Metro

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

Agenda - Final

Wednesday, September 20, 2017

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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CALL TO ORDER

ROLL CALL

18. SUBJECT: El MONTE, RIO HONDO, AND MONTEBELLO/COMMERCE METROLINK STATION LOCATION FEASIBILITY STUDIES FINAL REPORT 2017-0576

RECOMMENDATION

RECEIVE AND FILE final report on the El Monte, Rio Hondo, and Montebello/Commerce Metrolink Station Location Feasibility Studies

Attachments: Attachment A - Station Location Feasibility Studies Summaries

45. SUBJECT: NORTHRIDGE METROLINK STATION FEASIBILITY STUDY FINAL REPORT 2017-0556

RECOMMENDATION

RECEIVE AND FILE final report on the Northridge Metrolink Station Feasibility Study

Attachments: Attachment A - March 2016 Board Motion

Attachment B_ Northridge Feasibility Study - Executive Summary

Attachment C - Alternative 1_ Station Relocation Conceptual Renderings

Attachment D1 – Existing Northridge Station Location and Layout

Attachment D2 – Alternative 2_ Existing Station Enhancements Conceptual Renderings

19. SUBJECT: INTRODUCTION TO THE LONG RANGE TRANSPORTATION PLAN UPDATE 2017-0548

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE this introductory report about the initiation of the Long Range Transportation Plan Update.

Attachments: Attachment A - LRTP Update Modular Framework Outline

Attachment B - Summary Scope of Work, Key Deliverables and Schedule

Attachment C - Presentation

20. SUBJECT: INTRODUCTION TO COUNTYWIDE PLANNING AND DEVELOPMENT'S FISCAL YEAR 2018 WORK PROGRAM 2017-0565

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the Countywide Planning and Development Fiscal Year 2018 Work Program.

Attachments: Attachment A - Fiscal Year 2018 Countywide Planning and Development Work Program Introductor
Attachment B - Countywide Planning and Development Organizational Chart

21. SUBJECT: METROLINK SAN BERNARDINO LINE STRATEGIC STUDY 2017-0525

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

A. CONDUCT a study to evaluate the Metrolink San Bernardino Line and future Metro Gold Line Phase 2B services to develop strategies that would enable the two rail services to complement each other; and

B. PROGRAM $750,000 in Measure R 3% funds for the study.

Attachments: Attachment A Foothill Gold Line Glendora to Montclair Segment

22. SUBJECT: METRO RIDESHARE/SHARED MOBILITY PROGRAM SUPPORT 2017-0535

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award firm fixed price Contract No. PS42183000 to Innovative TDM Solutions, Inc. (ITS), for a three-year base term in the amount of $1,767,263.93, with two, one-year options, each in the amount of $596,590.88, for a total value of $2,960,445.69 for **Metro Rideshare/Shared Mobility Program Support** services in Los Angeles County, subject to resolution of protest(s), if any.

Attachments: Attachment A - Procurement Summary
Attachment B - DEOD Summary

Adjournment

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

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

Metro

Board Report

File #: 2017-0576, **File Type:** Informational Report **Agenda Number:** 18.

PLANNING AND PROGRAMMING COMMITTEE
September 20, 2017

SUBJECT: El MONTE, RIO HONDO, AND MONTEBELLO/COMMERCE METROLINK STATION LOCATION FEASIBILITY STUDIES FINAL REPORT

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE final report on the El Monte, Rio Hondo, and Montebello/Commerce Metrolink Station Location Feasibility Studies

ISSUE

At the May 2016 Board meeting, the Metro Board of Directors approved funding for feasibility studies to evaluate:

1. Relocating the El Monte Metrolink station to be closer to the El Monte Bus Transit Station to consolidate transit services in one location and create a multimodal hub;
2. Creating a new Metrolink station at the base of Rio Hondo College to serve the Whittier Narrows area;
3. Relocating the Montebello/Commerce station to be closer to the Citadel Outlets area due to expected growth in the area.

The feasibility studies have been completed, and the results are herein presented (Attachment A - Feasibility Studies Executive Summaries).

DISCUSSION

Staff engaged a consultant, Mott MacDonald, to conduct the Station Location Feasibility studies. The goal of the feasibility studies was to identify and analyze:

1. Potential sites for relocating the El Monte and Montebello/Commerce station, and potential sites for a new Rio Hondo College station
2. Opportunities to maximize rail-to-bus connectivity and improve First/Last mile connectivity
3. Potential ridership gains and potential cost estimates

El Monte Station

The existing El Monte Metrolink Station is located approximately one mile from the Metro El Monte Bus Transit Station with no direct connections between the rail and bus services. Improving connectivity between the Metrolink station and the El Monte Bus Transit Station could consolidate two major transit services and provide a multimodal transit station with connectivity to rail, bus, and bicycle facilities.

Two alternatives were analyzed for the El Monte Station as described below:

Alternative 1: Relocate the El Monte Metrolink Station to be closer to the El Monte Bus Transit Station

Several potential station sites were identified and screened down to two sites for further study

a. Site 1A is located adjacent to the Rio Hondo Channel/Bikepath and the Gateway Development, and is a quarter mile northeast of the El Monte Bus Transit Station. Currently, the San Bernardino Metrolink line passes the El Monte Bus Transit Station on a single track aerial structure across the Rio Hondo Channel. Conversely, the current El Monte Metrolink station has two side platforms located in a double track segment which provides operational flexibility of bi-directional trains serving the station simultaneously. Relocating the station to Site 1A would require an elevated station with roughly a mile of double track, and a second aerial structure over the Rio Hondo Channel to maintain rail operational flexibility and travel times. Construction over the Rio Hondo Channel as a result of the second aerial structure would require coordination with the U.S. Army Corps of Engineers.

   In addition, property acquisition may be required for parking; or opportunity for shared parking with the El Monte Bus Transit Station or future development could be explored. In August 2017, Metro began implementation of paid parking program at the El Monte Bus Transit Station which could increase availability of parking spaces for transit use by pricing and retaining parking resource for transit users. The cost estimate for this location and related improvements is approximately $270 million.

b. Site 1B, located a quarter mile west of the El Monte Bus Transit Station, is a single track segment constrained by the El Monte Busway and therefore, can accommodate a single side platform with surface parking. A single side platform with a single track would reduce rail operational flexibility on the San Bernardino line. Property acquisition may be required to provide access to the station. The cost estimate for this location and related improvements is approximately $45 million.

The Metrolink tracks at the current El Monte Metrolink station run parallel to the Union Pacific Railroad (UPRR) Alhambra subdivision. The Southern California Regional Rail Authority (SCRRA) seeks to obtain rights to operate on the Union Pacific subdivision to increase flexibility and avoid the I -10 single track bottleneck. If the El Monte Metrolink station is relocated, SCRRA could lose the flexibility to potentially operate on the Alhambra subdivision.

A passenger survey was conducted to obtain input from existing Metrolink riders; over 51% of respondents support relocating the station, stating that moving the Metrolink station closer to the El

Monte Bus Transit Station would improve their commute. Metro's latest 2017 Long Range Transportation Plan (LRTP) Travel Demand Model (TDM) was used for the development of ridership forecasts for horizon year 2040. A relocated station showed a potential growth of 669 additional average daily Metrolink boardings over existing conditions in 2040. However, the model also showed a potential decline in boardings at Union Station and other Metrolink stations possibly due to improved transfers between the El Monte Metrolink station and bus services such as the Metro Silver Line.

Alternative 2: Create a multimodal transit hub at the existing El Monte Metrolink station location

The existing Metrolink station is located near the El Monte Trolley Station and in close proximity to the City's downtown district. Alternative 2 looked at opportunities to upgrade the El Monte Metrolink station and to improve connectivity to the Bus Transit Station. Potential improvements include:

a. Shuttles to meet all trains and transport passengers directly to and from the Transit Station. This could decrease wait times as well as travel times
b. Station platform upgrades with more shade and signage technology to provide real time information on bus arrival times
c. Sidewalks and bicycle path connecting between the two stations
d. Way-finding signage
e. Bicycle share hubs at both the Metrolink Station and the Transit Station connected with bike lanes per the City's Specific plan

The total preliminary rough order of magnitude cost is approximately $7 million. A third (33%) of survey respondents support keeping the station at its current location. Ridership modeling forecasted approximately 87 additional average daily boardings by year 2040.

Recommendation
The City of El Monte owns, operates, and maintains the existing El Monte Metrolink station. Since the City has not indicated a formal position on carrying either alternative forward, and no funding is available for either alternative, staff recommends that neither alternative moves forward at this time.

Rio Hondo College Station

The stretch of the Metrolink Riverside Line in the Greater Whittier Narrows Area, through the Rio Hondo College is one of the longest stretches (nearly 20 miles) of Metrolink track without a station. The feasibility study looked at opportunities to improve transit connectivity to the Rio Hondo College area.

Two alternatives were analyzed as described below:

Alternative 1: Creation of a new Metrolink station
Several potential sites for a new station were identified and analyzed. Key findings include:

a. The Rio Hondo College station would be located on the Riverside line, a major UPRR-owned and operated freight corridor in southern California. Metro's current shared-use agreement

with UPRR limits the number of stations on the Riverside line to five stations. UPRR may support the addition of this sixth station if another station were to be closed or if mitigations were provided to address potential delays to freight operations resulting from an additional station.

b. The potential site identified for the station would require a license agreement with the property owner, Southern California Edison (SCE) to accommodate parking and transit/passenger drop -off areas. The SCE property is currently leased by the Los Angeles County Parks and Recreational Department for an equestrian trail and staging area. The equestrian trail and staging area, and SCE overhead lines would need to be relocated. SCE has indicated that the property would be subject to a 5-year, 30-day revocable lease limited to surface parking. Parking structures and overnight parking would be prohibited.

Rio Hondo College students, faculty, and staff as well as Metrolink Riverside Line riders, and residents and businesses within a half-mile radius of the College were surveyed to obtain public input related to the study. Fifty-three percent (53%) of respondents indicated they would very likely use a new station at Rio Hondo, if available. Ridership modeling forecasted approximately 609 average daily boardings by 2040. However, 90% indicated willingness to pay up to $10 per round trip suggesting a preference for low-cost transit options.

The total preliminary rough order of magnitude cost is estimated $125 million.

Alternative 2: Transit connectivity improvements to the Rio Hondo College Area
Alternative 2 identified transit connectivity improvements to the Rio Hondo College Area without addition of a new station. Potential improvements include the following with a total preliminary rough order of magnitude cost of approximately $2 million:

a. Currently, the Rio Hondo College area is served by bus routes that connect to other Metrolink stations: the Norwalk/Santa Fe Springs Metrolink Station on the Orange County Line and the Baldwin Park Metrolink Station on the San Bernardino Line. Improving headways of these bus services and introducing similar bus connections to the closest Riverside line stations (i.e. Industry and Montebello/Commerce) could improve transit connectivity and service to the Rio Hondo area.

b. The Gold Line Eastside Phase 2 SR-60 alignment shows a potential station approximately a mile from the Rio Hondo College. Improving headways of existing bus services operating between the potential Gold Line station and the Rio Hondo College would provide more transit accessibility options to the College area.

c. Rio Hondo College is currently developing a transit center, the Rio Plaza, to improve bus and active transportation amenities on Workman Mill Road. Sidewalks, bicycle

lanes and paths, and bike share hubs could be provided to connect the potential Gold Line station with the Rio Plaza.

A passenger survey was conducted to obtain input from existing Metrolink riders and the results showed that 54% of respondents would like to see more bus service in the area.

Recommendation
In the absence of funding for either alternative and UPRR agreement for Alternative 1, staff recommends that neither alternative is carried forward at this time.

Montebello/Commerce Station

The existing Montebello/Commerce station is on the UPRR-owned Riverside line, approximately 1.5 miles from the Citadel Outlets area or Commerce Resort. The Commerce Resort is comprised of the Citadel Outlets, the Commerce Casino, and surrounding hotels. Plans are under development to significantly expand the Commerce Resort and draw additional 40% more visitors per year. The feasibility study analyzed two alternatives to improve Metrolink connectivity to the Resort area as described below.

Alternative 1: Relocating the Montebello/Commerce Station to the Citadel area
The Gold Line Eastside Phase 2 Washington alignment shows a potential Citadel Gold Line station within a quarter mile of the potential relocated Metrolink station site. Providing a Metrolink station in close proximity to a light rail station creates an opportunity to provide a multimodal hub to serve the growing needs of the Citadel area. Approximately 50% of visits to the Citadel occur on weekends. However Metrolink currently does not operate weekend trains on the Riverside line. Metro's existing shared-use agreement with the UPRR for the Riverside line limits the number of trains to six round trips during weekdays. Any additional train service including weekend service would be subject to UPRR approval.

Relocation of the Montebello/Commerce station would require UPRR approval. UPRR has indicated that the potential station site is in close proximity to their intermodal terminal and impacting their operations. However, UPRR is open to evaluate the proposed station location to identify potential mitigations at the next phase. Additionally, UPRR noted that the relocated station would be subject to the hold-out rule where only one train can enter the station at a time. Additionally, more than likely pedestrian grade separated crossings may be required at the station.

The existing station has 411 average daily boardings per day. Metrolink riders were invited to participate in a survey to obtain feedback on the Study. Forty-seven percent (47%) of survey respondents said their commutes would not improve if the station was relocated closer to the Citadel area. Thirty-five percent (35%) of respondents said their commute would improve if the station was relocated closer to the Citadel area. Ridership modeling for a relocated station showed a potential growth of 129 additional average daily Metrolink boardings over existing conditions in horizon year 2040.

The existing Montebello/Commerce station serves as a multimodal station with a major bus layover facility for Metro and Montebello buses and shuttles. Relocating the Montebello/Commerce station to the Commerce Resort could impact bus operations due to traffic and right-of-way limitations in the Resort area that constraints the ability to accommodate a comparable bus facility. In addition, acquisition of AltaMed's overflow parking lot would be required to accommodate parking and bus/passenger drop -off areas for the station. AltaMed would require replacement in kind of parking spaces.

The preliminary rough order of magnitude cost for relocating the station is approximately $80 million including repayment of approximately $500,000 in grant funds obtained by the City of Montebello to upgrade the existing station in 2014.

Alternative 2: Improving connectivity to the existing Montebello/Commerce Station
Currently, there are no shuttle services that provide direct connection between the Montebello/Commerce station and the Commerce Resort. Providing a shuttle service to meet all trains could close the 1.5 mile distance between the existing station and the Resort. First/last mile connectivity improvements such as sidewalks, bicycle paths, and bike share hubs connecting to the Commerce Resort could be provided to improve active transportation connection between the two locations. Ridership modeling forecasted 47 additional daily boardings by year 2040. The preliminary rough order of magnitude cost for relocating the station is approximately cost estimate is $5 million.

Recommendation
Since UPRR agreement has not been secured for Alternative 1 and funding is not available for either alternative, staff therefore recommends that neither alternative moves forward at this time.

Potential Funding Sources
Potential funding sources could include SB 821 Transportation Development Act funds, and SB 862 cap and trade and Low Carbon Transit Operations Program (LCTOP) funds. Metro-programmed funding sources are prioritized for implementation of Metro Board commitments which are adopted in the Long Range Transportation Plan (LRTP) or Measure M Expenditure Plan. Potential local funding sources could include Propositions A and C, Measure R and M local return and the following Measure M fund categories: Active Transportation Program (ATP), Transit Multi-year Subregional Programs, and first/last mile complete streets funds.

None of these station alternatives are included in the (LRTP) or Measure M Expenditure Plan. Additionally, Local Return funds and Measure M subregional funds would require agreement from local jurisdictions and subregions. Staff recommends that no further action is taken at this time due to lack of funding, and lack of UPRR agreement for the Montebello/Commerce and Rio Hondo stations.

FINANCIAL IMPACT

There is no financial impact at this time.

ALTERNATIVES CONSIDERED

The alternative would be for the Board not to receive this report. This is not recommended as the feasibility studies were requested by the Board.

ATTACHMENTS

Attachment A - Feasibility Study Executive Summary

Prepared by: Kate Amissah, Principal Transportation Planner, Regional Rail, (213) 418-3224
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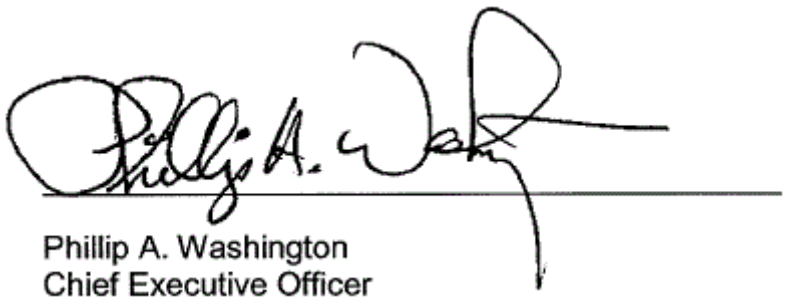


Phillip A. Washington
Chief Executive Officer

ATTACHMENT A - FEASIBILITY STUDIES EXECUTIVE SUMMARIES

LOS ANGELES METRO
STATION LOCATION FEASIBILITY STUDY

EL MONTE METROLINK STATION – FEASIBILITY STUDY
EXECUTIVE SUMMARY

PREPARED FOR

LA Metro Regional Rail

One Gateway Plaza

Los Angeles, CA

August 25, 2017

MOTT MACDONALD

IN ASSOCIATION WITH:

IBI Group
AECOM
MBI Media
RSE
Terry A. Hayes Associates
Epic Land Solutions
Engineering Solutions Services

EXECUTIVE SUMMARY

INTRODUCTION AND PROJECT PURPOSE

In October 2015, the Metro Board of Directors unanimously approved a motion to examine the feasibility of relocating the existing El Monte Metrolink Station closer to the El Monte Bus Station to consolidate transit services and enhance

The Los Angeles County Metropolitan Transportation Authority (Metro) is conducting the Station Location Feasibility Study (Study) for the El Monte Metrolink Station to examine the feasibility of relocating the station closer to the El Monte Bus Transit Center and to identify opportunities to make improvements to the existing station. The Southern California Regional Rail Authority (SCRRA) operates Metrolink passenger rail service in six southern California counties, including Los Angeles County. Metrolink serves an average of nearly 40,000 riders each weekday[1]; however, opportunities exist to consolidate, develop, and enhance multi-modal transportation hubs in certain areas across the Metrolink system which could potentially improve regional mobility, attract ridership, and mitigate traffic-induced pollution. First/Last Mile analysis, multi-modal connectivity, and active transportation planning were all incorporated into the Study to support safe, secure, and easy rider experiences, which may encourage increased patronage.

