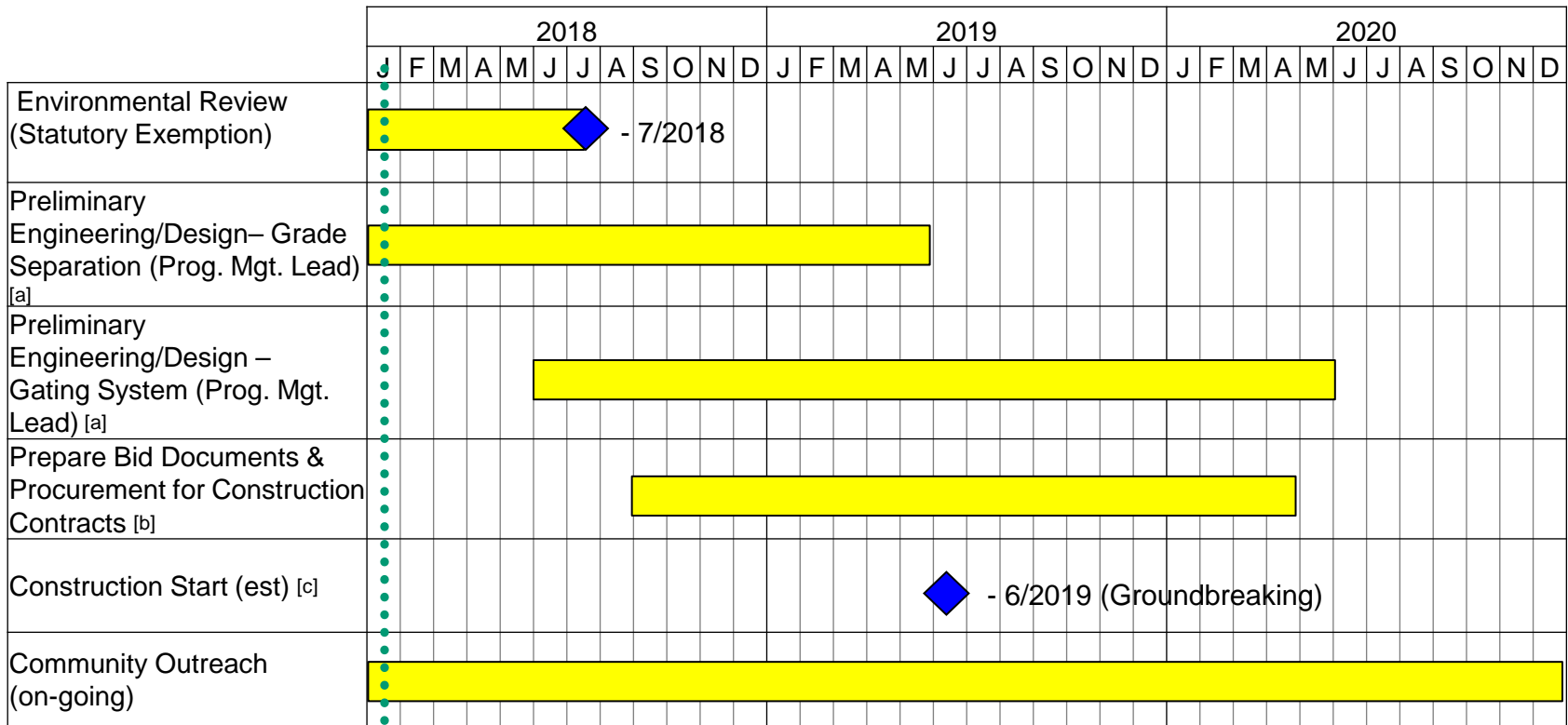
Table 2. Key Issues and Concerns

Key Issues/Comments
<p>General comments/concerns</p> <ul style="list-style-type: none"> • Lots of support for the Orange Line – existing and proposed improvements; minor opposition from users that did not see the need for the improvements • Support for conversion of Metro Orange Line to rail now, instead of phased approach • Support for expansion of the Orange Line going farther east <p>Safety – Proposed Improvements</p> <ul style="list-style-type: none"> • Support for the proposed safety improvements to the existing corridor • Need for the railroad type crossing gates <p>Operations</p> <ul style="list-style-type: none"> • Safety <ul style="list-style-type: none"> ○ Have police officers inside the buses and at each station ○ Sheriff’s deputies don’t do anything except check tickets, but city police enforce rider conduct rules

Orange Line BRT Improvements Project
Targeted Outreach to MOL Riders – Summary
November 14-16, 2017

- Theft occurs at the stations and on buses – bikes and purses are stolen
- Make stations more secure with additional security during off-peak times
- A large number of riders feel unsafe inside the bus due to the high number of homeless people who ride the Metro Orange Line and riders who under the influence of drugs
- Operational Improvements – Enhancing User Experience
 - A number of riders would like USB chargers on the bus and/or stations
 - Free Wifi (at the stations and on the buses)
 - Lower bus fares
 - Electronic time signs at stations are sometimes inaccurate
 - Better time accuracy in phone app
 - Bus drivers could improve their customer service skills
 - Drivers should reopen doors if they see people running toward bus – Bus drivers sometimes will not wait for the passenger who is running to catch the bus and leave or close the door as they approach the bus.
 - More service during the weekend
 - Cleaner stations and buses
 - Install additional seating
 - TAP card machines don't work sometimes
 - Need for more trash cans
- Service reliability
 - Fewer red lights would improve service
 - Need for faster buses, dedicated express lanes
 - Buses come very frequently
 - 2-3 buses will sometimes show up at the same time causing delays
 - Service delays are unacceptable; buses are sometimes late
 - Need for more buses at night
- Stations
 - Request for a bus station at White Oak Ave
 - Station design of Reseda station makes it difficult to catch the bus before it leaves

Metro Orange Line BRT Improvements Schedule



◆ = Milestone Date

Last Revised: 01/2018

Footnotes:

[a] Design level to be determined based on contracting method(s).

[b] Schedule may vary pending on Metro selection of construction contracting method(s) and third party agreements with the City of Angeles.

[c] Measure M assumed a groundbreaking date of June 2019 and an opening year ranging between 2025 and 2027.



Next stop: Orange Line Improvements.

Orange Line BRT Improvements
Metro Planning & Programming Committee

February 14, 2018



February Board Item Receive & File

- ❑ Provide update on progress of aerial grade separation between Van Nuys and Sepulveda, gates, pilot gate, and community outreach
- ❑ Project is Statutorily Exempt (SE) under CEQA Section 21080(b)(11) of the Public Resources Code
- ❑ Staff approach for separate but parallel process to evaluate additional grade separations in response to Oct. 2017 Board Motion

Orange Line BRT Improvements Project



❑ Goals and Objectives

- Enhance safety at BRT crossings
- Improve BRT travel times

❑ Schedule Commitment

- Measure M Groundbreaking in 2019; Opening in 2025
- Identify approaches to accelerate delivery when possible
 - ✓ Operation Shovel Ready Project
 - ✓ Twenty-Eight by '28 Project List

❑ Funding

- Orange Line BRT Improvements: \$286M in FY 2015

Project Features

- ❑ Aerial BRT busway from Sepulveda Blvd. to Van Nuys Blvd.
- ❑ Railroad-Type Gates at 34 locations
- ❑ Elevated bike path at Sepulveda Blvd. and Van Nuys Blvd.
- ❑ Designed for future conversion to LRT





Project Update



Environmental Review

- Project is **Statutorily Exempt (SE)** under CEQA Section 21080(b)(11) of the Public Resources Code
- Oct. 2017 Board motion requested evaluation of additional grade separations, which will be done as separate, parallel process

Preliminary Engineering Design

- Advancing conceptual design of elevated grade separations
- Developing gating concepts, design, and traffic impact analysis in coordination with LADOT

Community Outreach

- ❑ Community update in November/December 2017
 - Three community open house meetings & live webinar (120 attended)
 - Surveys at MOL Stations (620 respondents)
 - City and elected briefings
- ❑ What we heard
 - Broad public support for Orange Line improvements
 - Concerns/Issues to be addressed:
 - Traffic and noise effects due to gating operations
 - Temporary traffic detours during construction of grade separated structures
 - Safety and security of stations and public space beneath grade-separated structures





Next Steps



- ❑ Spring to summer 2018:
 - Briefings and potential tours of Expo Line gating system
 - Pop-up events and follow-up surveys
- ❑ Summer 2018:
 - Community Open House
 - Next Board Update with refined project description/scope
- ❑ Coordinate with LA City on pilot installation of railroad-type gates at the City of Los Angeles driveway east of Sepulveda Blvd



Board Report

File #: 2017-0743, File Type: Project

Agenda Number: 20.

PLANNING AND PROGRAMMING COMMITTEE FEBRUARY 14, 2018

**SUBJECT: LOS ANGELES UNION STATION FORECOURT AND
ESPLANADE IMPROVEMENTS**

ACTION: CERTIFY FINAL ENVIRONMENTAL IMPACT REPORT AND RELATED ACTIONS

RECOMMENDATION

CONSIDER:

- A. CERTIFYING the Final Environmental Impact Report (FEIR);
- B. AUTHORIZING the Chief Executive Officer (CEO) to file a Notice of Determination with the Los Angeles County Clerk and State of California Clearinghouse;
- C. ADOPTING the:
 - 1. Findings of Fact and Statement of Overriding Considerations in accordance with the California Environmental Quality Act (CEQA) and
 - 2. Mitigation Monitoring and Reporting Plan (MMRP); and
- D. APPROVING Alternative 3 as the Preferred Alternative.

ISSUE

The Los Angeles Union Station (LAUS) Forecourt and Esplanade Improvements (Project) include pedestrian and bicyclist improvements on Alameda Street, Los Angeles Street and the Union Station Forecourt that were identified in the Union Station Master Plan Implementation Program that was presented to the Metro Board in October 2014. After considerable internal and external stakeholder outreach and technical study, staff is recommending that the Board: adopt and certify the Final EIR with **Alternative 3** as the Preferred Alternative; adopt the Findings of Fact and Statement of Overriding Considerations and the MMRP; and authorize the CEO to file a Notice of Determination (Attachment A). The Project, alternatives, and the environmental process are described in the Statement of Overriding Considerations. The Final EIR, Findings of Fact/Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program are available at <https://www.metro.net/about/union-station/la-union-station-forecourt-and-esplanade/>.

DISCUSSION

The project will reconfigure the public right-of-way in front of Union Station and the LAUS forecourt to expand pedestrian and bike facilities on Alameda and Los Angeles Street and create a civic plaza in front of the station (Attachment B, Project Map). Staff has secured approximately \$18M in grant and matching funds (Attachment D, Funding Table) to design and implement all of the Project improvements with the exception of the forecourt, for which staff is actively seeking funds.

The Los Angeles Union Station (LAUS) Forecourt and Esplanade Improvements (Project) elements described in the Draft EIR include:

- Alameda Esplanade: Roadway configuration on Alameda Street between Arcadia Street and Cesar E. Chavez Avenue to narrow the roadway and widen pedestrian and bicyclist facilities.
- Los Angeles Crossing: Consolidated raised intersectional crossing at Alameda and Los Angeles Street, closure of a portion of Los Angeles Street north of the raised median (while maintaining two-way travel on Los Angeles Street in the portion south of the median) and closure of the northern LAUS driveway and re-incorporation of the unidirectional existing buffered bike lane.
- LAUS Forecourt: Repurposing the existing surface parking lot as a new civic plaza with sustainable features.
- Arcadia Street: Repurposing the northern travel lane as a dedicated El Pueblo tour bus parking zone.

Project Goals and Purpose and Need

LAUS is the core of Metro's public transportation system and is at the center of several historic and culturally significant communities in Downtown Los Angeles. The Project will improve passenger safety, create a great place, and improve connectivity for those travelling to and from LAUS.

Alameda Street, within the project boundaries, has a high incidence of severe and fatal collisions. It is among the 386 corridors that represent 6% of Los Angeles' street miles wherein 65% of all deaths and severe injuries involving people walking and biking occur. Between 2012 and 2016, there were two fatalities at the intersection of Alameda Street and Los Angeles. Improving pedestrian safety is thus a core objective of the project.

The Project was informed by the following objectives that were developed through the master planning and Connect US Action Plan processes:

1. Protect and enhance LAUS as a national historic resource by advancing clear sight lines and view sheds to the station.
2. Prioritize connectivity, convenience, and safety for the most vulnerable users (pedestrians, bicyclists, transit patrons and community stakeholders) to safely navigate to and from the project site.
3. Advance desirable and accessible public space at the LAUS forecourt that creates a visually porous and permeable connection between Union Station and the surrounding historic and

cultural communities.

4. Facilitate alternatives to driving by providing infrastructure that enables more walking and bicycling.
5. Enhance the safety and quality of pedestrian and bicycle connections between the station and El Pueblo Historic Monument, Father Serra Park, Olvera Street, and nearby businesses and neighborhoods.
6. Advance sustainability by providing for reduced consumptive water use in a cost-effective manner and improve multimodal facilities that encourage active transportation and reduction in vehicle miles traveled.
7. Advance comprehensive planning for LAUS that leverages it as the major regional transportation hub, a destination, and one of the city's foremost landmarks.

Environmental Analysis

The Project was analyzed through an Environmental Impact Report (EIR) under the California Environmental Quality Act (CEQA). Additionally, Metro has secured Active Transportation Program grant funds that include federal monies. The use of federal funds triggers the requirement for compliance with the National Environmental Policy Act (NEPA). The California Department of Transportation, acting on behalf of the Federal Highway Administration will serve as the Federal Lead Agency. Consistent with the provisions of 23 Code of Federal Regulations §771.117(a)(c)(2), it is anticipated that a Categorical Exclusion will be used to demonstrate compliance with NEPA.

The EIR Notice of Preparation was published on December 22, 2016 (with a 30-day public comment period) and the Notice of Availability of the Draft Environmental Impact Report (DEIR) was published on August 11, 2017 (with a 45-day public comment period). The Project was analyzed under all CEQA issue areas and was found to have no impacts or less than significant impacts in 14 issue areas, less than significant impacts with mitigation measures in 3 issue areas (Biological Resources, Cultural Resources, and Hazards/Hazardous Materials), and significant and unavoidable impacts under Transportation and Traffic due to an increase in motor vehicle delay at selected intersections during AM and PM peak hour travel.

Mitigation Measures

The Final EIR includes a total of nine mitigation measures for the Biological Resources issue area (one mitigation), Cultural Resources issue area (four mitigations), and the Hazards and Hazardous Materials issue area (four mitigations). Metro is the Responsible Agency in implementing and monitoring the mitigation measures. A full description of the mitigation measures is included in the MMRP.

Significant and Unavoidable Impacts: Transportation and Traffic

The State of California adopted Senate Bill 743 (SB743) in 2013 which changes how transportation impacts are measured by moving from measuring vehicle delay measured at intersections and along roadway segments using a metric known as level of service (LOS) to instead measuring projects by the reduction of vehicle miles travelled. The CEQA Guidelines have not yet been updated to reflect this change, therefore, because the impact measure is specific to level of service, the Project results

in significant and unavoidable impacts. If the CEQA Guidelines had been updated to incorporate SB743, very likely as it relates to transportation and traffic, there would be no significant transportation and traffic impacts.

Under current CEQA guidelines (without SB743 implementation), the Project will result in significant and unavoidable impacts in the Transportation and Traffic issue area.

The Project results in significant and avoidable impacts because it increases motor vehicle delays at select study intersections during AM and PM peak hour travel. The Draft EIR Project resulted in 17 significant study intersection impacts which translate to a significant impact under CEQA. Typical mitigation measures for vehicular delay call for roadway widening, which would directly conflict with the project objectives. Therefore, no feasible mitigation measures were identified.

Alternatives

CEQA requires that an EIR describe a range of reasonable alternatives to the project or to the location of the project that could feasibly avoid or lessen any significant environmental impacts while substantially attaining the basic objectives of the project. An EIR should also evaluate the comparative merits of the alternatives. This section describes potential alternatives to the proposed project that have been carried forward for analysis in comparison to the potential environmental impacts associated with the proposed project.

Three alternatives were evaluated:

- Alternative 1 “no project” alternative (required by CEQA) will leave the current conditions in place;
- Alternative 2 “full closure” would fully close Los Angeles Street between the El Pueblo crosswalk/101 Freeway and Alameda Street and restrict tour bus parking on Arcadia Street to off-peak hours (all other project components would remain); and
- Recommended Preferred Alternative 3 “modified left-turn”, would be similar to the project on Los Angeles Street, but would restrict left hand turns from eastbound Los Angeles Street onto northbound Alameda Street, restrict Arcadia Street tour bus parking to off-peak hours, and incorporate a two-way bicycle path in the expanded El Pueblo plaza; all other project components would remain.

All three alternatives performed better than the Project, but still do not reduce impacts to less than significant level. Alternative 2 resulted in 9 significant study intersection impacts. Alternative 3 resulted in 11 significant study intersection impacts.

Outreach

The Project was a component of the Union Station Master Plan and the Connect US Action Plan; both efforts included extensive stakeholder engagement. In addition, staff led a robust outreach program during the preparation of the EIR. The Scoping public comment period lasted forty-five days from August 11 to September 25, 2017. During this period, several briefings and meetings took place with local community groups, community members, elected officials, public agencies, and other stakeholders. Similar briefings were held upon the release of the Draft EIR and in advance of Metro's public workshop at Metro Headquarters on September 13, 2017 with 30 members of the public

present. In total, over 80 briefings were held with public and private stakeholders; Attachment C includes a summary of the stakeholder engagement during the environmental process.

During the Draft EIR public comment period, a total of ~~36~~ 35 written comments were received and six commenters spoke during the September 13 public workshop. Broadly, the comments focused on the following topics:

- Cultural and Archeological Resources
- Traffic
- Improved bicycle safety and connections
- Homelessness
- Accessibility Needs
- Coordination with other public projects
- Construction Impacts
- Local Business Support

Responses were prepared for all comments received; they are outlined in Chapter 8 of the FEIR.

Of note, the two most prevalent public comments focused on the El Pueblo Merchants' concerns over construction impacts and public requests for improved active transportation connections to existing facilities.

In response, Metro has committed to continued coordination with the Merchants during design and construction including:

- As feasible, Metro will work with the Merchants to avoid construction during the most significant El Pueblo events.
- Signage will be put in place during construction to note that El Pueblo is open and operational.
- In advance of construction, Metro will work with the Merchants to develop a targeted marketing plan for online digital ads that includes a calendar of major El Pueblo events, marketing these events, and ensuring targeted audiences, including tourists and regional communities, are reached.