The Study aims to identify:

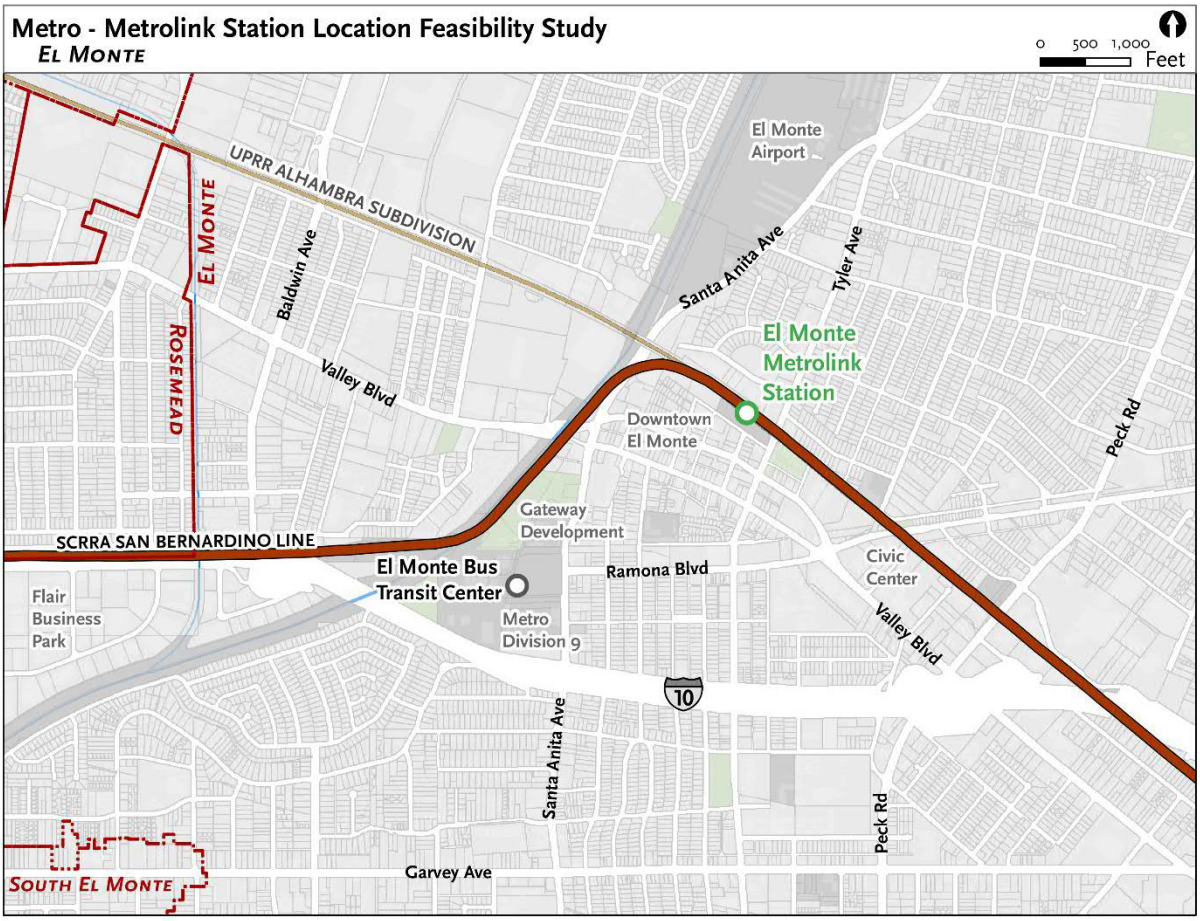
- Potential relocation options for the El Monte Metrolink Station; and related benefits and challenges
- Opportunities to maximize rail-to-bus connectivity
- Opportunities to improve First/Last Mile connections to existing and planned developments
- Potential ridership gains and potential cost estimates
- Stakeholder and community feedback

EXISTING CONDITIONS

The existing El Monte Metrolink Station is located near the El Monte Trolley Station in Downtown El Monte, shown in Figure 0-1. The El Monte Metrolink Station's close proximity to the City's downtown commercial core provide a unique opportunity to explore transit-oriented development and transit accessibility improvements. It is less than one mile away from the El Monte Bus Transit Center, and the Transit Oriented Communities (TOC) Demonstration Program at the Transit Center presents an opportunity to consolidate transit services to enhance mobility in the community.

[1] SCRRA, 2017

Figure 0-1: Study Area



The City of El Monte is home to over 115,000 residents, 72 percent of which drive alone as their primary means of commute[2]. The El Monte Metrolink Station, shown in Figure 0-2, is served by the Metrolink San Bernardino Line, which is the most heavily used Metrolink line in the system and carries over 9,000 passengers each weekday. The San Bernardino Line runs between Los Angeles Union Station and San Bernardino (see Figure

Figure 0-2: Existing El Monte Metrolink Station

Source: Google Earth 2016

Approximately 320 passengers board Metrolink at the El Monte Metrolink Station on an average weekday.

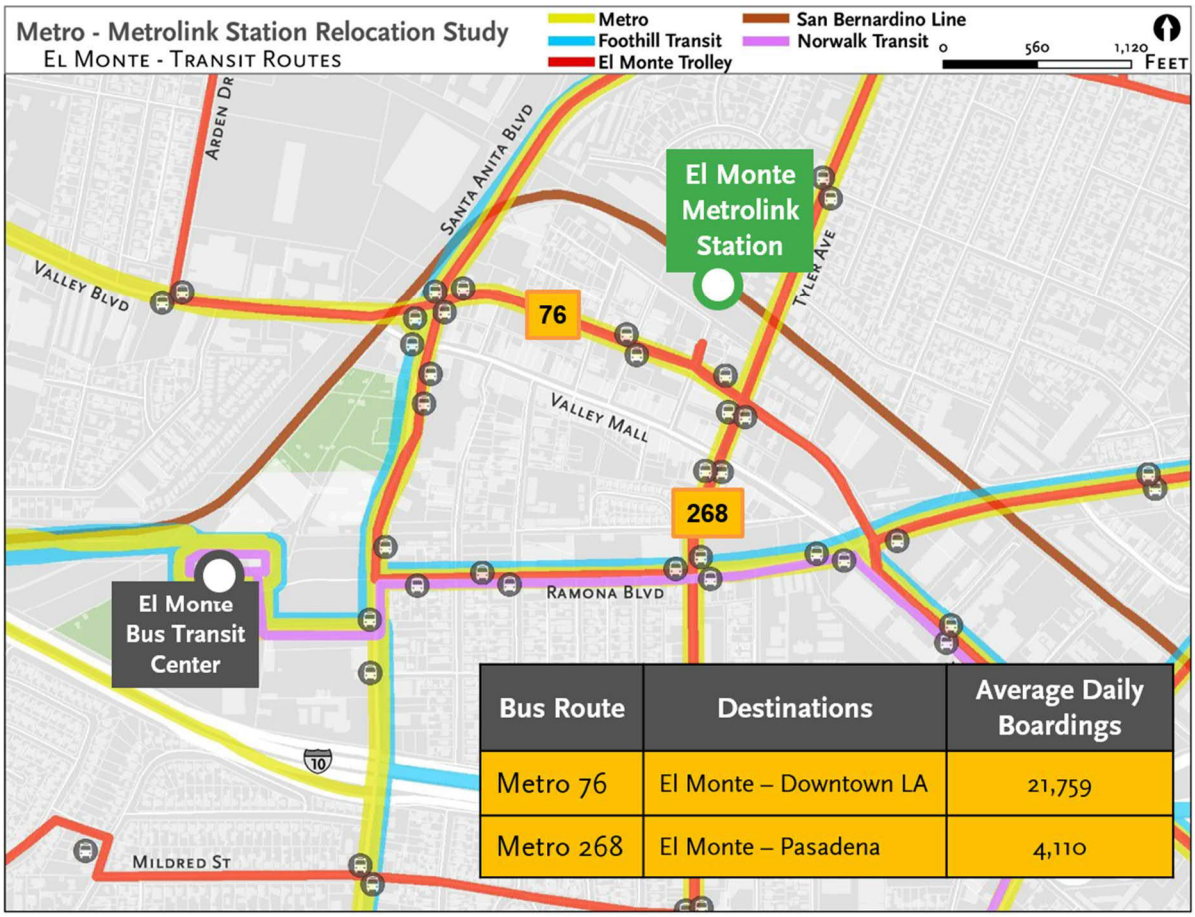
[2] US Census, ACS 5-year estimates 2010-2014

0-3) with 38 weekday trains, 20 Saturday trains, and 14 Sunday trains. Approximately 320 passengers board Metrolink at the El Monte Metrolink Station on an average weekday.

Figure 0-3: Metrolink San Bernardino Line

Bus transfers are supported at the El Monte Metrolink Station by the El Monte Transit Trolley system as well as El Monte's Metrolink commuter shuttles. Connections to adjacent Metro bus routes are made outside of the Metrolink station area on Tyler Avenue and Valley Boulevard, as shown in Figure 0-4.

Figure 0-4: El Monte Transit Service Map[3]



[3] Metro, May 2016

The City of El Monte operates two Metrolink commuter shuttles to meet peak-hour Metrolink trains with limited mid-day service to the Civic Center and the Flair Business Park. On an average weekday, about 38 percent of Metrolink passengers transfer to one of the two commuter shuttles to complete their trips. Both shuttles allow connections to major employment destinations and the El Monte Bus Transit Center, but can take passengers between 5 to 20 minutes to make the transfer between the transit hubs based on their chosen commuter shuttle route. The commuter shuttles also do not directly serve the El Monte Bus Transit Center, but stop at the intersection of Santa Anita Boulevard and Ramona Boulevard.

STUDY ALTERNATIVES

The Study considers two alternatives:

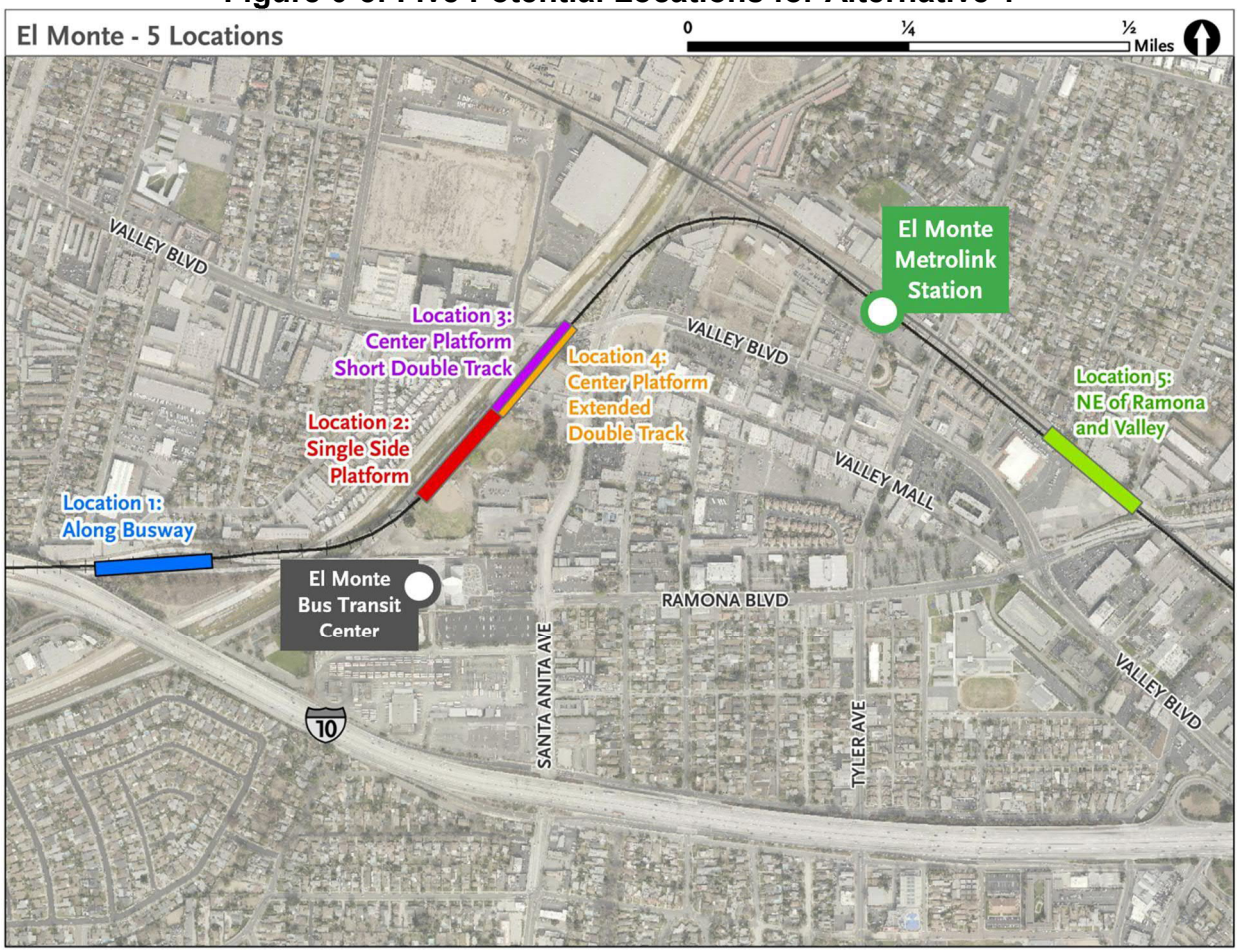
- **Alternative 1**: Station Relocation – Relocate the existing Metrolink station closer to the El Monte Bus Transit Center
    - Two relocation sites were studied under this alternative.
- **Alternative 2**: Existing Station Enhancements – Upgrade the existing Metrolink station into a multimodal transit station to encourage increased patronage, connectivity, and safety

The two alternatives considered are for evaluative and feasibility purposes only. If either alternative is carried forward for further study, the projects would be further refined and analyzed in the subsequent technical refinement studies and environmental clearance process.

ALTERNATIVE 1: STATION RELOCATION

The Study identified five initial station locations for Alternative 1, shown in Figure 0-5. These five station location options were screened down to two locations for further and more detailed analysis. They were analyzed to determine which option could illustrate the best representation of a future location that may improve connections to the El Monte Bus Transit Center and allow for a more seamless multimodal connection for the community.

Figure 0-5: Five Potential Locations for Alternative 1



The five initial location options were analyzed based on accessibility, stakeholder preference, physical impacts, operational considerations and potential costs. Locations 1 and 4 were selected for further analysis in this Study primarily due to their proximity to the El Monte Bus Transit Center. Location 4 will be referred to as Alternative 1A, shown in Figure 0-6. The second location, Location 1, was identified through the stakeholder outreach process for a high-level analysis (shown in Figure 0-7), and is referred to as Alternative 1B.

Figure 0-6: Station Alternative 1A

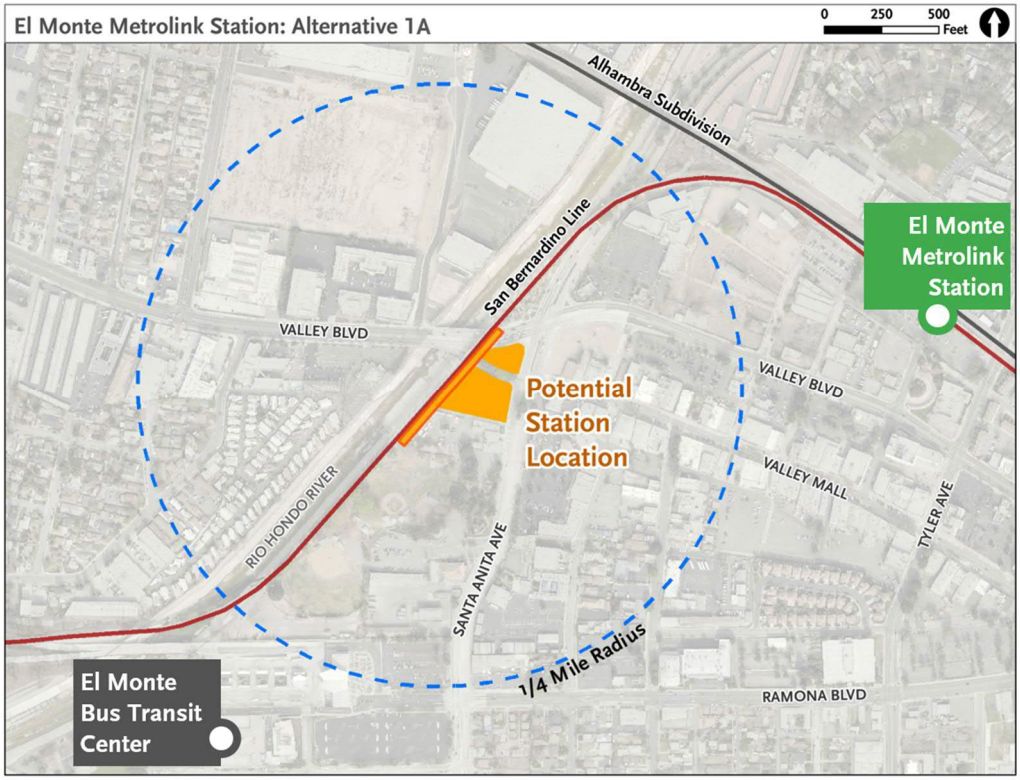
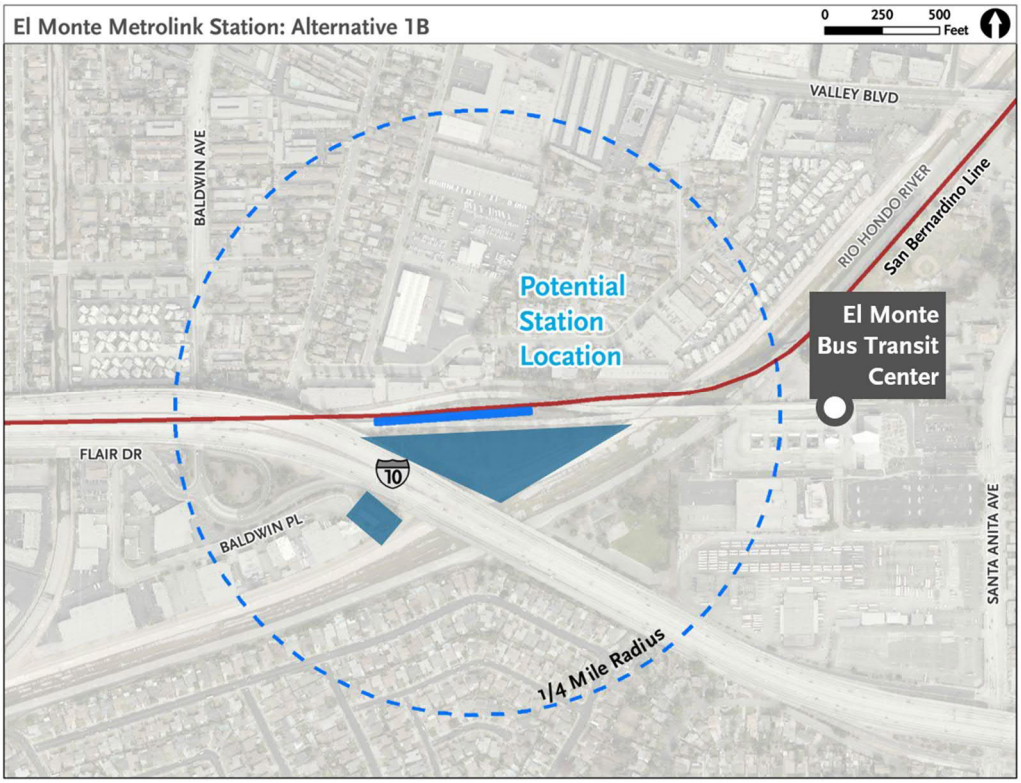


Figure 0-7: Station Alternative 1B



ALTERNATIVE 1A – ANALYSIS

Each Alternative was analyzed for its feasibility in five (5) categories: transit accessibility, community and stakeholder preference, physical impacts, operations, and costs. Table 0-1 summarizes these analysis components and their qualitative characteristics.