Several individuals submitted comments requesting a two-way bicycle facility on Los Angeles Street. Staff accepted this recommendation in the FEIR and submitted an ATP 'scope change' request to Caltrans for consideration and approval of a two-way bicycle path in the expanded El Pueblo plaza area adjacent to the west side of Los Angeles Street, as this particular improvement is funded by an ATP Cycle 3 grant. This improvement will further advance core Project goals of multimodalism, safety and improved connections from Union Station to surrounding communities.

Other stakeholders comments focused on design considerations and will be addressed with stakeholders during the design process, which will be initiated in Spring 2018 (assuming the Board certifies the FEIR). These include:

- Design considerations for special-needs users;
- Incorporation of additional historic features such as notation of the original boundaries of old Chinatown;

- Further design considerations for separating bicyclists and pedestrians on Alameda Esplanade;
- Wayfinding, and any signalization needed for new two-way bike path within the extended El Pueblo Plaza on Los Angeles Street.

FEIR Recommendations

Staff recommends that the Board certify the FEIR with **Alternative 3** (modified left-hand turn) as the Preferred Alternative. Alternative 3 (modified left-hand turn) performed better than the Draft EIR Project and while it performed slightly less than Alternative 2 (full closure), it still results in the desired project benefits, aligns with the project objectives, and was overwhelmingly the desired alternative from the general public.

Statement of Overriding Considerations and Findings of Fact

CEQA Guidelines Section 15091 (a) states that if the specific economic, legal, social, technological or other benefits of the project outweigh the unavoidable adverse effects, those effects may be considered acceptable. The Board must find that notwithstanding the disclosure of these significant and unavoidable impacts, there are specific overriding reasons for approving the Project and that these reasons serve to override and outweigh the Project's significant unavoidable effects. CEQA requires Metro to support, in writing, the specific reasons for considering a project acceptable when significant impacts cannot be unavoids or substantially lessened. The findings are described below and in the necessary Statement of Overriding Considerations.

While the Preferred Alternative will result in significant and unavoidable impacts as a result of delays to motor vehicle movement, the Preferred Alternative results in social and community, economic, sustainability and public health benefits. The benefits are described below and in greater detail in the Statement of Overriding Considerations.

- *Social and community enhancements.* The Preferred Alternative improves connections to surrounding communities, commercial areas, civic institutions, and employment centers and provides dedicated paths of travel for pedestrians, cyclists and vehicles and reduces conflicts (collisions and injury to people and damage to property).
- *Economic benefits.* The Preferred Alternative creates safe connections and path of travel between LAUS and surrounding businesses and employment centers that have the potential to increase overall activity at LAUS and surrounding areas, as well as short-term economic benefits during construction with the creation of construction jobs.
- *Sustainability benefits.* The Preferred Alternative design will advance sustainability through a reduction in heat island impacts, protection of surface water through the use of Best Management Practices and reduction in VMT and promotion of active transportation and increase transit ridership.
- *Public health benefits.* The Preferred Alternative will improve connections between LAUS and surrounding areas and will make it easier and safer to walk and bike as an alternative mode of travel, which have documented public health benefits.

DETERMINATION OF SAFETY IMPACT

As previously noted, Alameda Street, within the project boundaries, is identified in the Vision Zero HIN. Certification of the FEIR and the resulting design and project implementation, will greatly improve customer and employee safety while travelling to and from Los Angeles Union Station. The proposed improvements will reduce pedestrian crossing distances on Alameda Street and Los Angeles Street, slow vehicular speed, and provide visual cues to motorists through the widened sidewalks and expanded and raised crossing.

FINANCIAL IMPACT

Funding for the environmental services was included in the FY18 budget in Project 405557, Task 04.02 and will be fully expended at the end of this fiscal year. The Board approved the Project Architectural and Engineering contract in November 2017 funded in Project 405557, Task 04.03 (additional sub-tasks shall be created to track expenditures for each grant source). The architectural and engineering contract is funded by approximately 60% State Active Transportation Planning (ATP) Grant Program and 40% Metro local match. As this is a multi-year project, the cost center manager and Chief Planning Officer will be responsible for budgeting each fiscal year.

Impact to Budget

The current funding for the project is General Fund and ATP grant funds. General Fund revenues are eligible for bus/rail operating and capital expenses.

ALTERNATIVES CONSIDERED

The Board could delay action to certify the FEIR, adopt the Findings of Fact and Statement of Overriding Considerations, as well as the MMRP. Deferral of these actions is not recommended as they would delay the Project schedule including advancing design, stakeholder engagement, coordinating with various City of Los Angeles departments, and meeting the stringent terms of the ATP grant program.

The Board could decide to support the Draft EIR Project and reject the staff recommendation to advance **Alternative 3** as the Preferred Alternative. This is not recommended. The Project and Alternative 3 are very similar in overall design; they simply operate differently with the restricted left-hand turn on Alameda from Los Angeles Street and with the restrictions on Arcadia Street for tour bus parking during peak hour. An additional six study intersections are impacted with the Draft EIR Project over Alternative 3.

The Board could decide to select Alternative 1, “no project.” This is not recommended as it would result in existing conditions and would be contrary to the overall vision for LAUS that has been led by the Board and supported by the public, and would conflict with the Project goals and objectives. Additionally, Metro has secured State grant funding to advance this project.

The Board could select Alternative 2, ‘full closure’. This is not recommended as local businesses and

stakeholders from the El Pueblo campus are strongly opposed to Alternative 2. Proceeding with **Alternative 3** allows for a balanced approach that allows for the attainment of the project goals and benefits and does not preclude the City from pursuing a full closure in the future.

NEXT STEPS

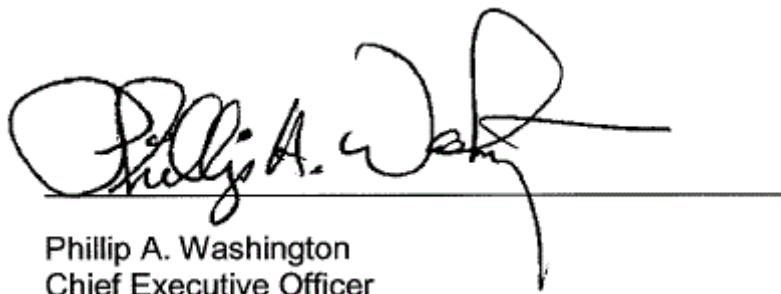
Upon Board certification of the FEIR, staff will kick-off a robust stakeholder engagement effort to advance project design.

ATTACHMENTS

Attachment A - Notice of Determination
Attachment B - Project Map
Attachment C - Summary of Outreach
Attachment D - Funding Table

Prepared by: Elizabeth Carvajal, Senior Manager, Countywide Planning & Development, (213) 922-3084
Jenna Hornstock, EO, Transit Oriented Communities, (213) 922-7437

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



Phillip A. Washington
Chief Executive Officer

Notice of Determination

Appendix D

To:

Office of Planning and Research
 U.S. Mail: Street Address:
 P.O. Box 3044 1400 Tenth St., Rm 113
 Sacramento, CA 95812-3044 Sacramento, CA 95814

County Clerk
 County of: Los Angeles
 Address: 12400 Imperial Highway
 Norwalk, CA 90650

From:

Public Agency: L.A. County Metro
 Address: One Gateway Plaza, MS 99-23-4
 Los Angeles, CA 90012
 Contact: Elizabeth Carvajal
 Phone: (213) 922-3084

Lead Agency (if different from above):
 Address: _____
 Contact: _____
 Phone: _____

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

State Clearinghouse Number (if submitted to State Clearinghouse): SCH #2016121064

Project Title: Los Angeles Union Station Forecourt and Esplanade Improvements Environmental Impact Report

Project Applicant: Los Angeles County Metropolitan Transportation Authority

Project Location (include county): 34° 03' 22.63" N 118° 14' 13.68" W (Los Angeles County, CA)

Project Description:

See attachment

This is to advise that the Los Angeles County Metropolitan Transportation Authority has approved the above
 Lead Agency or Responsible Agency

described project on March 1, 2018 and has made the following determinations regarding the above
(date)
described project.

1. The project will will not] have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
 A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures were were not] made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan was was not] adopted for this project.
5. A statement of Overriding Considerations was was not] adopted for this project.
6. Findings were were not] made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at:

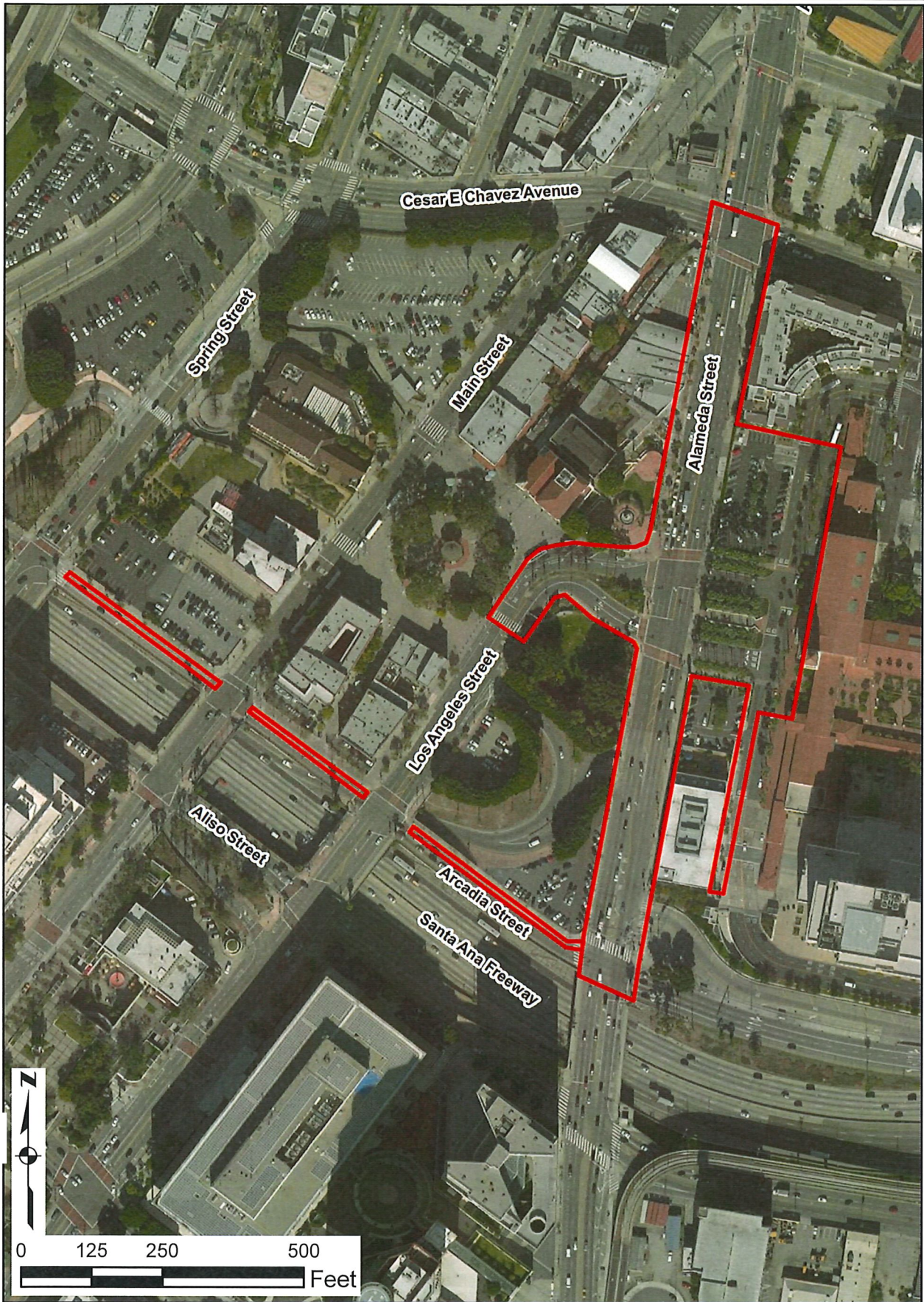
<https://www.metro.net/about/union-station/la-union-station-forecourt-and-esplanade/>

Signature (Public Agency): _____ Title: _____

Date: _____ Date Received for filing at OPR: _____

Project Description

The Project will focus on perimeter improvements to enhance pedestrian accessibility, safety, and connectivity. The proposed improvements to Los Angeles Union Station (LAUS) include removing the short-term parking northwest of the entrance to LAUS (approximately 60 spaces) to create a new civic plaza with an outdoor seating area; creating a new esplanade along Alameda Street (between Cesar E. Chavez Avenue and Arcadia) by narrowing the roadway and reallocating roadway area for the expanded pedestrian and bicyclist multiuse esplanade on the eastside and widened sidewalks on the west; reconfiguring the entrance from LAUS to the El Pueblo de Los Angeles State Historic Park by creating a new expanded, raised pedestrian crossing that leads into a new pedestrian plaza that includes a two-way off-street bicycle path through the expanded El Pueblo plaza area near the west side of Los Angeles Street; providing pedestrian safety and additional connectivity through the partial closure of Los Angeles Street and closure of the northern LAUS driveway on Alameda Street; and repurposing the northernmost travel lane on Arcadia Street (adjacent to El Pueblo) between Alameda Street and Spring Street into a tour bus parking area designated for El Pueblo.



Project Area Map

Attachment C

Summary of Stakeholder Engagement for LAUS Forecourt and Esplanade Improvements EIR

The table below is a record of the meetings and briefings that took place regarding the Environmental Impact Report for the Los Angeles Union Station Forecourt and Esplanade Improvements. Nearly 300 people were engaged through this process.

Public Agencies

Date	Agency	Name	Title	Content of Meeting
Federal				
N/A				
State				
Multiple	California High Speed Rail Authority	Multiple		Project coordination
September 5, 2017	California State Parks	Corey Christopher and Leslie Hartzell		Project Overview
November 3, 2015	Caltrans	Rick Holland; Yunis Ghausi; Linda Tiara		Project overview & traffic study scope
June 30, 2017	Caltrans	Inter-Governmental Review		Project update and freeway off-ramp analysis
January 5, 2018	Caltrans	Dale Benson, Robert Wong, Quint Chemnitz, Michael Enwedo		Final EIR
County				
Multiple	Metro	Link US Project Team		Project coordination
July 25, 2016, August 24, 2016, and May 2, 2017	Metro - Bus Operations	Metro Bus Operations staff		Briefing on project design elements relative to existing bus routes, layover assumptions and bus operations
January 6, 2017	Los Angeles Supervisorial District 1	Javier Hernandez		Project Overview
January 26, 2017	Metro	Elizabeth Carvajal	Sr. Manager	Scoping Meeting
May 2, 2017	Metro - Union Station Property Management	Kenneth Pratt		Briefing on project design elements relative to Union Station operations
July 25, 2017	Supervisor	Javier Hernandez		Project Overview

Date	Agency	Name	Title	Content of Meeting
	Solis's Office, SD 1			
September 6, 2017	Metropolitan Water District			
September 6, 2017	Metro	Metro Technical Advisory Committee		
September 13, 2017	Metro	Project Public Workshop		Project overview
September 14, 2017	Metro	Metro Accessibility Advisory Committee		
September 21, 2017	Metro	Metro Technical Advisory Committee: Streets and Freeways Committee		
November 2, 2017	Metro	Metro Union Station area Roundtable		
December 8, 2017	Office of Supervisor Solis	Javier Hernandez		Final EIR
December 18, 2017	Metropolitan Water District	Staff representatives		Comment letter
January 18, 2018	Union Station Area Roundtable			Final EIR
City				
January 21, 2016	LADOT	Tomas Carranza; Wes Pringle		Traffic study scope
April 7, 2016	LADOT & LADCP	Patricia Diefenderfer; Bryan Eck; Tomas Carranza; Karina Macias		Traffic study scope
April 29, 2016	Office of Historic Resources	Ken Bernstein	Manager and Principal City Planner	Coordinate efforts between the Metro, High Speed Rail (HSR), and Link US
October 21, 2016	LADOT	Tomas Carranza; Wes Pringle		Traffic study scope
December 7, 2016	LADOT Complete Streets Committee	Tomas Carranza; Zaki Mustafa; Karina Macias; Valerie Watson;		Briefing on project design elements relative to pedestrian and vehicle circulation

Date	Agency	Name	Title	Content of Meeting
		Sean Skehan; Dan Mitchell		& traffic study scope
December 8, 2016	Office of Councilmember Jose Huizar	Nate Hayward		Project Overview
January 6, 2017	Los Angeles Council District 14 and Mayor's Office			Project Overview
January 12, 2017, August 24, 2017, September 14, 2017, and September 21, 2017	El Pueblo Commission			Briefing on project design elements relative to pedestrian and vehicle circulation
January 20, 2017	Office of Councilmember Gil Cedillo	Sharon Lowe and Gerald Gubatan		Project Overview
April 20, 2017	LADOT	Seleta Reynolds; Dan Mitchell; Marcel Porras	GM Assistant GM	Project Overview
June 20, 2017	LADOT	Dan Mitchell	Assistant GM	Discussion of Alameda Street/US 101 Freeway ramp intersections
July 19, 2017	LAFD	Captain David Sifuentes; Robert Duff		Project overview
July 24, 2017	Los Angeles Councilmember Huizar's Office, CD14	Nate Hayward		
July 26, 2017	Los Angeles Councilmember Cedillo's Office, CD1	Luis Gonzalez, Gerland Gubatan, Arturo Chavez, Sharon Lowe		
August 4, 2017	Los Angeles Councilmember Huizar's Office, CD 14, and El Pueblo Commission Manager Chris Espinosa	Nate Hayward, Chris Espinosa		
August 24, 2017, September 11,	El Pueblo Merchants	El Pueblo Merchants		Briefing on project design elements

Date	Agency	Name	Title	Content of Meeting
2017, and September 21, 2017				relative to pedestrian and vehicle circulation
September 1, 2017	City of Los Angeles	Ashley Stracke	Director of Neighborhood Services	Briefing
September 12, 2017	LADOT	Robin Aksu	Robin Aksu, Transportation Planning Associate II, New Mobility, LADOT (part of Marcel Porra's team)	
September 26, 2017	Offices of Mayor Garcetti, Councilmember Huizar and Supervisor Solis			Briefing
November 16, 2017	Mayor Garcetti's office	Nicole Serrano		Briefing
November 17, 2017	LADOT	Tomas Carranza and Eddie Guerrero		Comment letter
December 7, 2017	LADOT	Eddie Guerrero and Erik Zambon		Comment letter
December 8, 2017	Office of Councilmember Jose Huizar (CD14)	Nate Hayward		Final EIR
December 8, 2017	Mayor's Office	Dan Rodman and Nicole Serrano		Final EIR
December 20, 2017	LADOT	Tim Fremaux, Valerie Watson and Shahin Kjjavi		Comment letter
January 5, 2018	El Pueblo staff			Comment letter
January 25, 2018	El Pueblo Commission			Comment letter and Final EIR