Table 0-1: Analysis Components

Transit Accessibility	Regional Connectivity & Potential Ridership
	Accessibility and First/Last Mile
	Parking Considerations
	Land Use Considerations
Community and Stakeholder Preference	Community Preference
	Stakeholder Preference
Physical Impacts	Right-of-Way Impacts
	Environmental Impacts
	Utility Impacts
Operations	Rail Operational Considerations
	Bus Operational Considerations
Costs	Rough-Order-of-Magnitude Cost Estimates

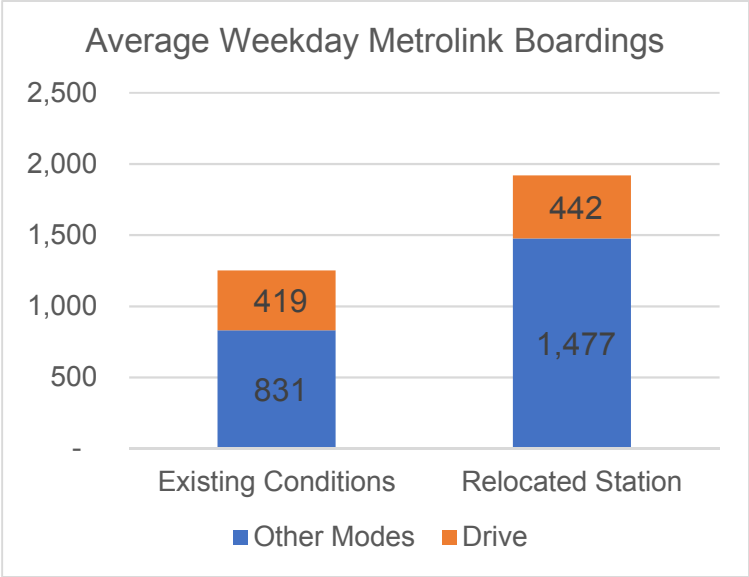
TRANSIT ACCESSIBILITY

Alternative 1A is located at the intersection of Santa Anita Boulevard and Valley Boulevard, as shown in Figure 0-8. Its potential to serve as a “gateway” to the El Monte Downtown area while bringing rail, bus, and bicycle amenities all within a walkable distance can make this location an attractive option for transit users and visitors. The Gateway Development is located between Station Relocation A and the existing El Monte Bus Transit Center and has been constructed with landscaping and sidewalks. However, the pedestrian landscape at the current Santa Anita Boulevard and Valley Boulevard intersection could benefit from safety enhancements and placemaking strategies, due to fast-moving traffic and long crossing distances.

Figure 0-8: Potential Station Layout for Alternative 1A

Ridership forecasts developed from the Long Range Transportation Plan 2017 Metro Travel Demand model projected an estimated 1,919 Metrolink boardings per average weekday at a potential relocated Metrolink station in 2040, as shown in Figure 0-9. This represents a potential growth of over 50 percent over existing conditions in 2040. Only one-third of Metrolink riders are forecast to access the El Monte Metrolink Station by private automobile, suggesting that the station may be more of a destination-oriented station rather than a commuter or origin station. The remaining two-thirds of Metrolink boardings are forecast to access the station via transit, biking, walking, taxi, or ridesharing. The growth may be attributed to the decreased transfer time between existing bus services and Metrolink service, as the forecasts also reflect an increase in bus routes which serve the El Monte Bus Transit Center.

Figure 0-9: El Monte Alternative 1A Ridership Forecasts 2040



The potential site of Alternative 1A is closer to two of the main arterials in downtown El Monte. Streets and sidewalks are well-maintained; however, traffic moves fast on Valley Boulevard and Santa Anita Avenue and there are no pedestrian islands. The location offers direct access to the Rio Hondo Bike Path with the Metro Bike Hub located nearby at the El Monte Bus Transit Center. Pedestrian improvements and placemaking strategies may be implemented to support transfers between the potential Metrolink station and the existing El Monte Bus Transit Center along the Rio Hondo Bike Path under the elevated railroad. Figure 0-10 illustrates an example of what these types of improvements may look like to transferring transit users.

Current parking facilities at El Monte Bus Transit Center are at capacity. Metro is in the process of expanding its paid parking program to high-demand Metro transit hubs, including the El Monte Bus Transit Center, and future parking management programs could preserve parking for transit users. This could be done in coordination with nearby TOD communities and the Downtown El Monte district.

Figure 0-10: Example of Rio Hondo Bike Path Improvements

Source: The Underline

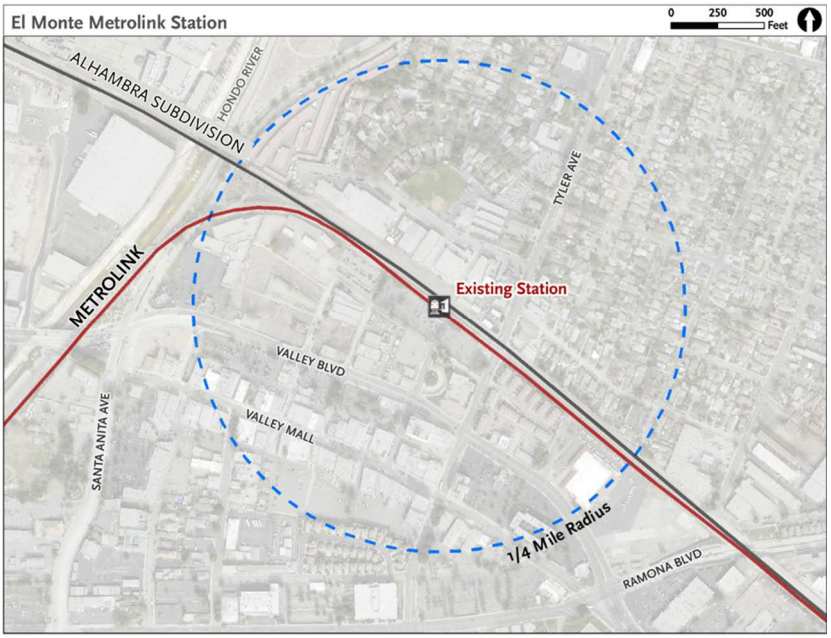
A relocated station could provide surface parking and share parking with the El Monte Bus Transit Center. Alternatively, 350-space parking structure could be provided under Alternative 1A.

COMMUNITY AND STAKEHOLDER PREFERENCE

Stakeholders, including SCRRA and the City of El Monte, were able to provide their comments throughout the life of the study. With respect to Alternative 1A, SCRRA is concerned with the potential relocation of the El Monte Metrolink Station due to the possible operational constraints as a result of the construction of a station on an aerial structure, which would be the first in the Metrolink system. This option would also preclude the opportunity to utilize the Union Pacific Railroad (UPRR) Alhambra railroad subdivision that heads northwest from the current El Monte Metrolink station, as shown in Figure 0-11.

Out of the 1,500 survey responses gathered from the Metrolink rider survey, a total of 71 participants listed El Monte Metrolink Station as their origin or destination station. When asked if moving the Metrolink station within a five-to-ten-minute walk from the El Monte Bus Transit Center would improve their commute, 51 percent of respondents said that it would improve their commute. In addition, 13 percent of respondents indicated that they would like to see more bus service at the El Monte Metrolink Station.

Figure 0-11: UPRR Alhambra Railroad Subdivision



PHYSICAL IMPACTS

The potential physical impacts analyzed as part of Alternative 1 in this Study include right-of-way, utility, and environmental impacts.

Alternative 1A would require an elevated Metrolink station platform to connect with existing elevated track. A potential second track may require a center platform configuration. Aerial easements would need to be obtained if this alternative were to move forward. Depending on the station area site plan, the relocation may impact the one-way Valley Mall thruway in order to maximize the station area footprint. Potential utility impacts may be present under existing commercial buildings and along the railroad right-of-way. The existing commercial and office buildings on the three parcels identified on this site would need to be acquired for station development. The southernmost property in the identified site is currently undergoing renovations to attract office tenants.

A preliminary analysis on environmental considerations was conducted to identify potential areas which may require further technical analysis should the alternative undergo future detailed studies and/or environmental processes. These areas include considerations for air quality, hazards and hazardous materials, hydrology and water quality, noise and vibration, parking and site access, and traffic and circulation. In addition, any construction in the Rio Hondo Channel would require coordination with the Army Corps of Engineers to assess impacts related to CEQA/NEPA compliance. The relocation of the Metrolink station may also require permitting with the City of El Monte to amend the El Monte Gateway Specific Plan.

OPERATIONS

The relocation of the El Monte Metrolink Station as part of Alternative 1A would require constructing a new aerial platform, reconstruction of parts of the existing track, and construction of new second track that could result in delays on the busiest line in the Metrolink system, potentially impacting passenger rail operations during station construction.

Bus operations could be consolidated at the existing El Monte Bus Transit Center, which hosts stops for Metro, Foothill Transit, and Norwalk Transit. An improved pedestrian and bicyclist connection along the Rio Hondo bike path between the two hubs could allow for more seamless transfers.

Relocating the El Monte Metrolink Station to the elevated segment of the San Bernardino Line would require the reconstruction of the existing aerial guideway in order to allow for a platform on a flat grade as required by the Metrolink Design Standards. Special attention to structural column placement is essential to minimize potential right-of-way and traffic impacts.

COST ESTIMATES

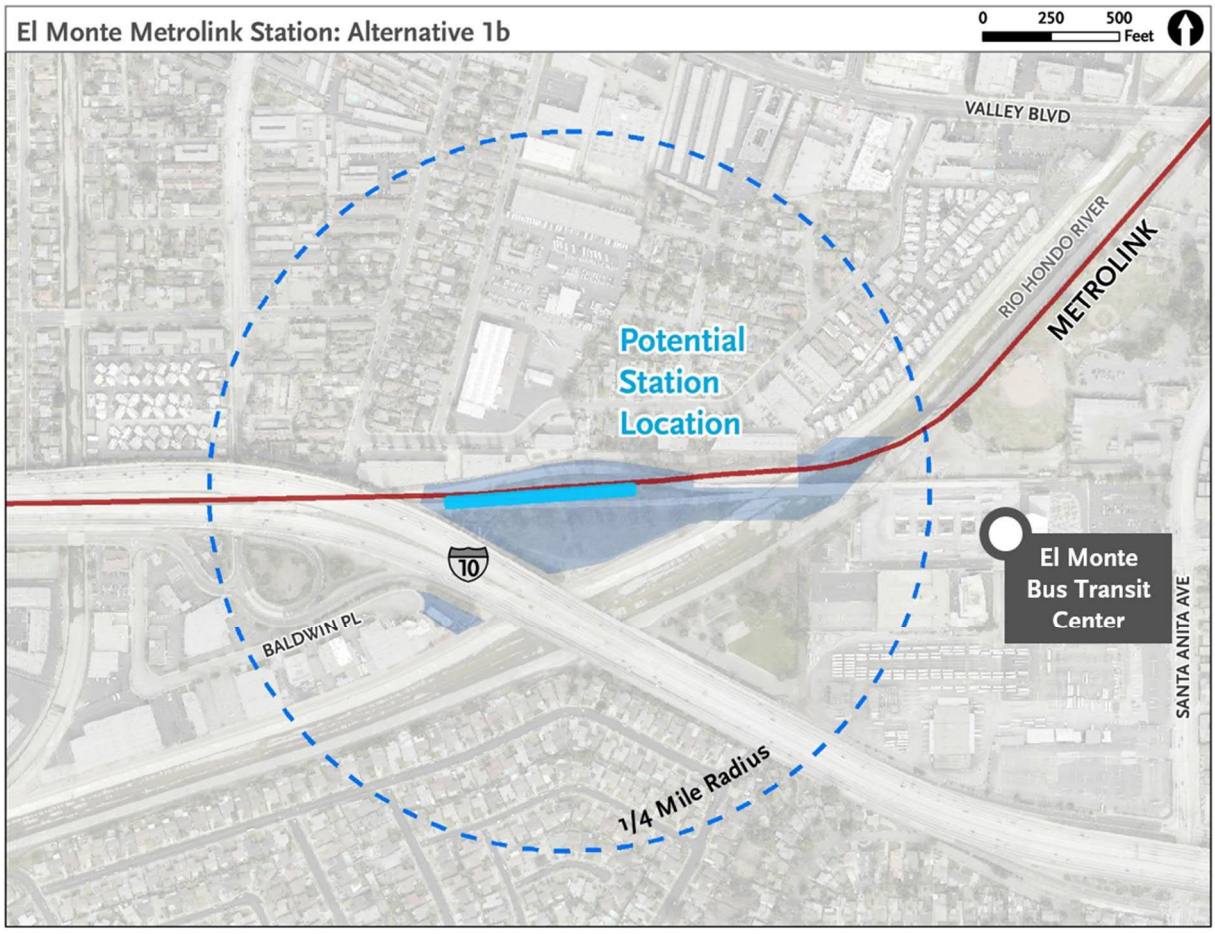
The total estimated ROM capital cost for Alternative 1A is approximately $270 million.

Rough order-of-magnitude (ROM) capital cost estimates were developed for Alternative 1A for feasibility purposes. With the goal of portraying the highest level of development for a station of this scale, the total estimated capital cost is approximately $270 million. Preliminary high cost improvement items include a new aerial guideway structure and platform, reconstruction of the existing guideway, private land acquisition, pedestrian vertical circulation, parking structure, bike hub, first/last mile improvements, and contingencies.

ALTERNATIVE 1B – ANALYSIS

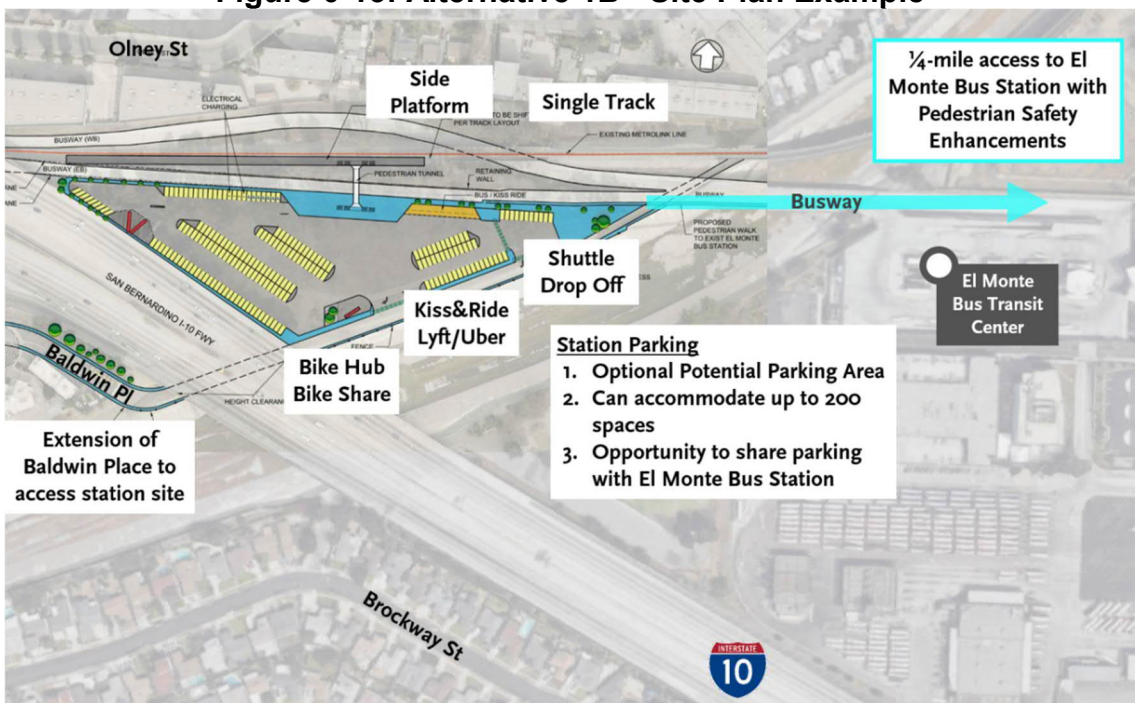
Alternative 1B (see Figure 0-12) was studied at the request of stakeholders through the stakeholder engagement process. This station relocation alternative involves adding a single side platform to a single-tracked segment of the San Bernardino Line. There is an approximate ¼-mile transfer to the El Monte Bus Transit Center, that can be feasible with appropriate safety and pedestrian improvements along the existing busway bridge across the Rio Hondo River channel.

Figure 0-12: Alternative 1b Station Relocation



Access to the station would need to be obtained via Baldwin Place and the existing maintenance road along the Rio Hondo Channel. There is currently an occupied commercial property that may need to be acquired to gain access to the site location. The plan for Alternative 1B includes 200+ parking spaces, a layover area for buses and shuttles, kiss-and-ride drop off, and a pedestrian overpass or underpass to provide access to the station platform (Figure 0-13). Metrolink does not permit-at-grade pedestrian crossings at new stations.

Figure 0-13: Alternative 1B - Site Plan Example



PHYSICAL IMPACTS

The site for Alternative 1B is currently privately owned and unoccupied with the exception of two existing billboard signs. In order to create public access to the site, the commercial property, occupied by Western Exterminator, at the end of Baldwin Place may need to be acquired to extend the road under Interstate Highway 10. Additionally, pedestrian/bicycle access would require a modification of the existing busway across Rio Hondo Channel in the form of striping and barriers to protect transferring passengers from fast-moving articulated buses. There are currently no pedestrian crossings at the El Monte Bus Transit Center, so this would need to be considered if pedestrians are to access the Transit Center from the west.

OPERATIONS

Moving the existing station from a scenario with two mainline tracks and a center platform to a single-tracked segment and a one side platform, as identified in Alternative 1B, could increase travel times and decrease operation flexibility along the San Bernardino Line. This area of the San Bernardino Line is currently a bottleneck, and this alternative would further limit operational flexibility along the corridor.

COST ESTIMATES

The total estimated ROM capital cost for Alternative 1B is approximately $45 million. This includes a grade-separated pedestrian crossing, a transit drop-off area, private land acquisition, and busway realignment to accommodate the station platform.

The total estimated ROM capital cost for Alternative 1B is approximately $45 million.

ALTERNATIVE 2: EXISTING STATION ENHANCEMENTS

The goal of Alternative 2 is to analyze the feasibility of adding improvements to the existing El Monte Metrolink station to create a multi-modal transit hub that could better serve the community and region. Major opportunities for the existing station, shown in Figure 0-14, include:

- Creating a possible direct shuttle route between the El Monte Metrolink Station and the El Monte Bus Transit Center to meet each Metrolink train;
- Creating a bike hub at the station to support bicycle commuters and to set the stage for a potential bikeshare opportunity in the future;
- Station area and platform upgrades to provide transit users with more shade, enhance safety at the at-grade crossings, and wayfinding information; and
- Added bike lanes and wayfinding signage throughout Downtown El Monte per the City's specific plan.

Figure 0-14: Existing El Monte Metrolink Station

Source: Google Earth 2016

ALTERNATIVE 2 – ANALYSIS

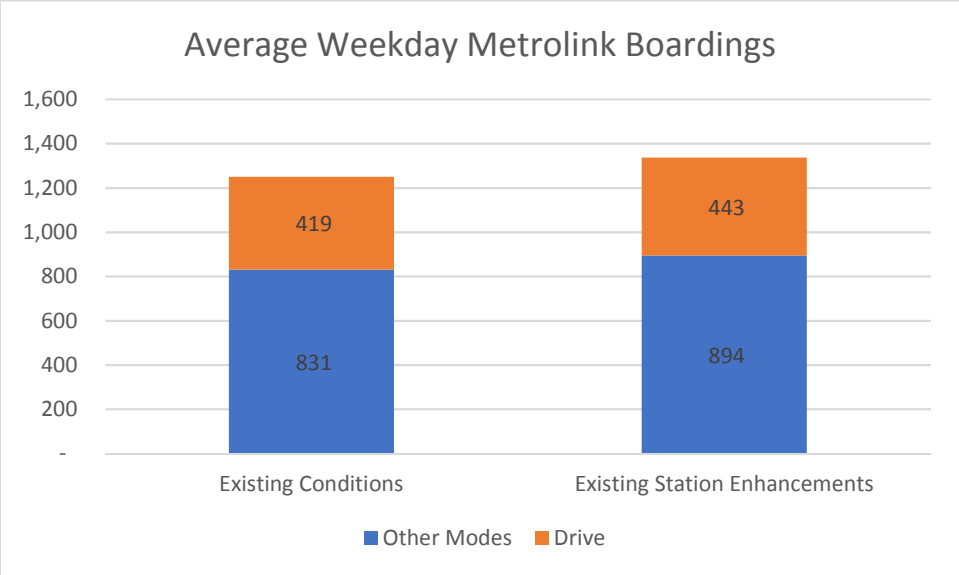
TRANSIT ACCESSIBILITY

Alternative 2 is well-positioned near future planned bicycle infrastructure and is located between the Downtown District and the residential communities to the north of the station. With the improvements identified in this Study, approximately 1,340 average weekday boardings were forecasted at the existing El Monte Metrolink Station.

Ridership forecasts show an increase of about 90 additional weekday boardings over existing conditions in 2040.

This represents an increase of seven percent over existing conditions in 2040, as summarized in Figure 0-15. The potential for increased ridership is likely due to the prevalence of transit services in the area; nearly two-thirds of Metrolink riders are forecast to access the station via modes other than driving alone. On an average weekday, 142 parking spaces are utilized at the existing Metrolink station. As pedestrian and bicycle amenities become more prevalent in Downtown El Monte Downtown, parking sharing opportunities with potential TOD's may be viable. In terms of TOD potential, Alternative 2 showed the most potential in the areas of social factors. The immediate surrounding areas contain a diverse mix of uses within walking distance on quieter streets. The existing station is also supported by the El Monte Downtown Main Street Transit-Oriented District Specific Plan.

Figure 0-15: El Monte Alternative 2 Ridership Forecasts 2040



COMMUNITY AND STAKEHOLDER PREFERENCE

Out of the El Monte survey respondents, 71% said they use Metrolink to commute to work and 69% reported that they were generally happy with the current station.

Out of the El Monte survey respondents, 71 percent said they use Metrolink to commute to work and 69 percent of participants reported that they were generally happy with the current station. While respondents seemed generally satisfied with the condition of the El Monte Metrolink station, the most common suggestions made by survey participants included increasing bus and train services. More security, enhanced landscaping, and additional coverage from natural elements were other suggestions. When asked if moving the Metrolink station within a five-to-ten-minute walk from the El Monte Bus Transit Center would improve their commute, 33 percent of respondents said that it would not improve their commute. In addition, 16 percent of respondents said they were unsure if the relocation would improve their commute.

During the stakeholder input process, SCRRA indicated that keeping the existing Metrolink station would potentially allow for operational flexibility on the Alhambra railroad subdivision in the future.

PHYSICAL IMPACTS

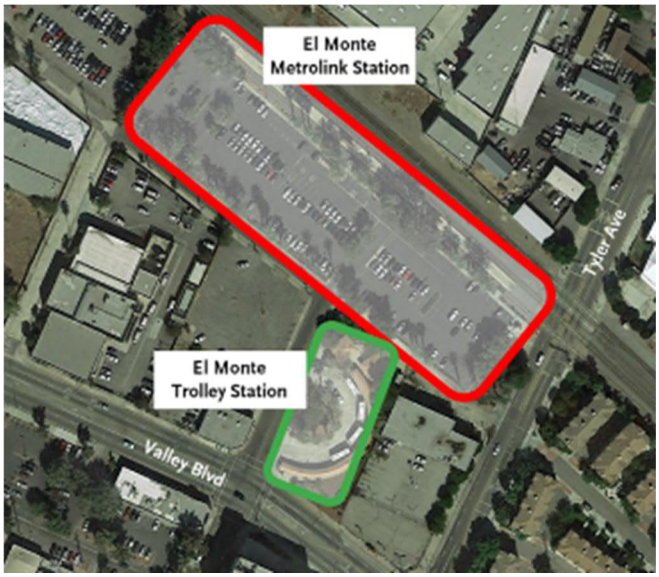
There are limited right-of-way, environmental, and utility impacts as a result of the improvements identified in Alternative 2. Enhancing the existing El Monte Metrolink Station could result in increased pedestrian and bicycle presence throughout the Downtown district. Traffic and circulation may be considered in future environmental study as a result of increased pedestrian and bicycle infrastructure. A potential new bike hub facility, similar to that of the El Monte Bus Transit Center would likely have minimal impacts on existing utilities at the current Metrolink station.

OPERATIONS

No additional passenger rail service or rail infrastructure was identified as part of Alternative 2. By maintaining the Metrolink station where it is today, the opportunity to utilize the UPRR-owned Alhambra railroad subdivision still exists for potential express Metrolink service on the San Bernardino Line.

The El Monte Metrolink Station platform and El Monte Trolley Station (see Figure 0-16) are within a 5-minute walk of each other. Metro buses currently stop on Valley Boulevard and Tyler Avenue. Wayfinding signage and real-time bus arrival information could assist and benefit transferring riders. A direct shuttle to meet all Metrolink trains between the El Monte Metrolink Station and the El Monte Bus Transit Center is recommended to further enhance rail-to-bus connectivity in the area.

Figure 0-16: Existing Metrolink Station and Trolley Station



Source: Google Earth 2016

COST ESTIMATES

The cost estimates developed for Alternative 2 reflect similar assumptions to those of Alternative 1. The preliminary cost items identified include a station amenities and upgrades, grade crossing safety improvements, First/Last Mile improvements, a new bike hub, and contingencies. The total estimated capital cost for Alternative 2 is approximately $7 million.

COMMUNITY AND STAKEHOLDER OUTREACH

The Study and its alternatives were developed in coordination with key stakeholders including the City of El Monte, SCRRA, and the office of the Los Angeles County Board of Supervisors – District 1, to assess the nature of the community and its transit needs and desires. Three formal stakeholder meetings were held, with additional communications and feedback gathered through the life of the study.

The Study was presented at the San Gabriel Valley Service Council meeting to introduce the Study, engage the local community, and receive input on the Study. In addition, a survey campaign was launched which targeted existing Metrolink riders of the San Bernardino Line. As a result of these outreach efforts, over 1,500 responses were received and analyzed.

CONCLUSIONS

A snapshot summary of the two alternatives is shown in Table 0-2.

Table 0-2: El Monte Alternatives Summary

	Alternative 1A	Alternative 1B	Alternative 2
	Relocated Metrolink Station	**Relocated Metrolink Station**	**Existing Station Enhancements**
Feasibility	Relocated station would have construction impacts and preclude ability to utilize Alhambra railroad subdivision, and would require additional coordination for new track over Rio Hondo River	Relocated station would have operational challenges due to single track corridor and preclude ability to utilize Alhambra railroad subdivision	There are opportunities to enhance the station area as part of El Monte's Downtown Specific Plan
2040 Ridership Forecasts (Existing Conditions 2040: 1,250)	1,919	Assumes 1,919 due to proximity to El Monte Bus Transit Center	1,337
Estimated Costs	$270M	$42M	$7M
Community Input	51% of survey respondents said their commutes might improve if the Metrolink station was within a 5-10 minutes walk from the El Monte Bus Transit Center. 16% of respondents were unsure.		33% of survey respondents said their commutes might NOT improve if the Metrolink station was within a 5-10 minutes walk from the El Monte Bus Transit Center.
Physical Impacts	Impacts to existing office/commercial properties, construction impacts, Rio Hondo River Channel	Impacts to existing industrial/commercial business, rail operational constraints	None
Environmental Considerations	Air quality, hazards and hazardous materials, hydrology and water quality, noise and vibration, parking and site access, and traffic and circulation	Parking and site access, traffic and circulation	Traffic and circulation

LOS ANGELES METRO
STATION LOCATION FEASIBILITY STUDY

RIO HONDO METROLINK STATION – FEASIBILITY STUDY
EXECUTIVE SUMMARY

PREPARED FOR

LA Metro Regional Rail

One Gateway Plaza

Los Angeles, CA

August 25, 2017

MOTT MACDONALD

IN ASSOCIATION WITH:

IBI Group
AECOM
MBI Media
RSE
Terry A. Hayes Associates
Epic Land Solutions
Engineering Solutions Services

EXECUTIVE SUMMARY

INTRODUCTION AND PROJECT PURPOSE

In March 2016, the Metro Board of Directors unanimously approved a motion to examine the feasibility of creating a new Metrolink station on the Riverside Line near Rio Hondo College.

The Los Angeles County Metropolitan Transportation Authority (Metro) is conducting the Station Location Feasibility Study (Study) to examine the feasibility of creating a new Metrolink station at the base of Rio Hondo College and to identify opportunities to make improvements to the area utilizing existing and planned transit services. The Southern California Regional Rail Authority (SCRRA) operates Metrolink passenger rail service in six southern California counties, including Los Angeles County. Metrolink serves an average of nearly 40,000 riders each weekday[1]; however, opportunities exist to consolidate, develop, and enhance multi-modal transportation hubs in certain areas across the Metrolink system that could potentially improve regional mobility, attract ridership, and mitigate traffic-induced pollution. First/Last Mile analysis, multi-modal connectivity, and active transportation planning were all incorporated into the Study to support safe, secure, and easy rider experiences, which may encourage increased patronage. Opportunities to improve transit connectivity to the Greater Whittier Narrows area by streamlining multiple transit-related projects and services was also explored in the Study.

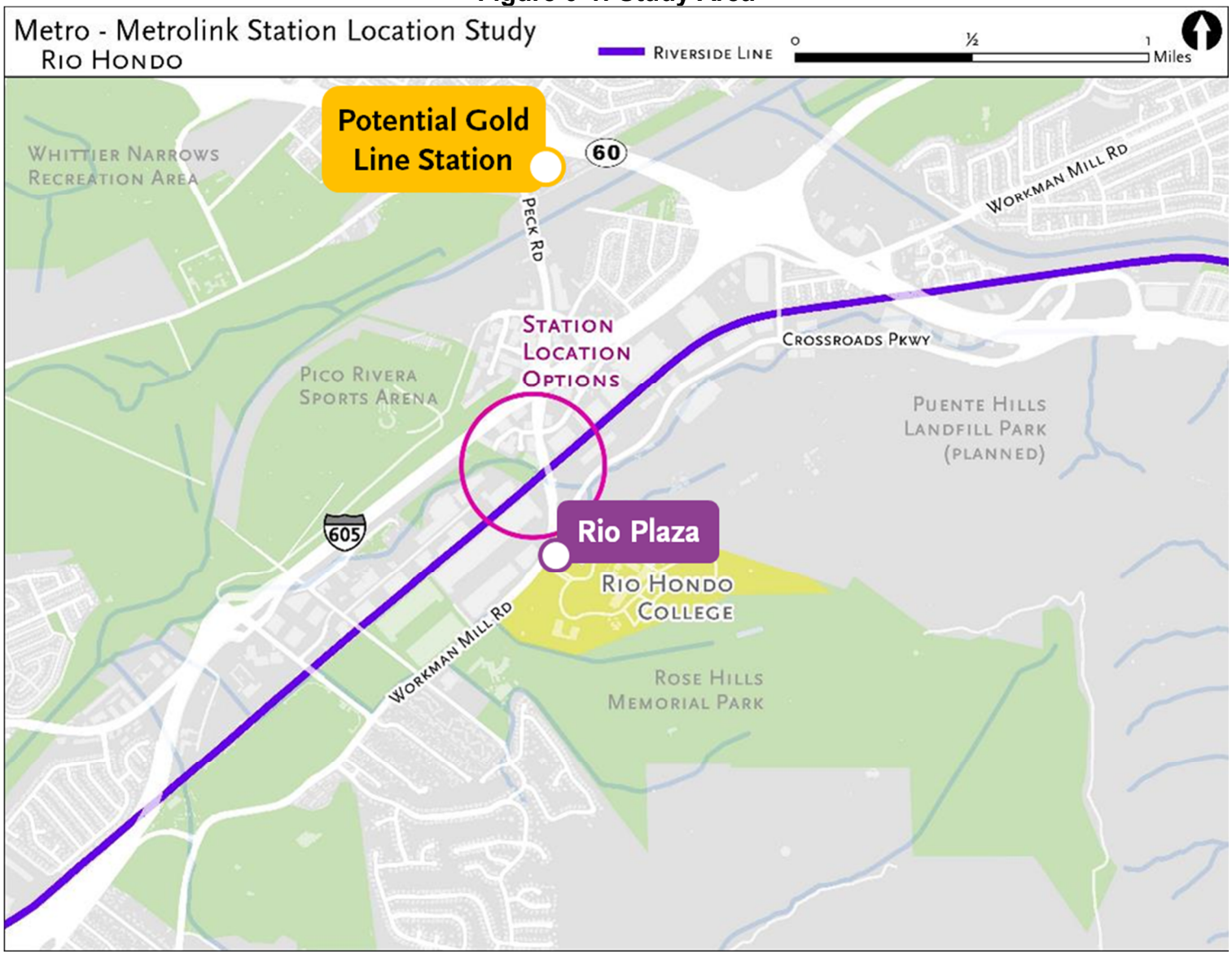
The Study aims to identify and analyze:

- Potential location option(s) for a new Rio Hondo Metrolink Station; and related benefits and challenges
- Opportunities to maximize rail-to-bus connectivity
- Opportunities to improve First/Last Mile connections to existing and planned developments
- Potential ridership gains and potential cost estimates
- Stakeholder and community feedback

The feasibility study area is shown in Figure 0-1.