Private Organizations

Date	Agency	Name	Title	Content of Meeting
April 29, 2016	Los Angeles Conservancy	Adrian Scott Fine	Directory of Advocacy	Coordinate efforts between the Metro, High Speed Rail and

Date	Agency	Name	Title	Content of Meeting
				Link US
July 25, 2016	Los Angeles Union Station Historical Society	Susan Macadams; Tom Savio; Alan Weeks		Review the scope of the project and discuss the historical society's concerns
November 6, 2017	First 5 LA	Vigita Fajardo	Facilities Manager	Briefing
December 21, 2016, and August 17, 2017	Historic Cultural Neighborhood Council (HCNC) - Urban Design & Land Use Committee (LUC)			Briefing
January 9, 2017, and September 11, 2017	Los Angeles River Artists and Business Association (LARABA)			Project Overview
January 11, 2017, and September 14, 2017	Regional Connector Community Leadership Council - 1st and Central Committee			Project Overview
January 13, 2017, and September 8, 2017	Arts District Los Angeles Business Improvement District (ADLA BID)			Project Overview
January 18, 2017, and August 17, 2017	Historic Cultural Neighborhood Council (HCNC) - Urban Design & Land Use Committee (LUC)	Committee Members		Project Overview
January 23, 2017, and August 28, 2017	Chinatown Service Center			Project Overview
January 24, 2017	Los Angeles Union Station Historical Society	Susan Macadams; Tom Savio; Alan Weeks		Review the scope of the project and discuss the historical society's concerns
January 24, 2017	Morlin - Union Station Property Management	Matthew Johnson; Jeff Gunther; Ashley Nazarian		Briefing on project design elements relative to Union Station operations

Date	Agency	Name	Title	Content of Meeting
January 24, 2017, and September 20, 2017	Little Tokyo Community Council			Project Overview
January 26, 2017	Chinatown Business Improvement District			Project Overview
April 10, 2017	Los Angeles Conservancy	Adrian Scott Fine	Directory of Advocacy	Metro Planning and Metro Sustainability discussed Forecourt and sustainability projects
April 18, 2017	Architectural Resources Group (ARG)	Christopher Smith		Metro Sustainability discussed Forecourt and sustainability projects
May 2, 2017	Morlin - Union Station Property Management	Matthew Johnson		Briefing on project design elements relative to Union Station operations
August 11, 2017	Friends of the Chinese American Museum			Briefing
August 28, 2017	Chinatown Service Center			Briefing
September 11, 2017	Chinatown Business Improvement District	George Yu, Ashley Stracke, Megan Teramoto		Project Overview
October 18, 2017	Gabrielino Kizh Tribal Consultation			Briefing and Mitigation Measures
December 13, 2017	Mozaic Apartments	Allan Canales	Community Manager	Briefing
January 8, 2018	El Pueblo Merchants			Comment letter
January 12, 2018	Los Angeles Bicycle Advisory Committee representatives	Jennifer A. Gill and Michael MacDonald		Comment letter
January 18, 2018	Los Angeles County Bicycle Coalition	Lyndsey Nolan	Policy & Outreach Coordinator	Final EIR and bike path

DEIR Public Workshop

The project team hosted a public workshop on the Draft EIR at Metro Headquarters, 3rd floor and Board Room on Wednesday, September 13, 2017 from 6-8pm. Mandarin and Spanish translators were present offering translation services. A court reporter was present to record all oral public comments. A total of 30 members of the public attended.

DEIR Distribution

Copies of the DEIR were made public at the Los Angeles Main Library, 630 West 5th Street, Los Angeles, CA 90071, the Chinatown Branch Library, 639 N. Hill Street, Los Angeles, CA 90012, and on Metro's project website: <https://www.metro.net/about/union-station/la-union-station-forecourt-and-esplanade/>.

Email and Newspaper Notifications

Four emails were sent to stakeholders announcing the release of the DEIR and the date of the public workshop, identifying where copies of the DEIR can be located, both online and in person, and reminding of closing comment period on the following dates: August 11, 2017, August 30, 2017, September 11, 2017, and September 19, 2017. The emails reached a total of 3,571 recipients via the project's various distribution lists and were sent to the following Metro Advisory groups: Metro's Citizen Advisory Committee (24 members); Metro's Technical Advisory Committee (35 members); Metro Service Councils (45 members, plus the 426 members of the public on their mailing lists).

The release of the DEIR was advertised in six local newspapers (Los Angeles Daily News, Eastside Sun, Downtown News, La Opinion, Chinese Daily/World Journal, and Rafu Shimpo).

Flyer Distribution

A total of 330 flyers announcing the public workshop were mailed to parcels in a 500 foot radius of the project area. An additional 1,250 flyers were hand-delivered by staff to the following locations:

- Chinese Benevolent Consolidated Association, 925 N Broadway, Los Angeles, CA 90012
- LA Historic Park, 1315 North Spring Street, Los Angeles, CA 90012 (Visitor Center)
- Apline Recreational Center: 817 Yale St, Los Angeles, CA 90012
- Blossom Plaza, 900 N Broadway, Los Angeles, CA 90012
- Calstelar Elementary School, 840 Yale St, Los Angeles, CA 90012
- Chinese American Museum, 425 N Los Angeles St, Los Angeles, CA 90012
- Little Tokyo Service Center, 231 E 3rd St # G106, Los Angeles, CA 90013
- Little Tokyo Branch Library, 203 S Los Angeles St, Los Angeles, CA 90012
- Little Tokyo Koban and Visitor's Center, 307 E 1st St, Los Angeles, CA 90012

Online Articles

Staff published articles on both Metro’s English-language blog The Source and Spanish-language blog El Pasajero on August 11, 2017:

- The Source: <http://thesource.metro.net/2017/08/11/environmental-study-released-for-union-station-forecourt-and-esplanade-project/>
- El Pasajero: <http://elpasajero.metro.net/2017/08/11/dan-a-conocer-el-estudio-ambiental-para-el-proyecto-de-la-explanada-de-union-station/>

Additionally, Elizabeth Carvajal represented the project in the following interviews:

- KPCC, aired and published online on August 16, 2017: <https://www.scpr.org/news/2017/08/16/74744/union-station-changes-call-for-more-space-for-walk/>
- The Planning Report, published online on September 21, 2017: <http://www.planningreport.com/2017/09/21/la-union-station-s-perimeter-redesign-all-about-access-transit>

In addition to Metro staff efforts, the following blogs discussed the project and the release of the DEIR:

- http://www.masstransitmag.com/press_release/12359280/metro-releases-draft-eir-for-los-angeles-union-station-forecourt-and-esplanade-improvement-project-public-workshop-scheduled-for-september-13
- <http://www.rtands.com/index.php/track-maintenance/off-track-maintenance/lacmta-releases-draft-eir-of-union-station-improvements.html>
- <https://la.curbed.com/2017/8/13/16141432/union-station-entrance-plaza-esplanade-pedestrian>

Social Media

Metro staff posted on the agency’s Facebook (@losangelesmetro) and Twitter (@metrolosangeles) handles, announcing the release of the DEIR and the public workshop meeting. Staff posted on Facebook August 13, 2017, receiving 94 likes, 5 comments, and 12 shares. Staff posted on Twitter on August 11, 2017 and September 11, 2017, receiving 5 retweets and 13 likes and 10 retweets and 4 likes, respectively.

Final EIR

The Final EIR was posted on the project website on January 16th. The release of the Final EIR was advertised in six newspapers (Los Angeles Daily News, Eastside Sun, Downtown News, La Opinion, Chinese Daily/World Journal, and Rafu Shimpō), via email notification to Union Station stakeholders, an *Every Voice Counts* announcement, and a Source article.

Attachment D: Funding Table

Los Angeles Union Station Forecourt and Esplanade Improvements

Cost Type	Estimated Cost \$17,893,464.00 (excludes forecourt)
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Revenue

Funding Source	Type	Amount	Status
Federal	Active Transportation Program (FHWA) Cycle 2 and Cycle 3	\$15,497,464.00	Committed
State	STIP	\$0	
	Cap & Trade	\$0	
Local	Metro Local	\$2,396,000.00	Committed
Total Revenue		\$17,893,464.00	