[1] SCRRA, 2017

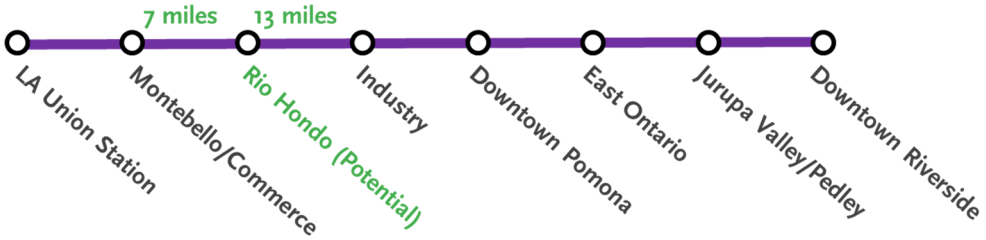
Figure 0-1: Study Area



EXISTING CONDITIONS

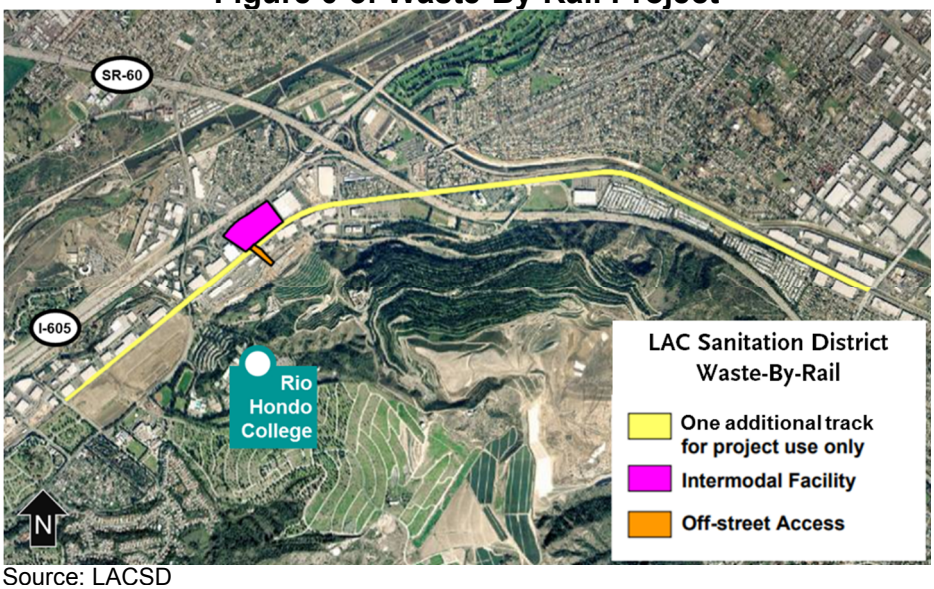
The Rio Hondo College area is surrounded by Peck Road, Workman Mill Road, Interstate 605, State Route 60, and the Riverside Line. The nearest Metrolink stations on the Riverside Line are the Montebello/Commerce and Industry Metrolink Stations, located 7-miles and 13-miles away along the corridor, respectively. The 20-mile gap between the existing Montebello/Commerce and Industry Metrolink Stations is the longest distance without a rail station on the Riverside Line corridor, shown in Figure 0-2.

Figure 0-2: Riverside Line



Metrolink service on the Riverside Line consists of six eastbound and six westbound Metrolink trains per weekday. There is currently no weekend service on the Riverside Line and approximately 4,500 passengers board the Riverside Line each weekday. The Union Pacific Railroad (UPRR) is the owner and operator of this railroad corridor, and the Riverside Line serves as their backbone railroad for freight train operations in Southern California. Under current operational agreements, any additional passenger rail stations or service on this corridor is contingent upon UPRR agreement. Saturday-only Metrolink service was provided on the Riverside Line beginning in 2000, but was discontinued in 2002. The Los Angeles County Sanitation District (LACSD) also utilizes the railroad in this corridor, and they completed the construction of the new Waste-by-Rail track project within the corridor. The project added approximately 3.5-miles of railroad track for the exclusive use of LACSD, as shown in Figure 0-3.

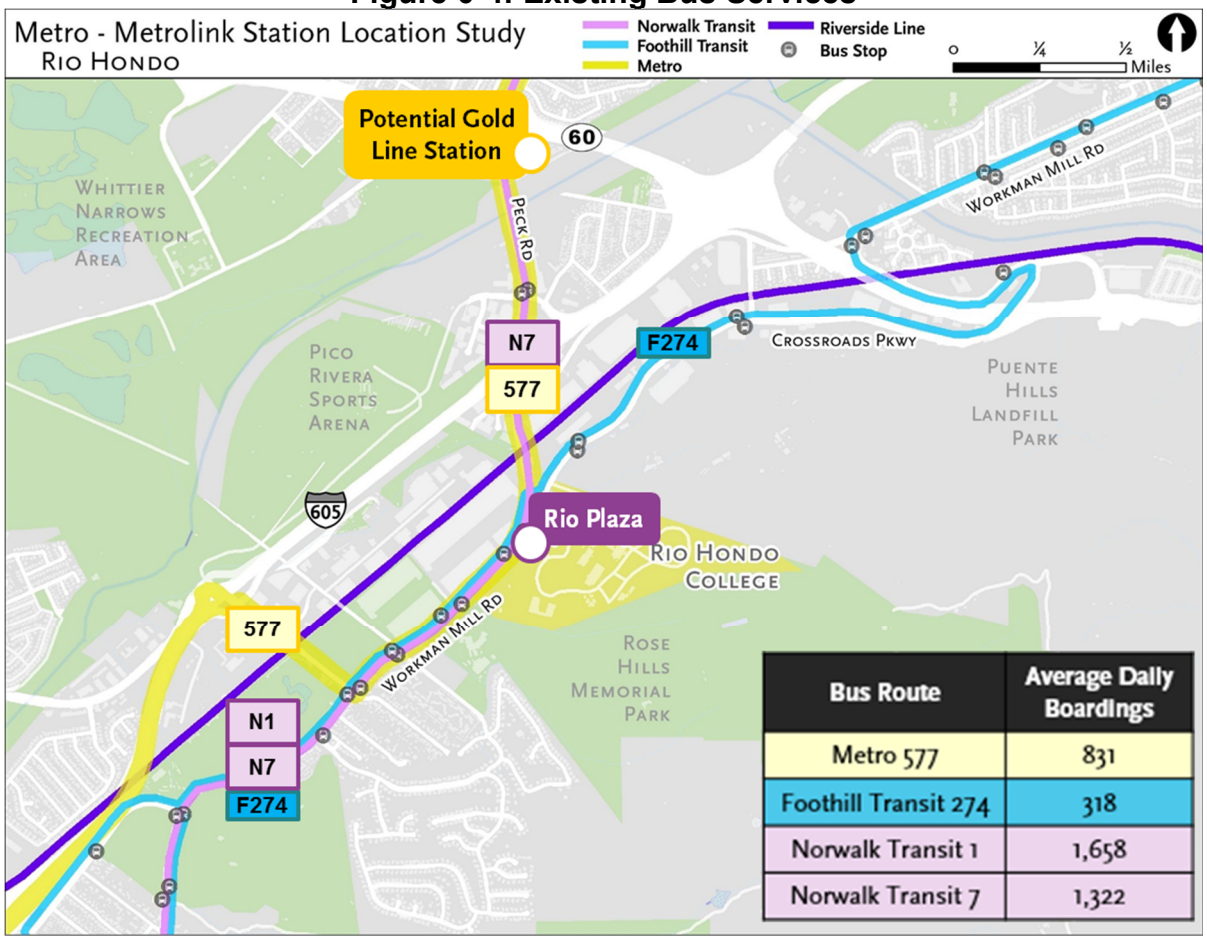
Figure 0-3: Waste-By-Rail Project



Source: LACSD

Transit service through the Rio Hondo District includes both local and express bus services (Figure 0-4) provided by three different municipal operators: Metro, Foothill Transit, and Norwalk Transit. Bus transfers are supported at the base of Rio Hondo College on Workman Mill Road at College Drive. The routes provide connections to and from the college, the City of Norwalk, the City of Long Beach, and other communities throughout San Gabriel Valley. Beginning in 2018, commuters will be able to utilize the new Rio Plaza, an intermodal transit hub that will be constructed at the foot of Rio Hondo College at College Drive and Workman Mill Road, to make their transit connections.

Figure 0-4: Existing Bus Services



Bus Route	Average Daily Boardings
Metro 577	831
Foothill Transit 274	318
Norwalk Transit 1	1,658
Norwalk Transit 7	1,322

Source: Metro, Foothill Transit, Norwalk Transit 2016

Related Projects

The projects referenced in this Study include the following:

1. Rio Plaza: An intermodal transportation plaza that will be constructed at the foot of Rio Hondo College at College Drive and Workman Mill Road.

2. Metro Gold Line Eastside Extension Phase 2 – State Route-60 (SR-60) Alignment: A light rail transit (LRT) extension of the Gold Line from its current terminus at Atlantic Boulevard

in East Los Angeles to Peck Road at SR-60 in South El Monte. Potential groundbreaking of the LRT extension could begin in 2029 or 2053. A second LRT alignment along Washington Boulevard is also being considered for the Eastside Extension.

3. Gateway Cities Council of Governments Lakewood Avenue and Rosemead Boulevard Complete Streets Corridor Master Plan: The Gateway Cities Council of Governments is considering improving Rosemead Boulevard to transform it into a "Complete Street", with bicycle and pedestrian infrastructural enhancements.

4. Sanitation Districts of Los Angeles County Waste-by-Rail Project: The Los Angeles County Sanitation District has recently completed the construction of 3.5-miles of railroad track to improve waste processing through the region.

5. Metro & Caltrans I-605/SR-60 Interchange Capacity Improvement Project: Metro completed a feasibility study analyzing and identifying several "hot spots" along the corridors of State Route 91, Interstate 605, and Interstate 405. Metro and the California Department of Transportation (Caltrans) are proposing improvements in these corridors in collaboration with the Gateway Cities Council of Governments and the San Gabriel Valley Council of Governments.

6. Puente Hills Landfill Park: The Los Angeles County Puente Hills Landfill Park transforms one of the nation's former landfills into a regional park over the next 30 years in three phases.

STUDY ALTERNATIVES

The feasibility Study considered two alternatives:

- **Alternative 1**: New Station – New Metrolink station at the base of Rio Hondo College on the Riverside Line
- **Alternative 2**: Transit Connectivity Improvements – Improves existing transit services and connections between Rio Hondo College, existing Metrolink stations, and active transportation infrastructure

ALTERNATIVE 1: NEW METROLINK STATION

For Alternative 1, three station sites (Figure 0-5) were initially considered at this new location. The three locations were initially analyzed based on transit accessibility, stakeholder preference, physical impacts, and operational considerations. Based on the analysis components, a station location northwest of Peck Road on the Riverside Line was selected for further study (Figure 0-6). The other station locations were not selected for further study due to a combination of reasons related to access, overhead utilities, land use restrictions, and right-of-way. The selected station site has the most accessible properties adjacent to the potential station platform area and may support modest parking facilities and transit connections.

Figure 0-5: Three Initial Location Options

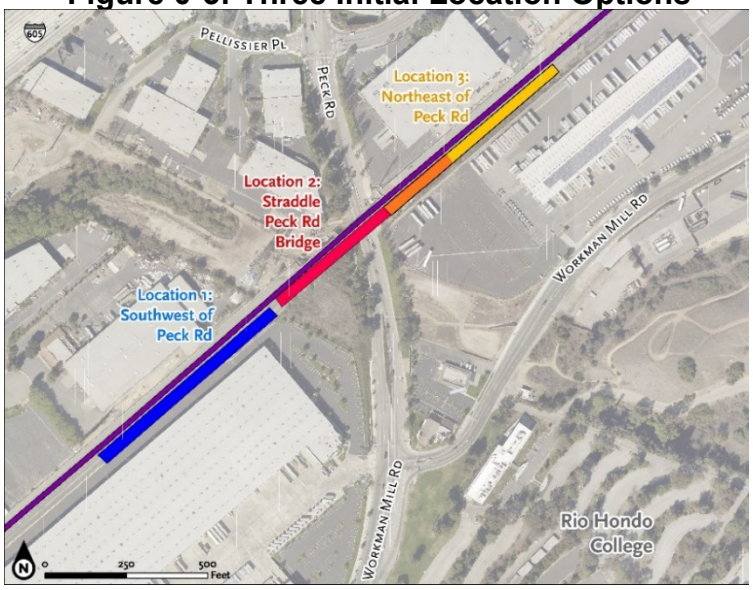
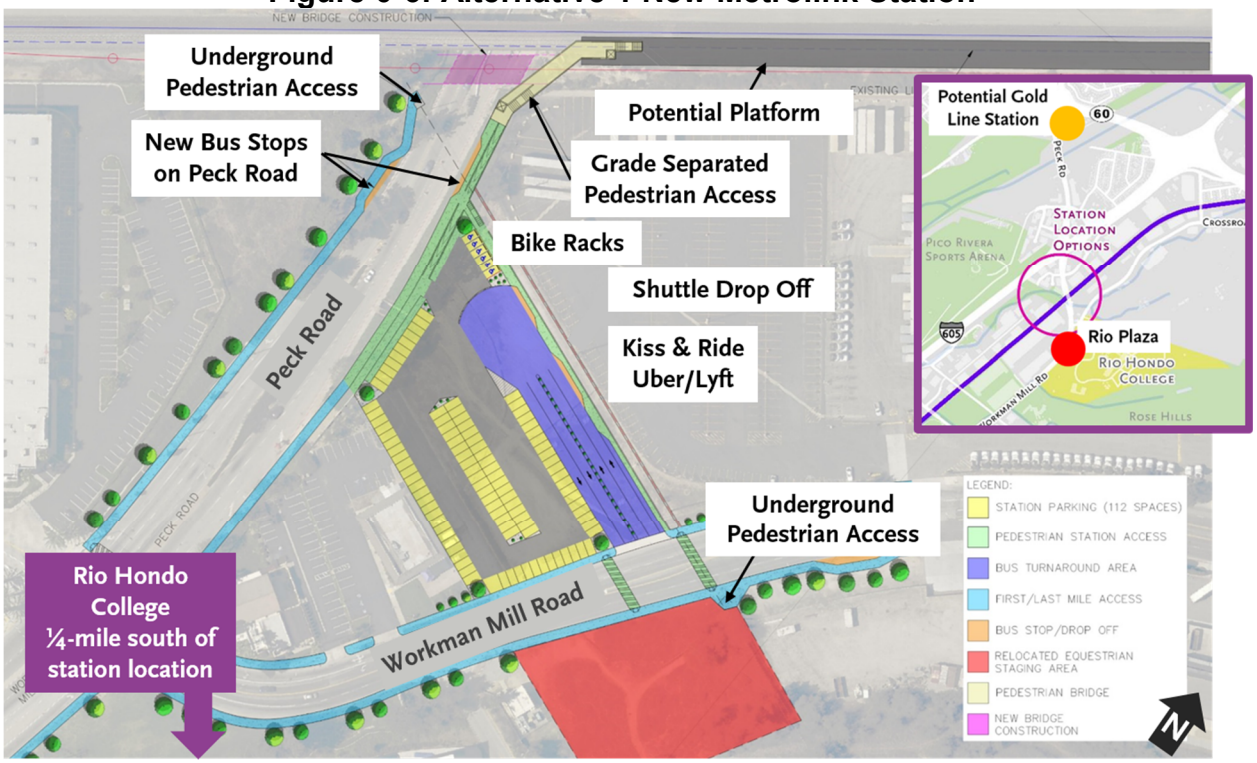


Figure 0-6: Alternative 1 New Metrolink Station



ALTERNATIVE 1 – ANALYSIS

Each alternative was analyzed for its feasibility in five (5) categories: transit accessibility, community and stakeholder preference, physical impacts, operations, and costs, summarized in Table 0-1.

Table 0-1: Analysis Components

Transit Accessibility	Regional Connectivity & Potential Ridership
	Accessibility & First/Last Mile
	Parking Considerations
	Land Use Considerations
Community & Stakeholder Preference	Community Preference
	Stakeholder Preference
Physical Impacts	Right-of-Way Impacts
	Environmental Impacts
	Utility Impacts
Operations	Rail Operational Considerations
	Bus Operational Considerations
Costs	Rough-Order-of-Magnitude Cost Estimates

Transit Accessibility

Ridership forecasts developed from the Metro transit network model indicate about 610 average weekday boardings at a potential Rio Hondo Metrolink Station.

Alternative 1's location is well placed for future planned bicycle infrastructure. The Los Angeles County Proposed Bicycle Network includes Class II Bike Lanes along Workman Mill Road adjacent to Rio Hondo College. The site is also near existing bus stops, providing passengers with transfer opportunities as service levels change to interface with new transportation improvements in the region. Additionally, the base of Rio Hondo College is within a five-minute walk from Alternative 1. While the identified station area has some well-maintained streets, it is lacking sidewalks in some areas. Safety improvements such as prominent crossings and wider sidewalks could be implemented to protect pedestrians and bicyclists.

Peck Road is a fast-moving corridor through an industrial part of this community. In the future, it may be the linking arterial between the potential Gold Line Eastside Extension – SR-60 Alignment and Rio Hondo College. In conjunction with the College's new Rio Plaza and expansion of nearby active transportation amenities and recreational destinations, the area could see an increase in activity.

Ridership forecasts developed from the Metro transit network model indicate approximately 609 average weekday boardings at a potential Rio Hondo Metrolink Station, shown in Figure 0-7. Of these, 75 percent of riders would access a potential new station by private automobile, thus making the nature of the station a commuter-oriented origin station.

The parking may be restricted in capacity and time due to property ownership by the adjacent properties and by SCE (see Figure 0-8); no permanent structures could be constructed and no overnight parking would be permitted due to the presence of overhead transmission lines. A sample site plan, shown in Figure 0-9, illustrates that approximately 110 parking spaces may be located here.

Figure 0-7: Rio Hondo Ridership Forecast 2040

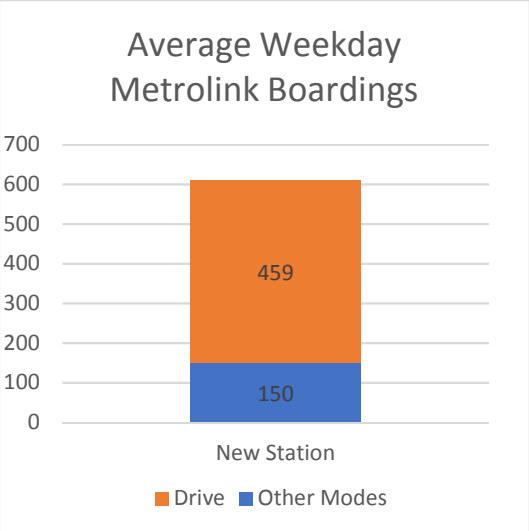


Figure 0-8: Adjacent Properties

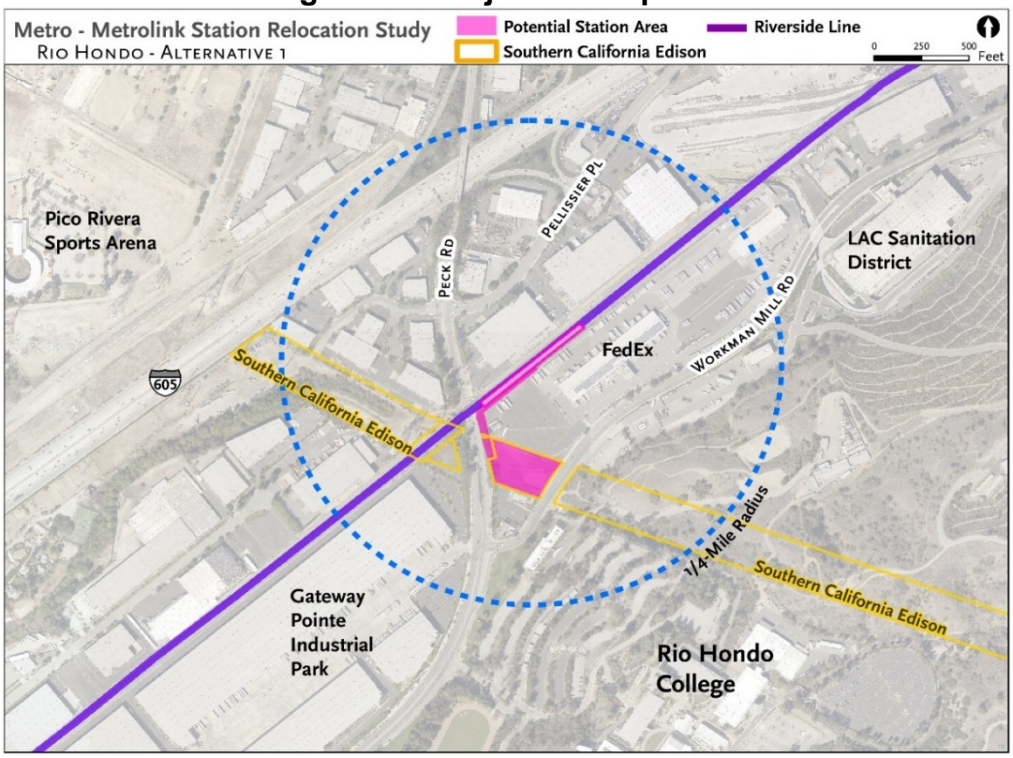
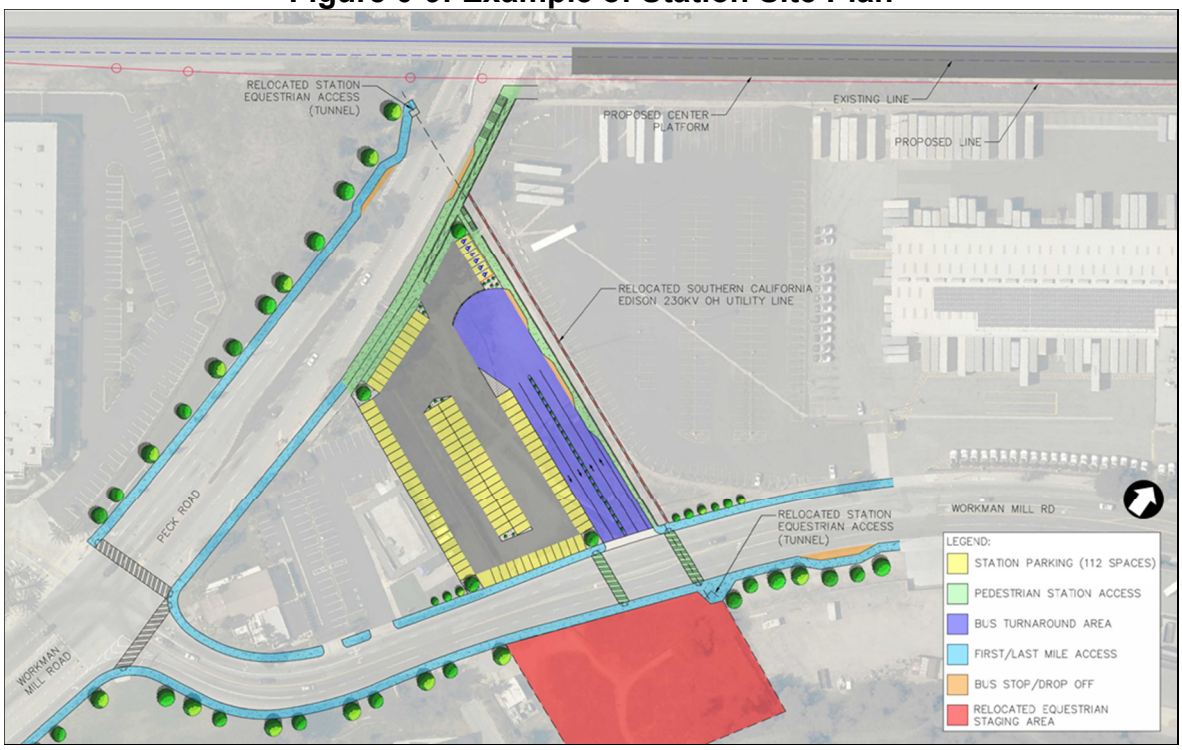


Figure 0-9: Example of Station Site Plan



Stakeholder & Community Preference

The public was invited to make comments about the potential new Metrolink station at the San Gabriel Valley and Gateway Cities Service Council meetings. The concerns expressed included the potential costs of a new station and potential timeline if a build alternative were to move on to further analysis and technical study. Three targeted surveys were distributed among:

1) Metrolink Riverside Line riders,
2) Rio Hondo College students and staff, and
3) Rio Hondo District residents and businesses.

Survey respondents were able to provide insight on community preferences. From the surveys, 53 percent of respondents said they would likely use the Metrolink station if it were built, but 90 percent said they would be only willing to pay up to $10 for a round-trip Metrolink ticket.

Physical Impacts

The potential physical impacts analyzed as part of Alternative 1 in this Study include right-of-way, utilities, and environmental impacts.

The identified site currently serves as the Workman Mill Equestrian Staging Area with day use parking for cars, trucks, and horse trailers. This would need to be relocated and maintained for the Los Angeles County Department of Parks and Recreation. The site selected for Alternative 1 has potential for a multi-modal hub with the least potential impacts to surrounding businesses. If a new station were to be constructed, a lease agreement would need to be established with SCE upon approval with the California Public Utility Commission (CPUC) and the site would be

subject to limitations of use that would affect the way the station is used. The lease agreements granted by SCE are 5-year agreements, terminable within 30-days. SCE requires safe access to their utility system at all times, and as high-power transmission lines run directly over the site, permanent structures and 24-hour parking would not be permissible.

Additionally, use of the railroad right-of-way (ROW) would be contingent upon UPRR agreement. UPRR has stated that they are unable to support a potential new passenger rail station here as additional stops are viewed as having a negative impact on UPRR networks. Only if delays are fully mitigated and the potential station location does not impact the ability to serve UPRR customers will UPRR reconsider its position.

FedEx also shared their concerns for the potential station footprint. The FedEx facility located just east of the identified station location is a 24-hour freight facility and their existing surface parking lot is highly utilized by their employees and freight vehicles. As a result, impacts to the FedEx property have been minimized in this Study.

If a station were to be constructed, the two existing equestrian/multi-use trail tunnels crossing underneath Peck Road and Workman Mill Road may need to be relocated to accommodate transit users at the station, depending on the station site plan. Underground water utilities may be affected and there may be minimal impacts to above ground electrical utilities on the existing site.

A preliminary analysis on environmental considerations was conducted to identify potential areas which may require further technical analysis should the alternative undergo future detailed studies and/or environmental processes. These areas include considerations for air quality, biological resources, hazards and hazardous materials, noise and vibration, parking and site access, and traffic and circulation.

Operations

The presence of a new Metrolink station on the Riverside Line could result in delays for both freight and passenger rail operations. Different rail platform configurations, whether it be a center platform or side platforms, have impacts on right-of-way, operations, and passenger access.

Existing bus services operate on the adjacent streets and may utilize existing bus stops for transferring passengers. A new bus stop could be added to Peck Road near the railroad bridge to provide a direct connection to Metro route 577 and Norwalk Transit route 7 on Peck Road, as route deviations into the station may not be conducive to bus headways and schedules. The existing trail tunnel under Peck Road could provide grade-separated access to a potential new bus stop on Peck Road for transferring riders from the station relocation site.

Cost Estimates

Rough order-of-magnitude (ROM) capital cost estimates were developed for Alternative 1 for feasibility purposes. With the aim of portraying the highest level of development for a station of this scale, the total estimated capital cost is approximately $125 million. This includes a pedestrian grade separation to access the platform, a bus turnaround and layover facility, demolition clearing and earthwork, right-of-way costs, passenger rail service improvements, and contingencies.

The total estimated ROM capital cost is approximately $125 million for Alternative 1.

ALTERNATIVE 2: TRANSIT CONNECTIVITY IMPROVEMENTS

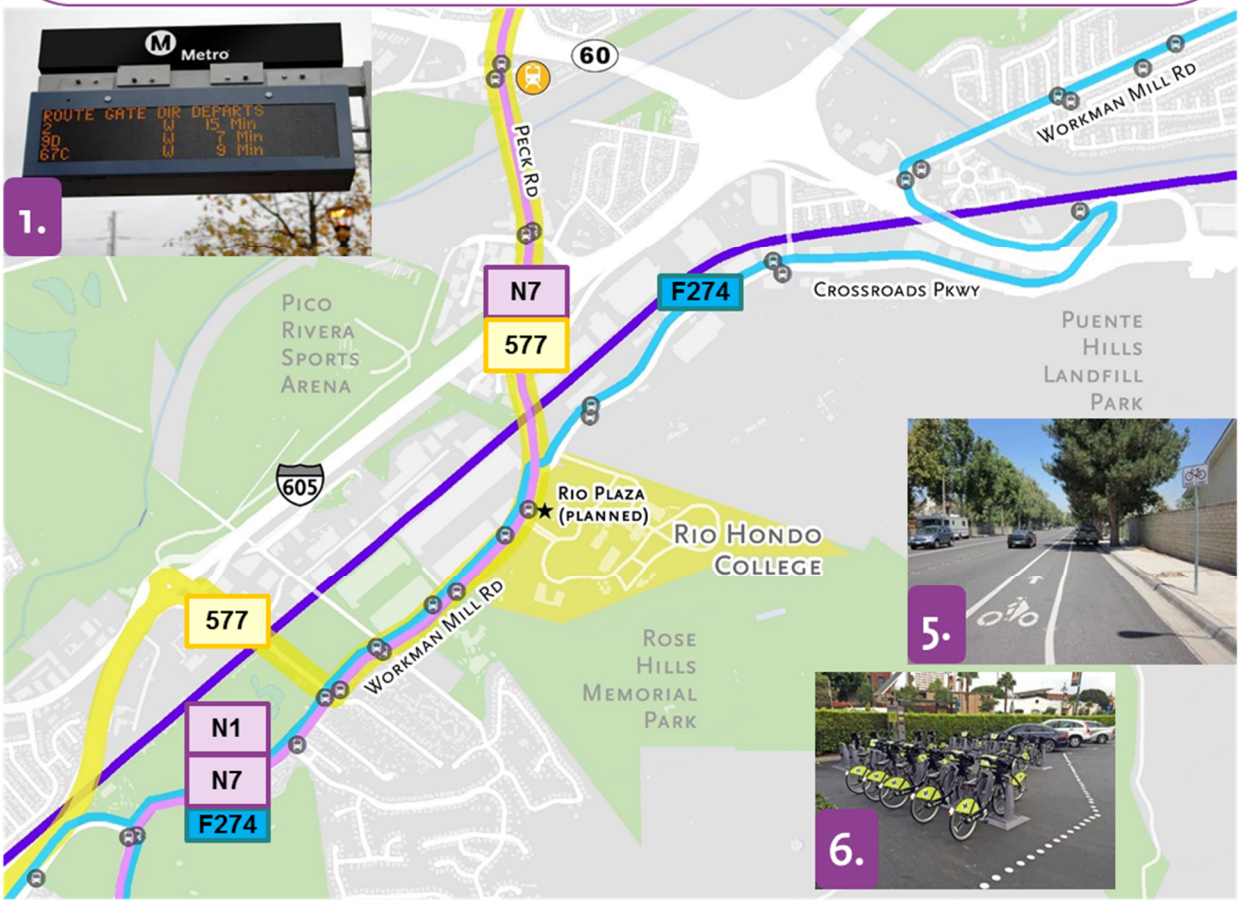
Alternative 2 aims to improve transit connectivity throughout the Rio Hondo College area utilizing existing and planned transit services. Major opportunities for improvement include:

- Consolidating and streamlining multiple transit related projects and services in coordination with the Rio Plaza project
- Providing better connectivity between Rio Hondo College and existing Metrolink stations by improving local bus route and shuttle services
- Improving wayfinding signage and real-time bus arrival information
- Improving First/Last mile connections by implementing bike lanes, bicycle storage, and by extending sidewalks

The Greater Whittier Narrows Area has ample recreational destinations and bike paths, and there is an opportunity to provide a link between these areas and the residential, employment, and educational centers in Rio Hondo.

Figure 0-10: Transit Connectivity Improvements

1. NexTrip Bus Arrivals
2. Potential new bus route to Metrolink Riverside Line (Montebello/ Commerce or Industry Metrolink Stations) to meet trains
3. Evening service after 10PM
4. Improve bus headways
5. Bike Lanes
6. Bike Share Opportunities
7. Wayfinding signage around Rio Plaza and nearby destinations and transfer points



ALTERNATIVE 2 – ANALYSIS

Transit Accessibility

The Rio Hondo District is a rapidly growing region with ample recreational facilities and multiple transportation-related projects slated for development. The amount of investment going into this region demonstrates the need and opportunity to streamline transportation improvement projects to maximize accessibility potential throughout the region.

Though the study area generally has a well-maintained and easily navigable public realm, clear crossings, and potential for seamless transfers via Rio Plaza, existing sidewalks can be extended to better facilitate first/last mile connections. Immediate opportunities for improvement include extending the sidewalks along Peck Road from the Rio Hondo College bus stop, as shown in Figure0-11 and Figure 0-12. Enhanced lighting, safety buffers for cyclists and pedestrians, a sense of place, and better placed pedestrian amenities could also facilitate better first/last mile connections.

Figure 0-11: Missing Sidewalk at Rio Hondo College Bus Stop

Source: Google 2017

Figure 0-12: Facing South at Workman Mill Road and Peck Road Intersection

Source: Google 2017

Community and Stakeholder Preference

As a result of the community and stakeholder outreach efforts, the project team received much feedback regarding Alternative 2. Out of nearly 1,500 respondents from Rio Hondo College, 35 percent of students, faculty, and staff reported that they utilize transit to reach the campus. When asked which improvements are most desirable for the area, 54 percent of Rio Hondo area residents, students, and businesses reported that they would like to see more bus service in the area. As a stakeholder, Rio Hondo College expressed a desire to consider improving the surrounding pedestrian and bicycle facilities for the area to interface with the Rio Plaza.

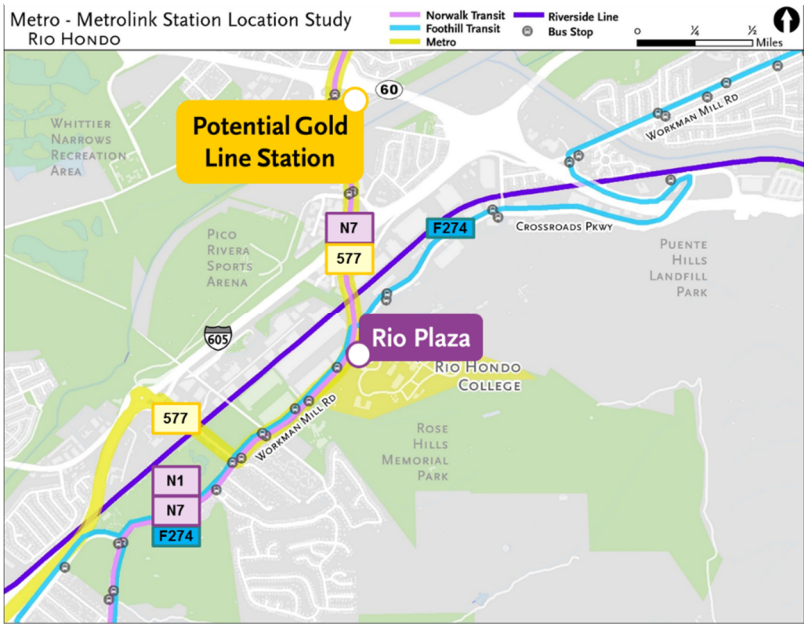
Physical Impacts

As a result of potential upgrades to the Rio Hondo College district, physical impacts may be limited traffic and circulation as a result of new bike lanes and improved pedestrian facilities in the area.

Operational Considerations

With regards to rail operations on the Riverside Line, no additional passenger rail service or rail infrastructure was included as part of Alternative 2.

Figure 0-13: Bus Operational Considerations



Today, there are bus connections to both the Metrolink San Bernardino Line and the Orange County Line via Foothill Transit Route 274 and Norwalk Transit Route 7, respectively. The creation of a new bus route or the modification of an existing route could provide a third bus-to-rail connection to the Riverside Line via the Montebello/Commerce Metrolink Station. Additionally, headways and operating times could be improved to accommodate off-peak travel times utilized by Rio Hondo College students and staff. While approximately 60 percent of Rio Hondo College survey respondents reported that they commute to the college before 9AM, more than 51 percent of these same respondents reported that they leave the college after 6PM.

Additionally, opportunities exist to increase bus service along Peck Road for the potential Gold Line station at Peck Road and State Route 60 (SR-60), shown in Figure 0-13. The LRT extension of the Gold Line to Peck Road could bring frequent and reliable transit service that may benefit from increased transit links throughout the Rio Hondo area. Any potential changes in bus transit services would require coordination between Metro, Foothill Transit, Norwalk Transit, and Rio Hondo College, among other stakeholders.

Cost Estimates

The capital costs associated with upgrading the surrounding pedestrian and bicycle facilities in Rio Hondo under Alternative 2 is approximately $2 million. This includes extended and enhanced sidewalks and crosswalk improvements, Class II bike lanes, Americans with Disabilities Act (ADA) amenities, wayfinding signage, and contingencies.

The total estimated ROM capital cost is approximately $2 million for Alternative 2.

STAKEHOLDER & COMMUNITY OUTREACH

The Rio Hondo Metrolink Station Location Feasibility Study and its alternatives were developed in coordination with key stakeholders. These stakeholders included:

- SCRRA
- Union Pacific Railroad (UPRR)
- Rio Hondo College
- FedEx
- Southern California Edison (SCE)
- Los Angeles County Sanitation District (LACSD)
- City of Whittier
- San Gabriel Valley Council of Governments
- Alameda Corridor East Construction Authority
- City of South El Monte
- Los Angeles County Department of Parks and Recreation

The Study was presented at the San Gabriel Valley Service Council and the Gateway Cities Service Council meetings. These meetings served as platforms to introduce the Study, to engage the local communities, and receive input regarding the Study and how it could impact the local public. In addition, a survey campaign was launched which targeted existing Metrolink riders of the Riverside Line, Rio Hondo College faculty and students, and employees and residents of the Rio Hondo District. As a result of these outreach efforts, nearly 1,500 completed survey responses were gathered and analyzed for the purposes of this Study.