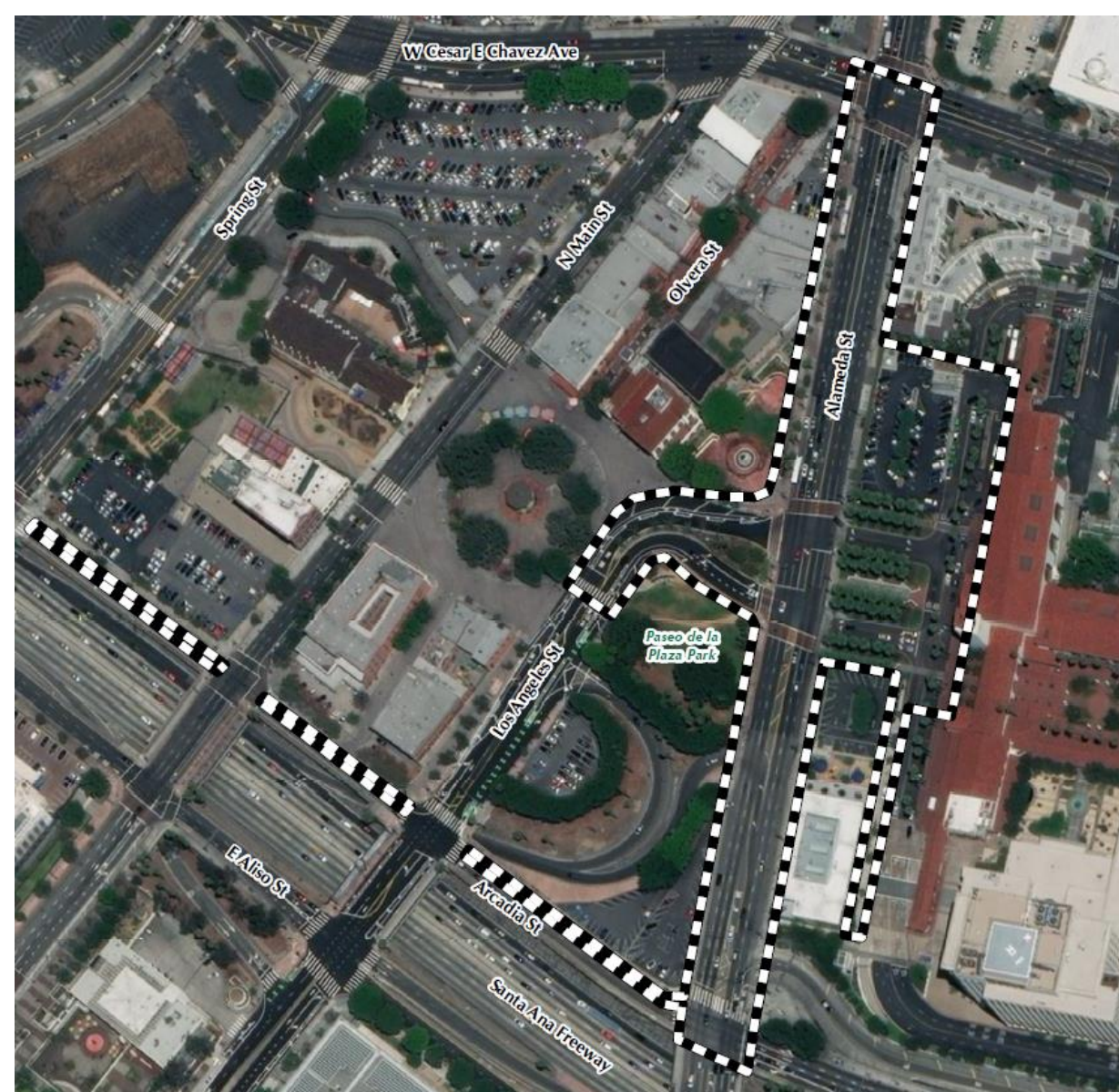
Metro

LA Union Station Forecourt and Esplanade Improvements FEIR

Planning and Programming Committee, February 14, 2018

Legistar File: 2017-0743

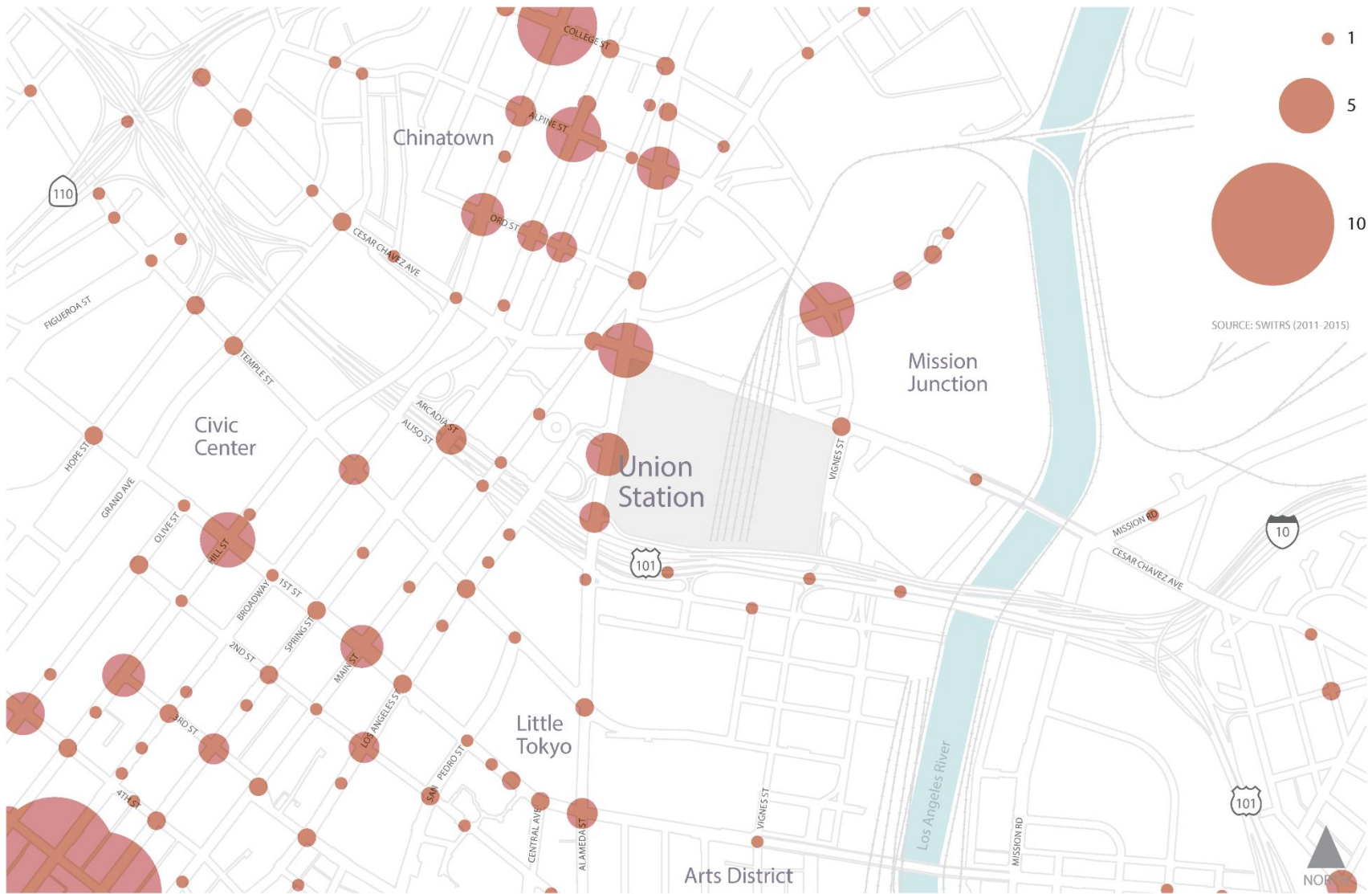
- 2011: Metro acquired Union Station
- 2012-2014: Master Planning Process
- 2015-2017: Metro secured \$15.5 million Active Transportation Program (ATP) grant funds
- Published Notice of Preparation on December 22, 2016-held EIR Scoping meeting on January 13, 2017
- Published Notice of Availability of Draft EIR on August 22, 2017 and hosted Draft EIR workshop on September 13, 2017
- January 16, 2018: Final EIR posted on Metro website



LEGEND

 Project Site





- Project analyzed under all 18 CEQA impact areas
- **Less than significant impacts with mitigation measures** in Biological Resources, Cultural Resources, and Hazards and Hazardous Materials
- **Significant and Unavoidable Impacts** in Transportation and Traffic

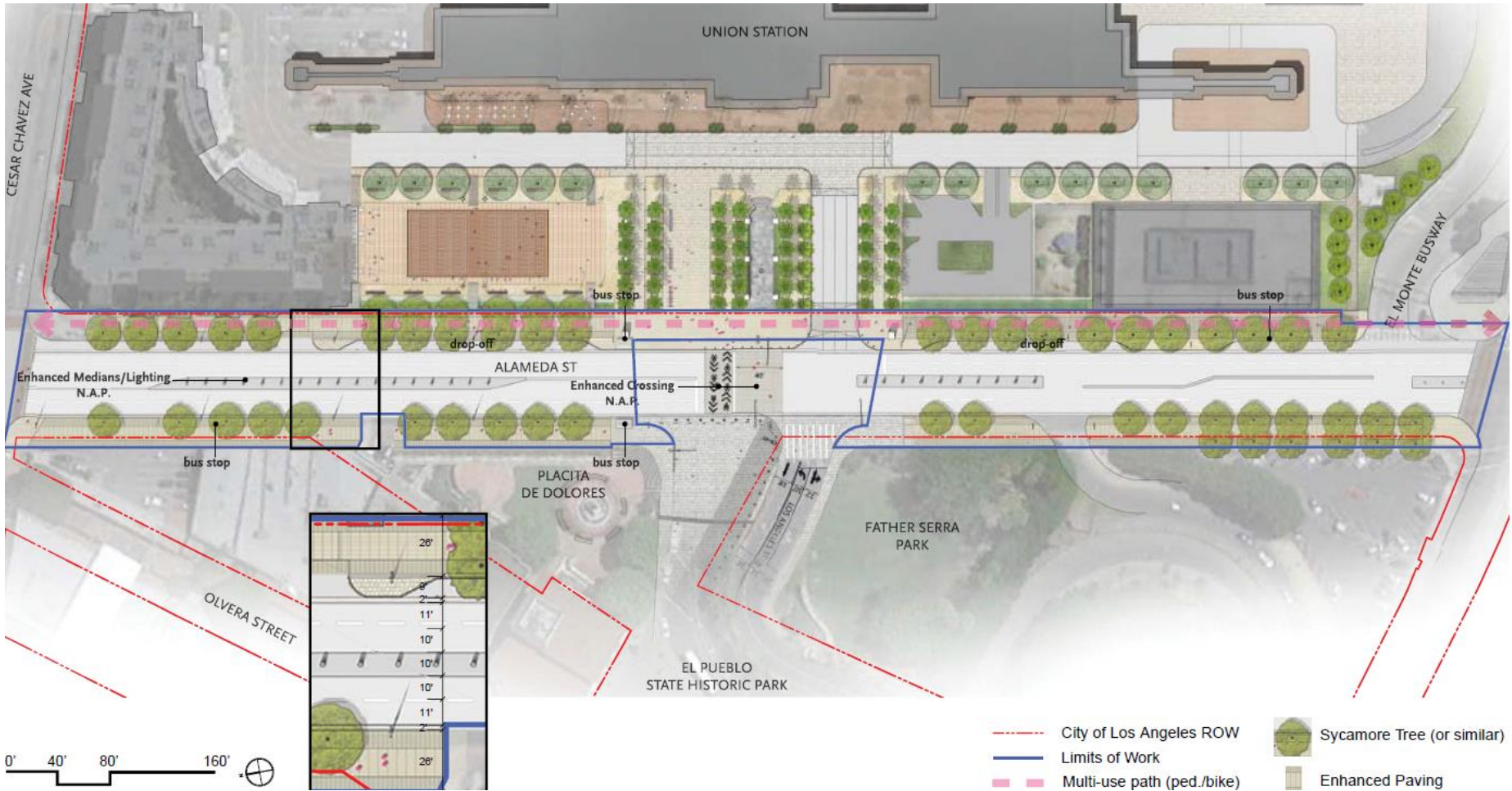
- Community-driven planning process
- Over 80 stakeholder meetings held
- Five El Pueblo Commission meetings and one Olvera Street Merchants focus group meeting
- 41 Public Comments received on the Draft EIR
- Responses summarized in Chapter 8-*Response to Comments*