CONCLUSIONS

A snapshot summary of the two alternatives is shown in Table 0-2.

Table 0-2: Rio Hondo Alternatives Summary

	Alternative 1	Alternative 2
	New Metrolink Station	**Transit Connectivity Improvements**
Feasibility	New station would require approvals from Union Pacific Railroad, California Public Utilities Commission, and Southern California Edison, and railroad operational enhancements.	Opportunities for improving transit and active transportation connectivity exist within the Rio Hondo area
2040 Ridership Forecasts	609	No Metrolink Station
Estimated Costs	$125M	$2M
Community Input	53% of survey respondents said they would likely use the Metrolink station if it were built, but 90% said they would only be willing to pay up to $10 for a round-trip Metrolink ticket	When asked what improvements they would like to see around Rio Hondo, 54% of survey respondents said that they would like to see more bus service in the area
Physical Impacts	Impacts to Southern California Edison, relocation of existing LA County Parks amenities	None
Environmental Considerations	Air quality, biological resources, hazards and hazardous materials, noise and vibration, parking and site access, and traffic and circulation	Traffic and circulation

LOS ANGELES METRO
STATION LOCATION FEASIBILITY STUDY

MONTEBELLO/COMMERCE METROLINK STATION – FEASIBILITY STUDY
EXECUTIVE SUMMARY

PREPARED FOR

LA Metro Regional Rail

One Gateway Plaza

Los Angeles, CA

August 25, 2017

MOTT MACDONALD

IN ASSOCIATION WITH:

IBI Group
AECOM
MBI Media
RSE
Terry A. Hayes Associates
Epic Land Solutions
Engineering Solutions Services

EXECUTIVE SUMMARY

INTRODUCTION AND PROJECT PURPOSE

In May 2016, the Metro Board of Directors unanimously approved a motion to examine the feasibility of relocating the existing Montebello/Commerce Metrolink Station to improve and facilitate access to regional commercial/retail centers.

The Los Angeles County Metropolitan Transportation Authority (Metro) is conducting the Station Location Feasibility Study (Study) for the Montebello/Commerce Metrolink Station to examine the feasibility of relocating the station closer to the Commerce Resort area and to identify opportunities to make improvements to the existing station. The Southern California Regional Rail Authority (SCRRA) operates Metrolink passenger rail service in six southern California counties, including Los Angeles County. Metrolink serves an average of nearly 40,000 riders each weekday[1]; however, opportunities exist to consolidate, develop, and enhance multi-modal transportation hubs in certain areas across the Metrolink system which could potentially improve regional mobility, attract ridership, and mitigate traffic-induced pollution. First/Last Mile analysis, multi-modal connectivity, and active transportation planning were all incorporated into the Study to support safe, secure, and easy rider experiences, which may encourage increased patronage. The Metro Gold Line Eastside Extension – Washington Alignment also presents a unique opportunity to collaborate for future growth and transit connectivity strategies.

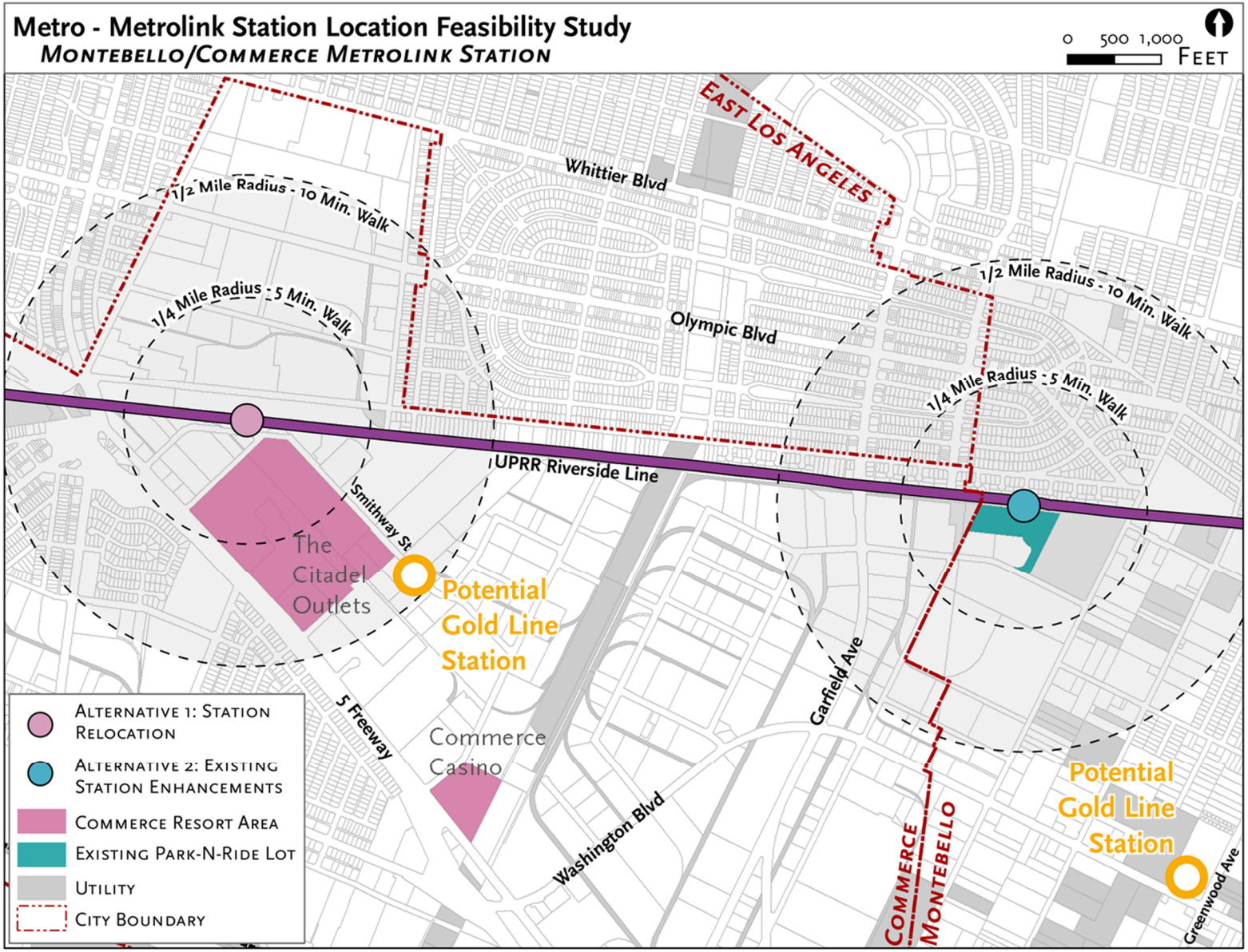
The Study aims to identify and analyze:

- Potential relocation option(s) for the Montebello/Commerce Metrolink Station; and related benefits and challenges
- Opportunities to maximize rail-to-bus connectivity
- Opportunities to improve First/Last Mile connections to existing and planned developments
- Potential ridership gains and potential cost estimates
- Stakeholder and community feedback

The Study area is shown in Figure 0-1.

[1] SCRRA, 2017

Figure 0-1: Study Area



EXISTING CONDITIONS

The existing Montebello/Commerce Metrolink Station is located along Flotilla Street between Garfield Avenue and Vail Avenue in the City of Montebello, just outside of Commerce city limits. The station covers nearly seven acres and provides 267 parking spaces, 17 percent of which are utilized on an average weekday. The station opened in 1997 and recently underwent a $537,000 renovation effort in 2014 to upgrade American Disabilities Act (ADA) amenities, including sidewalk and pavement repairs, and install eco-friendly landscaping and lighting (see Figure 0-2).

The future Gold Line Eastside Extension – Washington alignment presents an opportunity to study enhancements to existing transit services, as the extension could place light rail transit stations within one-to-two miles of the existing Metrolink station.

Figure 0-2: Montebello/Commerce Metrolink Station

Source: Google 2017

Passenger rail service through the Montebello/Commerce Metrolink Station consists of 12 Metrolink trains per weekday on the Riverside Line. There is currently no weekend service, and over 400 riders board Metrolink at the station on an average weekday. The Union Pacific Railroad (UPRR) is the owner and operator of this railroad corridor, and the Riverside Line serves as their backbone railroad for freight train operations in Southern California. Under current operational agreements, any additional passenger rail stations or service on this corridor is contingent upon

Under current operational agreements, any additional passenger rail stations or service on this corridor is contingent upon UPRR agreement.

UPRR agreement. Saturday-only Metrolink service was provided on the Riverside Line beginning in 2000, but was discontinued in 2002. The Montebello/Commerce Metrolink Station, located on the Riverside Line, provides commuter rail service between Los Angeles Union Station and Downtown Riverside, with the stations shown in Figure 0-3.

Figure 0-3: Metrolink Riverside Line Stations

Bus service at the Montebello/Commerce Metrolink Station is provided by Metro, Montebello Bus, and Montebello Link shuttles. The station serves as a successful bus terminal for Metro routes 18 and 66, and there is an average of over 870 boardings each weekday on these two bus routes combined[2]. The station is also critical to Metro bus operations as it provides bus operators with the necessary facilities and restrooms during layovers. The Montebello Link is comprised of five semi-fixed routes that meet every peak-hour Metrolink train. These are utilized by Metrolink passengers and provide a direct link to various employers and commercial businesses in the area. The City of Commerce operates bus circulator routes throughout both Commerce and Montebello, however there are no direct connections to Commerce Bus routes at the existing Montebello/Commerce Metrolink Station. While the Citadel Outlets and the Commerce Casino are located just two miles away, there are no direct shuttles or bus services to connect the station with these destinations. The Montebello/Commerce Metrolink Station bus services are summarized in Table 0-1 and illustrated in Figure 0-4.

Table 0-1: Montebello/Commerce Metrolink Station Bus Routes

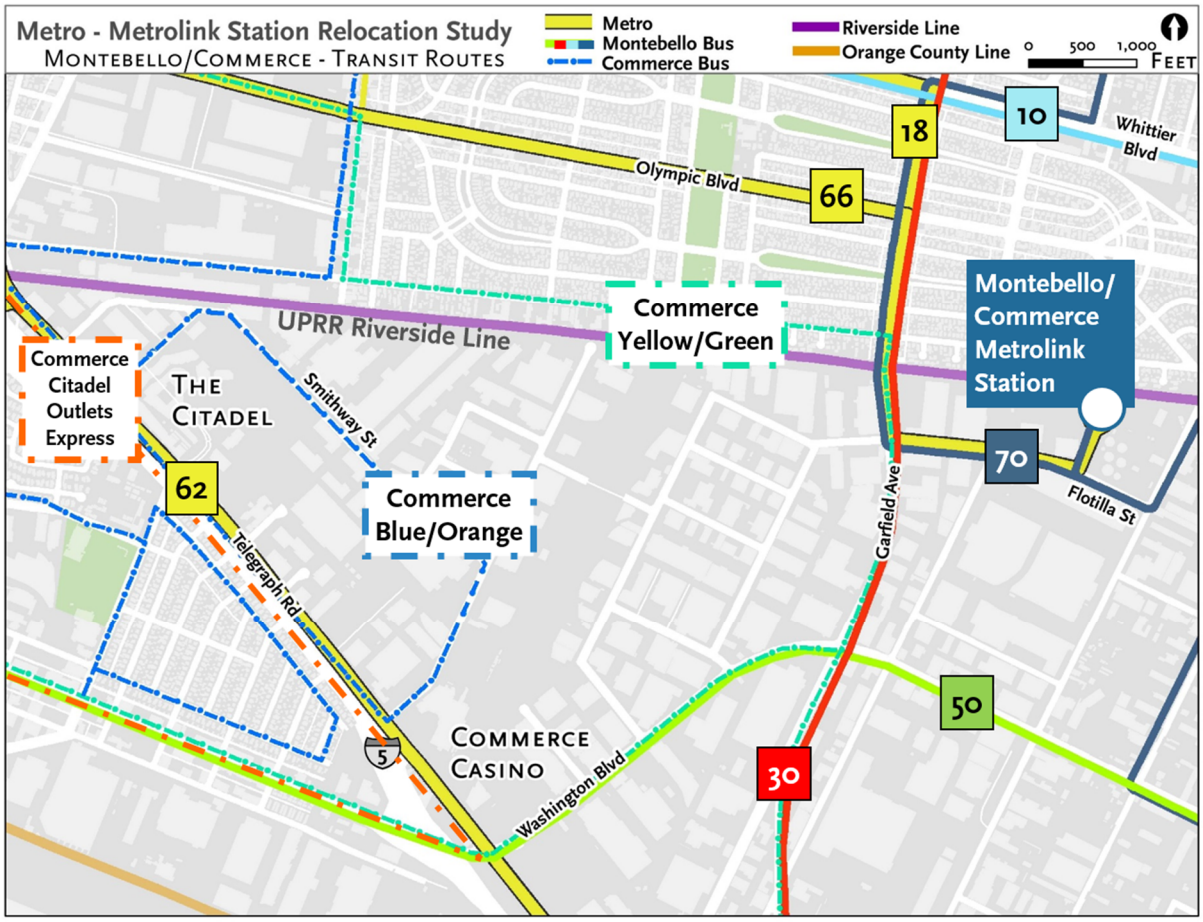
Operator	Route	Destinations	Average Weekday Boardings
Metro	18	Wilshire to Montebello/Commerce Metrolink Station via Whittier	44,021
Metro	66	Wilshire to Montebello/Commerce Metrolink Station via Olympic	30,788

[2] LACMTA, May 2016

Sources: Metro 2016, City of Montebello 2016

Montebello Bus	70	Montebello Shops to Montebello/Commerce Metrolink Station	325
Montebello Link	5 Semi-Fixed Routes	Commuter service to nearby employers	N/A

Figure 0-4: Montebello/Commerce Transit Routes



The Citadel Outlets and the Commerce Casino, along with multiple hotels, are part of the Commerce Resort area (see Figure 0-5). Multiple tour buses visit the Citadel each day, carrying over 1,000 customers and visitors on a daily basis. The Commerce Resort area presents a unique opportunity to enhance transit connectivity and strengthen links between commercial and employment centers in the community. As the Commerce Resort area expands, they are expected to draw 40 percent more visitors each year. Currently, the Citadel Outlets provides complimentary round-trip shuttle services from downtown Los Angeles. Public transit service to the Commerce Resort is provided by Metro route 62 and Commerce routes blue and orange. Nevertheless, these routes do not serve the Montebello/Commerce Metrolink Station, which provides an opportunity to identify and analyze potential connectivity improvements.

Figure 0-5: The Citadel Outlets & Commerce Casino

Sources: Craig Realty Group; IHG

STUDY ALTERNATIVES

The Study considered two alternatives:

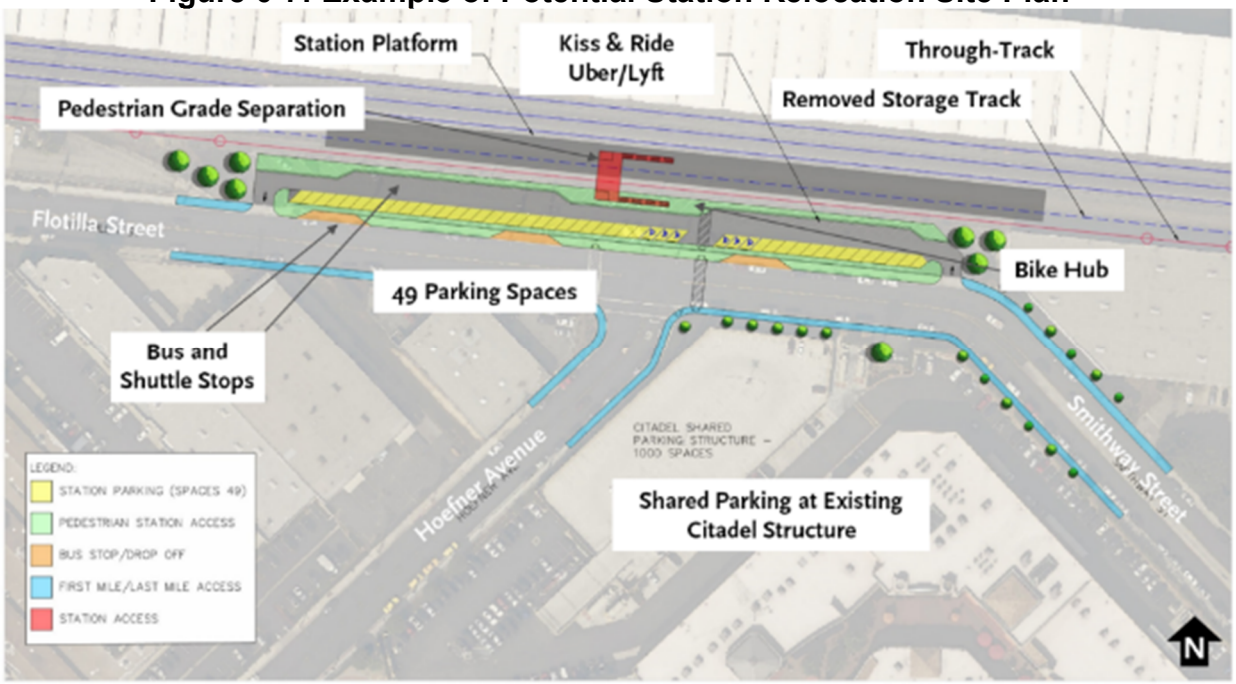
- **Alternative 1:** Station Relocation – Relocate the existing Montebello/Commerce Metrolink Station closer to the Citadel Outlets within the Commerce Resort area.
- **Alternative 2:** Existing Station Enhancements – Upgrade the existing Montebello/Commerce Metrolink Station into a multi-modal transit hub to encourage increased patronage, connectivity, and safety.

ALTERNATIVE 1: STATION RELOCATION

Alternative 1 identified one station location (Figure 0-6) near the intersection of Flotilla Street and Hoefner Avenue for further study. The potential station site includes two properties being currently utilized as overflow parking for a nearby business. While this Study analyzes this site (Figure 0-7) for a potential station relocation, a comprehensive environmental process would vet all possible locations in more detail if the project were to move forward.