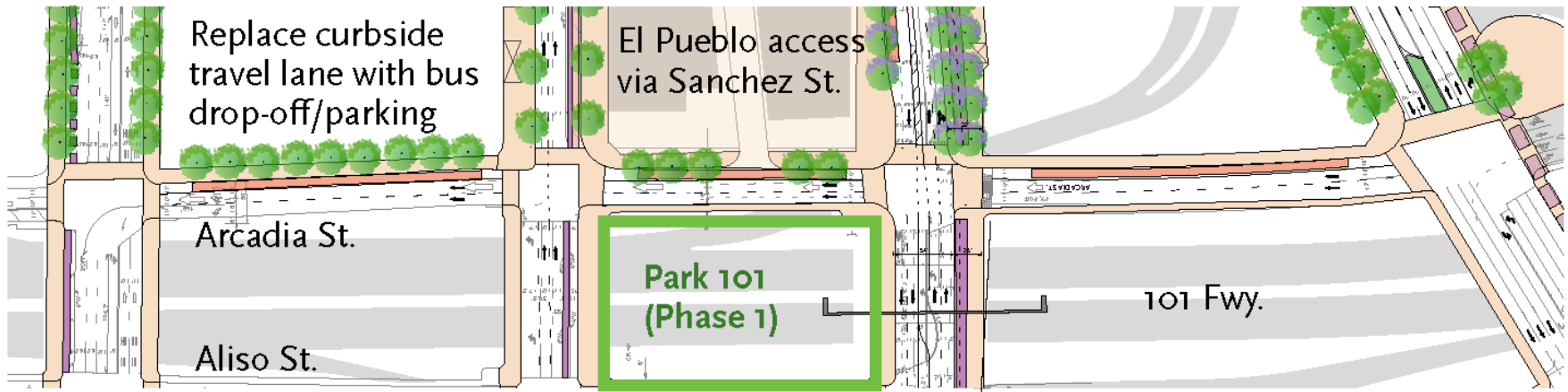


Final EIR Recommendations-
Alternative 3









Arcadia St. & Aliso St. at El Pueblo



Proposed bus drop-off/parking on north side of Arcadia St.



Board Report

File #: 2017-0908, File Type: Plan

Agenda Number: 22.

**REVISED
PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 14, 2018**

**SUBJECT: UNCONSTRAINED PROJECT ADDITIONS AND
REVISIONS TO THE SCAG REGIONAL TRANSPORTATION
PLAN**

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. APPROVING the list of additional and revised financially unconstrained projects (see Attachment A) to submit to the Southern California Association of Governments (SCAG) for inclusion in its Regional Transportation Plan (RTP); and
- B. REQUESTING that SCAG amend the 2016 Regional Transportation Plan (RTP) Strategic Project list to include the project revisions and additions.

ISSUE

Metro has received internal and external requests to add financially unconstrained (not fully funded) projects to the 2016 RTP amendment prepared by SCAG as the Metropolitan Planning Organization (MPO) for the Southern California region. SCAG agreed to an extension to ~~February 28~~ March 8, 2018 for unconstrained project additions and changes to their Strategic Project list, which consists of financially unconstrained projects. If approved, these projects would be added to the SCAG RTP. This action does not amend LA Metro's 2009 Long Range Transportation Plan (LRTP).

DISCUSSION

Background

SCAG is currently compiling the 3rd Amendment to its 2016 RTP. SCAG is forecasting that the 3rd Amendment will be the last amendment prior to the adoption of the 2020 RTP. Metro submitted one financially constrained project update: Orange Line BRT Improvements - Grade Separation changes. The deadline to submit project information was January 9, 2018.

SCAG agreed to a submittal extension to February 28, 2018 for the strategic project additions and changes. The information needed for submission is a project description and some minor details of the project. Federal planning regulations allow the MPO's plan to contain financially unconstrained (unfunded) projects for strategic planning purposes; however such projects are not cleared for federal funding, permitting or other approval actions. Details and costs are not required because strategic projects are not modeled for federal air quality conformity determinations.

Project Requests

Through an RTP amendment process, SCAG looks to Metro to submit project updates even if the project lead agency is not Metro. To that end Metro staff has received requests from partner agencies to add or amend projects to the RTP Strategic Projects list. These requests include:

- Caltrans, in combination with private sector entities, requested modifications to the following existing unconstrained project listings a) Highway efficiency projects along the 101, 134 and 110 freeways; and b) a project clarification for one undefined mobility hub listing to now specify a Mobility Hub at Universal City Metro Red Line Station;
- Metrolink Regional Rail improvements; and
- City of Los Angeles, a 6th Street Heavy Rail Station.

The Regional Rail improvement requests in the attached table are not in the current RTP Strategic Projects list, and Metro Regional Rail staff, in coordination with Metrolink, has requested for their inclusion into the RTP amendment.

Considerations

There are approximately 100 unconstrained Metro projects in SCAG's 2016 RTP. Metro has not submitted new unconstrained projects since the 2009 LRTP. As part of the future update to the LRTP, Metro will update its considerations of strategic projects and related strategic funding initiatives.

DETERMINATION OF SAFETY IMPACT

This Board action will have no adverse impact on safety standards for Metro.

FINANCIAL IMPACT

Approval of this item will have no direct financial impact to Metro..

Impact to Budget

As these projects are not funded, there is no impact to the current fiscal year budget, nor any anticipated impact to future budgets.

ALTERNATIVES CONSIDERED

Staff considered waiting for a future amendment or the formal update to the LRTP to submit strategic

projects, but this would not align with SCAG's amendment schedule.

NEXT STEPS

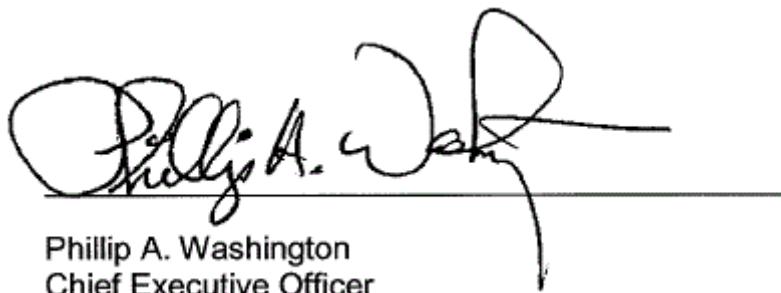
With Board approval, staff will work with SCAG to amend the 2016 RTP to include the unconstrained list of projects, including adjustments for any duplicative entries.

ATTACHMENTS

Attachment A - Unconstrained Project List for RTP Inclusion

Prepared by: Mark Yamarone, Senior Director, Countywide Planning & Development, (213) 922-2834
Kalieh Honish, EO, Countywide Planning & Development, (213) 922-7109
Manjeet Ranu, SEO, Countywide Planning & Development, (213) 418-3157

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



Phillip A. Washington
Chief Executive Officer

Unconstrained Project List for RTP Inclusion

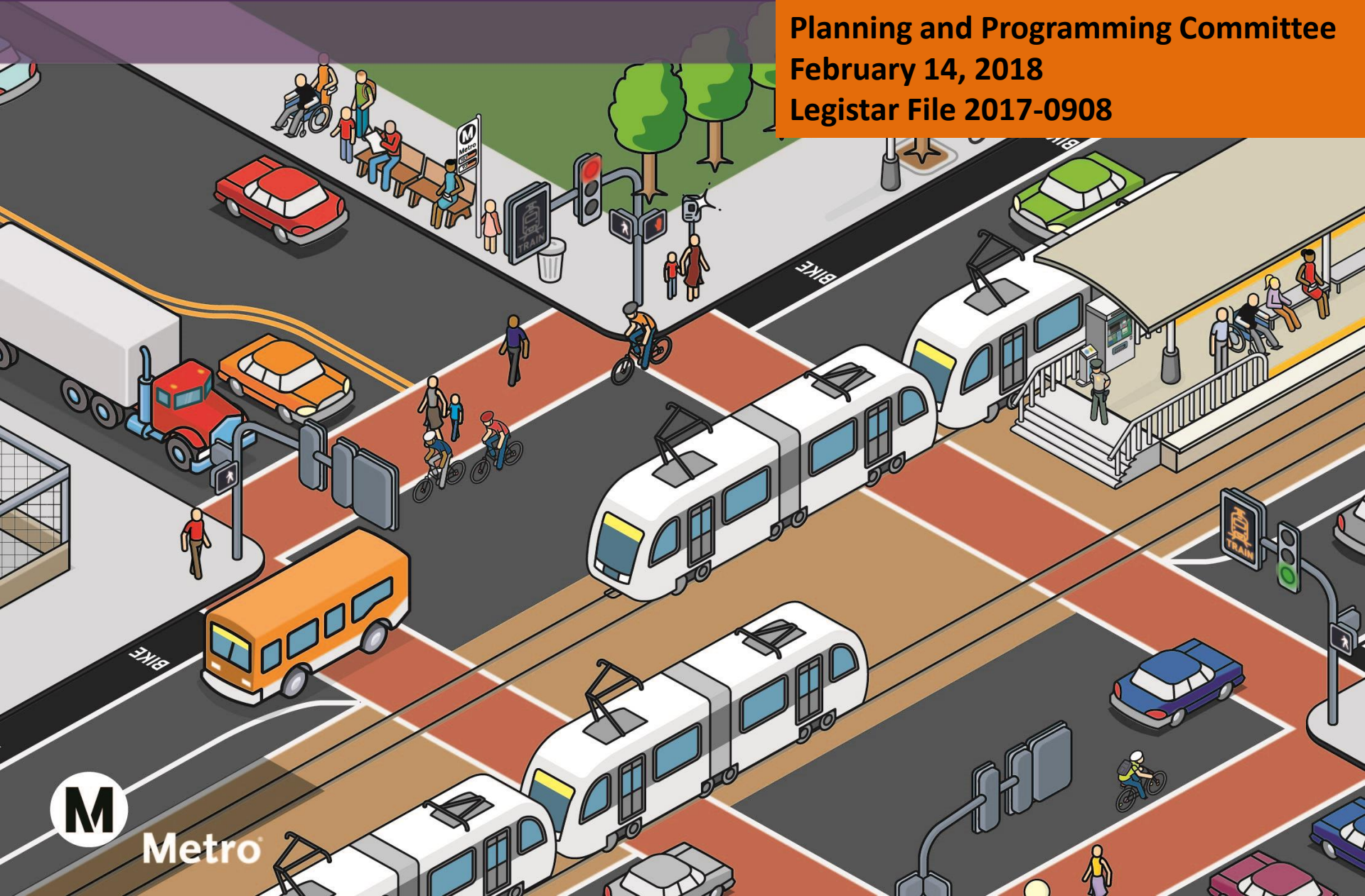
<u>CALTRANS Projects</u>	Location	Project Description	Type
US-101 / SR-134 / SR-170 Interchange Project	US-101 / SR-134 / SR-170	Mobility Triangle Partnership: Improvements to the US-101 / SR-134 / SR-170 interchanges, providing three transition lanes in each direction on the US-101 and SR-134. SR-170 modified to accommodate transition lanes through interchange area.	Highway
US-101 Cahuenga Pass Corridor Improvement Project	US-101	Mobility Triangle Partnership: Correcting and modifying on- and off-ramp alignments, and relieving existing chokepoints by adding auxiliary lanes on the US-101 between Highland Avenue and Lankershim Boulevard. In addition, three bridges will be replaced with wider overcrossings within the project extents.	Highway
SR-134 Corridor Operational Improvement Project	SR-134	Mobility Triangle Partnership: On westbound SR-134, add westbound transition lane from Riverside Drive on-ramp to the Forest Lawn Drive off ramp; Add westbound transition lane from the Forest Lawn Drive on-ramp to the Buena Vista Street off-ramp; Widen westbound Forest Lawn Drive off-ramp.	Highway
Mobility Hub	Universal City / Studio City Metro Red Line Station	Mobility Triangle Partnership: Construct Mobility Hub at the Universal City / Studio City Metro Red Line Station. Install a full-service mobility hub that includes secure bike parking, safe and reliable access to car share, bike share, and ride share services, and safe access to transit.	Transit
SR-110 Operation Improvements	SR-110	Add auxiliary lanes on southbound SR-110 from the Stadium Way off-ramp to the northbound US-101 connector; Add auxiliary lanes on northbound SR-110 from the Figueroa Street on-ramp to the Hill Street onramp. Relocate and replace Sunset Boulevard southbound off-ramp; Upgrade existing and install new traffic signals.	Highway

Unconstrained Project List for RTP Inclusion

<u>Regional Rail Projects</u>	Location	Project Description	Type
Link Union Station	LA Union Station	Accommodation of high speed rail up to 2 platforms and 4 tracks and the West Santa Ana Branch Light Rail. Major rail and passenger improvements including up to 10 run-through tracks, new platforms and canopies, new passenger concourse and vertical circulation systems and the accommodation of high speed rail up to 2 platforms and 4 tracks and the West Santa Ana Branch Light Rail.	Transit
Metrolink Ventura Line Capacity Improvement Projects	Metrolink's Ventura Line between Burbank and the Ventura County Line	Add capacity to the Ventura County Line between Burbank Junction to the Ventura County border to allow frequencies of up to 4 regional rail trains per hour and 1 intercity rail (Pacific Surfliner) train per hour in each direction. This includes the necessary double track sections, track, signal, station, and structure upgrades and rehabilitation, accessibility improvements, and maintenance facility capacity outside of a Regional Rail capital project.	
Metrolink Antelope Valley Line Capacity Improvement Projects	Metrolink's Antelope Valley Line between Union Station and Lancaster	Add capacity to the Antelope Valley Line between Los Angeles Union Station and Lancaster. This project enables 4 trains per hour between Santa Clarita and Union Station and 2 trains per hour between Lancaster and Union Station in each direction. Phase I includes double track sections (Acton, Vista Canyon Station and Siding, CP Lang to CP Canyon, Balboa Siding), Burbank Junction speed improvements, and signal respacing, maintenance facility capacity and a north exit from the CMF. Accommodating greater frequencies requires additional double track segments (e.g., Palmdale to Lancaster, CP Ravenna to	
Metrolink San Bernardino Line Capacity Improvement Projects	Metrolink's San Bernardino Line between Union Station and the San Bernardino County Line	Add capacity to the San Bernardino Line from Union Station to the San Bernardino County border to allow frequencies of up to 2 regional rail trains per hour and 1 express train per hour in each direction. This includes the necessary double track sections, track and structure upgrades and rehabilitation, accessibility improvements, signal improvements, and maintenance facility capacity. Base 30 minute service involves several double track segments (including Marengo Siding) and modifications to the El Monte Station pedestrian circulation.	
Metrolink San Bernardino Subdivision Capacity Improvements	Metrolink San Bernardino Subdivision	BNSF San Bernardino Sub improvements to expand capacity, including Hobart Yard reconfiguration, relocation of Commerce Station, design and construction of 4th main track LA to Fullerton, and reconfiguration of Fullerton Junction to increase capacity LA to Fullerton on the 91-LA line.	
Metrolink Grade Separation Projects: Pioneer Blvd, Norwalk/Los Nietos Rd.	Metrolink Grade Separations	Grade separation projects at Pioneer Blvd., and Norwalk Blvd/Los Nietos Road to improve safety and operational reliability.	
<u>New Project</u>	Location	Project Description	Type
Extend Heavy Rail to Arts District	Arts District / 6th Street	Heavy Rail network extended to new station at Arts District / 6th Street	Transit

Unconstrained Project Additions and Revisions To the SCAG Regional Transportation Plan

Planning and Programming Committee
February 14, 2018
Legistar File 2017-0908



Metro

Metro RTP Amendment Process

- SCAG looks to Metro to submit project additions and updates even if the project lead agency is not Metro
- Metro has received internal and external requests to add or amend financially unconstrained (not fully funded) projects
- Does not amend LA Metro's 2009 Long Range Transportation Plan (LRTP).

Financially Unconstrained “Strategic” Projects

- Federal planning regulations allow the MPO’s plan to contain financially unconstrained (unfunded) projects for strategic planning purposes
- Such projects are not cleared for federal funding, permitting or other approval actions
- Distinct from financially “Constrained” funded projects, which must demonstrate “reasonable” full funding and are part of satisfying federal air quality requirements



RTP Unconstrained Project Updates

- Caltrans in combination with private sector entities requested modifications to the following existing unconstrained project listings:
 - Highway efficiency projects along the 101, 134 and 110 freeways; and
 - A project description clarification for one undefined mobility hub listing to now specify a Mobility Hub at Universal City Metro Red Line Station

RTP Unconstrained Project Updates

- Regional Rail improvements
 - Metrolink – Ventura Line Capacity Improvements
 - Metrolink – Antelope Valley Line Capacity Improvements
 - Metrolink – San Bernardino Line Capacity Improvements
 - Metrolink – San Bernardino Subdivision Improvements
 - Metrolink – Grade Separation Projects
- New Projects
 - Link Union Station (unfunded project components)
 - Extend Heavy Rail to new Arts District/6th Street Station