Figure 0-6: Potential Station Location Site

Figure 0-7: Example of Potential Station Relocation Site Plan



ALTERNATIVE 1 – ANALYSIS

Each alternative was analyzed for its feasibility in five categories: transit accessibility, community and stakeholder preference, physical impacts, operations, and costs, summarized in Table 0-2.

Table 0-2: Analysis Components

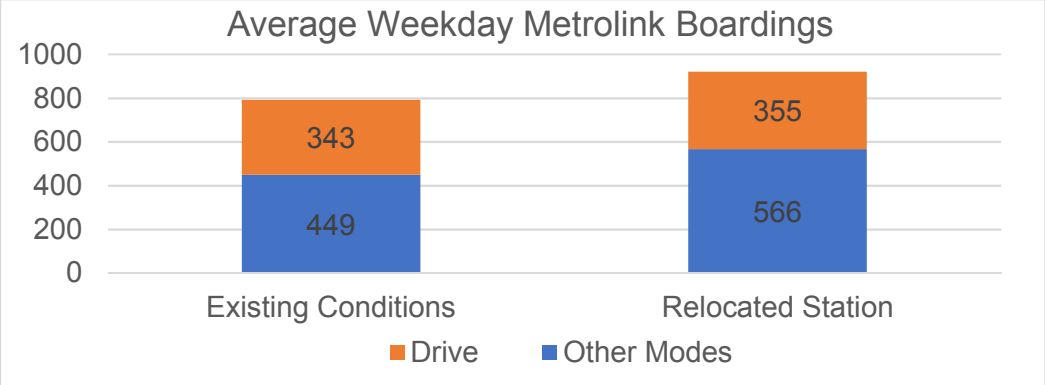
Transit Accessibility	Regional Connectivity & Potential Ridership
	Accessibility & First/Last Mile
	Parking Considerations
	Land Use Considerations
Community & Stakeholder Preference	Community Preference
	Stakeholder Preference
Physical Impacts	Right-of-Way Impacts
	Environmental Impacts
	Utility Impacts
Operations	Rail Operational Considerations
	Bus Operational Considerations
Costs	Cost Estimates

Transit Accessibility

The location is adjacent to both peak and off-peak trip generators such as industrial and commercial centers, including the Commerce Resort area. There are also bus and shuttle routes located within a five-minute walk of the potential station location. Opportunities to improve safety and accessibility in the area include adding bike lanes, improving pedestrian crossings and sidewalks, and implementing wayfinding signage to help patrons navigate the nearby destinations and transit services. The potential station location is also within a ¼-mile radius of the future Gold Line Eastside Extension station on Smithway Street, which could enhance regional connectivity by consolidating transit hubs.

Ridership forecasts developed from the Metro transit network model indicate approximately 921 average weekday Metrolink boardings at the potential relocated station in 2040, shown in Figure 0-8. Of these, about 61 percent of transit users are anticipated to access the station by foot, bicycle, transit, taxi, or ride-hailing services. This may imply that the potential relocated station may be a destination-oriented station rather than a commuter-oriented origin station.

Figure 0-8: Montebello/Commerce Alternative 1 Ridership Forecasts 2040



Community and Stakeholder Preference

The stakeholders had the opportunity to provide their feedback and voice their concerns throughout the life of the Study. UPRR stated that they were unable to support the relocated station here as it would place passenger rail operations too close to their Intermodal Facility, causing potential delays and constraining freight capacity. UPRR would require any relocated stations on this corridor to be "hold out rule" compliant. Both UPRR and SCRRA require new stations to be constructed without at-grade pedestrian crossings.

The public was invited to make comments about the potential relocated Montebello/Commerce Metrolink Station at the San Gabriel Valley and Gateway Cities Service Council meetings. These concerns included pedestrian access and ADA accessibility and the potential timeline if a build alternative were to move on to further analysis and technical study. Based on the Metrolink rider survey distributed to riders along the Riverside Line, approximately 85 percent of the survey respondents reported that their trip purpose was for work. Of the existing Metrolink riders who responded to the survey, 35 percent of participants said their commutes would improve if the Montebello/Commerce Metrolink Station was within a five-minute walk to the Citadel Outlets.

Physical Impacts

The potential physical impacts analyzed as a part of Alternative 1 in this Study include right-of-way, utility, and environmental impacts.

The identified site currently serves as an overflow parking lot for AltaMed with 89 spaces. This parking is required by the business to meet the parking requirements outlined by the City of Commerce Development Code. AltaMed has voiced that any land acquisition of this parking area will require a one-for-one replacement of the parking spaces. Furthermore, AltaMed is planning to grow their company by 400 new employees and construct a new 600-space parking structure to meet the City's parking requirements. If necessary, AltaMed would be able to accommodate the loss of 89-spaces in AltaMed's new parking structure if a decision on the Study is determined by the end of 2017.

Additionally, the size of the parcels at this location are not large enough to meet any greater parking demand than there is today. An average of 49 transit riders utilize the existing station's park-n-ride lot during weekdays and this location can accommodate approximately 50 spaces. The Citadel Outlets complex has a new, ten-story parking structure adjacent to the station location, which may provide an opportunity to explore parking sharing strategies.

A preliminary analysis on environmental impacts was conducted to identify potential areas which may require further technical analysis should the alternative undergo future detailed studies and/or environmental processes. These areas include considerations for air quality, hazards and hazardous materials, noise and vibration, parking and site access, and traffic and circulation.

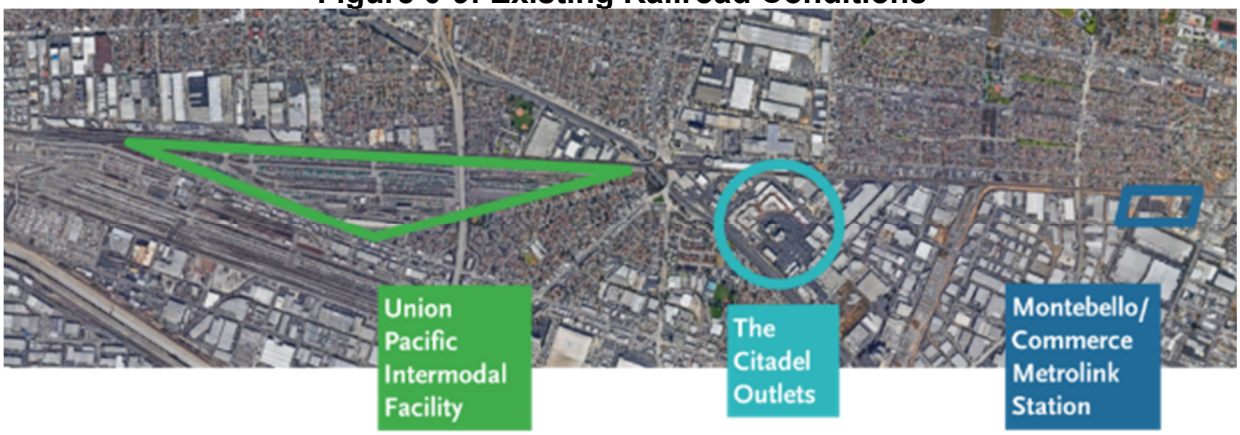
Operations

The relocation of the existing Montebello/Commerce Metrolink Station closer to The Citadel Outlets could place the passenger rail station closer to the Union Pacific Intermodal Facility,

shown in Figure 0-9. The Union Pacific Intermodal Facility is a 24/7 terminal facility for the Los Angeles/Long Beach area. The storage tracks and railroad sidings in this area are utilized to assemble UPRR trains and maintaining freight capacity in this area is a vital piece of UPRR's rail operations.

The station location is located closer to the Union Pacific Intermodal Facility, which may impact freight railroad operations. Any potential relocation of stations along the UPRR-owned Riverside Line would be contingent upon UPRR approval, and delays or impacts to UPRR freight operations would need to be fully mitigated.

Figure 0-9: Existing Railroad Conditions



The potential relocation of the Metrolink station could also impact existing bus operations. The existing Montebello/Commerce Metrolink Station is a successful transit terminal, and Metro routes 18 and 66 carry over 44,000 and 30,000 passengers each weekday, respectively[3]. The relocation of the existing station may result in the closure of the bus terminal, which could impact the bus routes that currently layover at the facility. Additionally, existing bus routes may or may not be able to accommodate a relocated station option due to the constrained and congested arterials surrounding the potential station site.

Cost Estimates

Rough order-of-magnitude (ROM) capital cost estimates were developed for Alternative 1 for feasibility purposes. With the aim of portraying the highest level of development for a station of this scale, the total estimated capital cost is approximately $80 million. This includes private land acquisition for the station area, a pedestrian bridge with elevators, capital railroad improvements, contingencies, and the repayment of existing grant funds that were used to renovate the existing station.

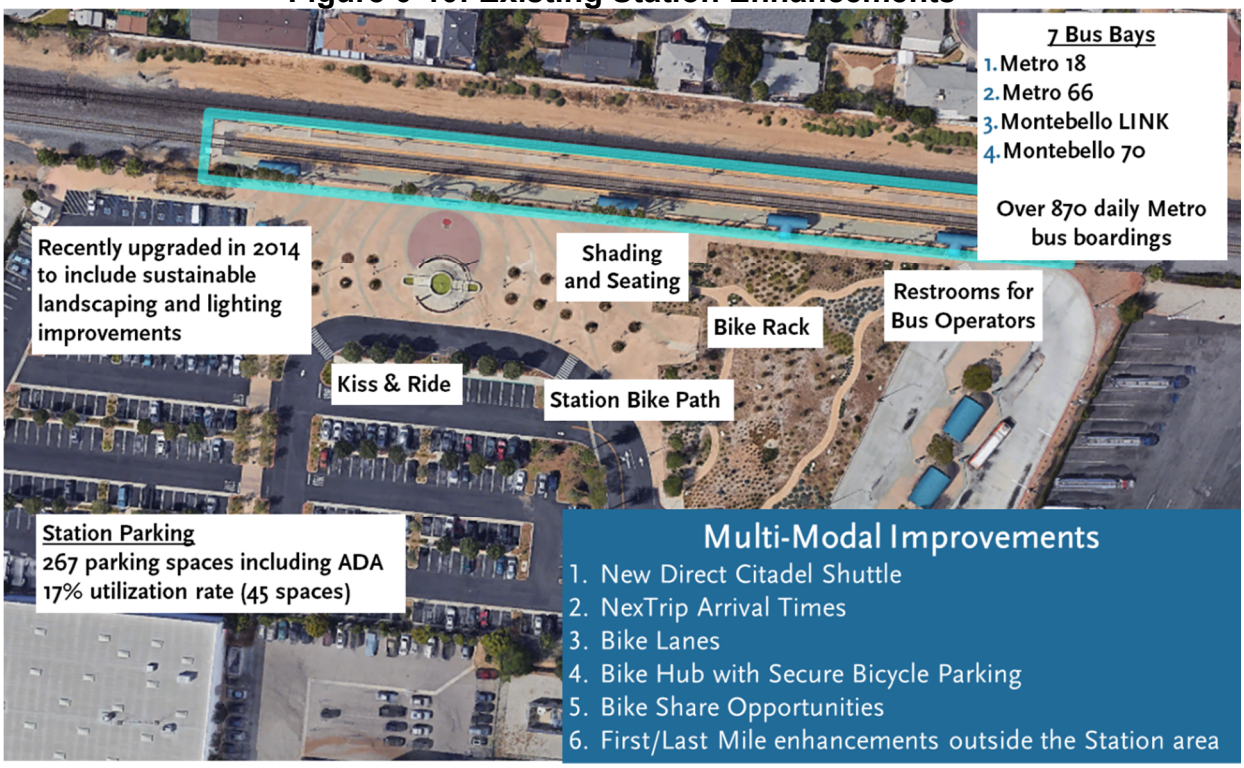
The total estimated capital cost for Alternative 1 is approximately $80 million.

[3] LACMTA, May 2016

ALTERNATIVE 2: EXISTING STATION ENHANCEMENTS

Alternative 2 could elevate the existing station to a multi-modal hub to improve transit and non-motorized transit accessibility. With an existing large park-n-ride lot and a future Gold Line Station slated for the community as part of the Metro Gold Line Eastside Extension-Washington Alignment, opportunities exist to enhance the station and surrounding area with improvements. The program may include enhanced pedestrian amenities, a new bike hub, bicycle lanes, wayfinding signage to direct patrons to nearby transit connections and retail centers, and enhanced bus-to-rail connections, as shown in Figure 0-10.

Figure 0-10: Existing Station Enhancements



ALTERNATIVE 2 – ANALYSIS

Transit Accessibility

A total of 839 average weekday Metrolink boardings were forecasted at the existing Montebello/Commerce Metrolink Station.

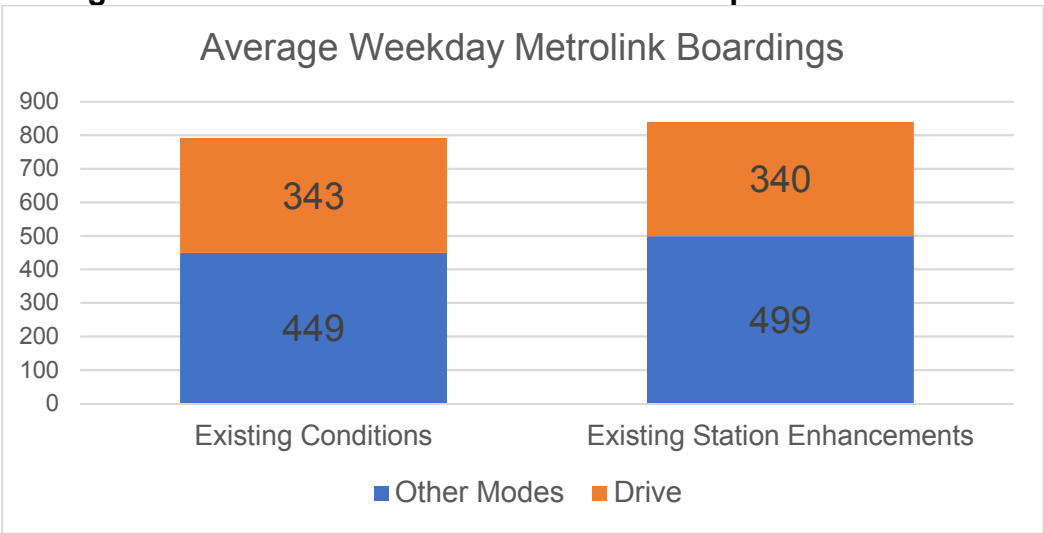
Figure 0-11: Montebello/Commerce Metrolink Station Bus Connections

Source: The Solis Group

The existing Montebello/Commerce Metrolink Station is a successful transfer point for many bus and rail commuters in the area (Figure 0-11). The station is currently surrounded by industrial and employment centers to the south of the station and there are large residential communities north of the station. Improvements, such as wider sidewalks and wayfinding signage, could be made to the grade-separated railroad crossing on Garfield Avenue to enhance connectivity to the residential communities to the north. Overall, the Metrolink station is an already established transit hub that could benefit from enhanced pedestrian facilities, new bicycle lanes, and wayfinding signage improvements outside of the station area to facilitate better first/last mile connections.

With the improvements identified in this study, a total of 839 average weekday Metrolink boardings were forecasted at the existing Montebello/Commerce Metrolink Station. This is an increase of 47 additional weekday boardings over existing conditions in 2040, as shown in Figure 0-12. The ridership model shows that 41 percent of overall boardings will access the station via driving under Alternative 2, compared to 43 percent of boardings under existing conditions.

Figure 0-12: Montebello/Commerce Ridership Forecasts 2040



Community and Stakeholder Preference

As a result of the outreach efforts, including a survey distributed to existing Metrolink riders, the project team was able to gather and analyze feedback regarding Alternative 2. When asked if relocating the Montebello/Commerce Metrolink Station within a 5-to-10-minute walk from the Citadel would improve their commute, 47 percent of survey respondents reported that their commutes would not improve. Approximately 85 percent of respondents reported that their trip purpose was for work and 69 percent reported that they were happy with the current location. When asked which improvements would transit users most like to see at the existing Metrolink station, 20 percent of survey respondents said they would prefer to see food services such as vending machines or cafés. Respondents also expressed a desire to see more shade (19 percent) at the station, especially on the center platform where they must board and alight the trains.

Physical Impacts

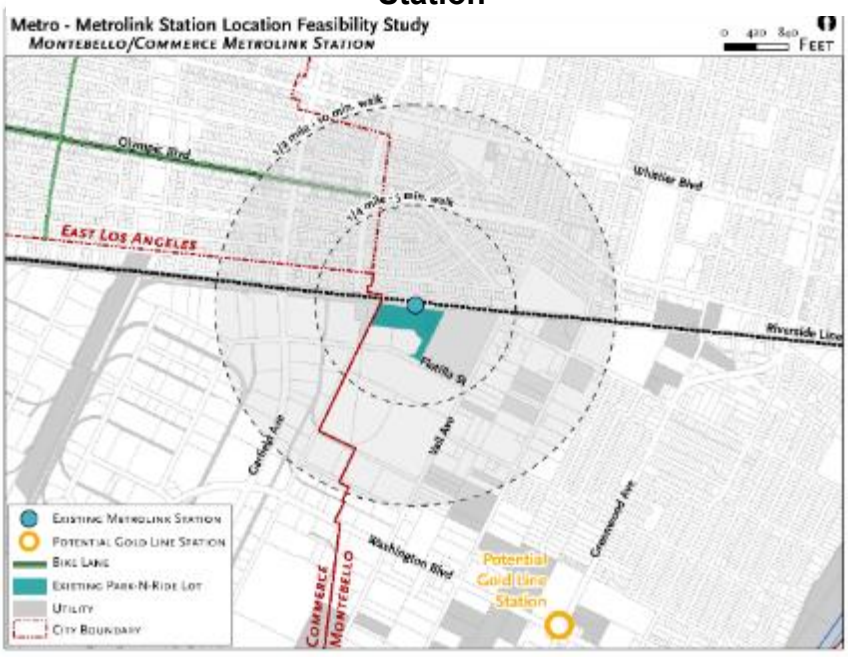
As a result of potential upgrades to the existing Montebello/Commerce Metrolink Station, physical impacts may be limited to traffic and circulation as a result of new bike lanes and improved pedestrian facilities in the area.

Operations

There is currently no weekend passenger rail service on the UPRR Riverside Line, and no additional passenger rail service was included in Alternative 2 for this Study. Additional passenger rail service on both weekdays and weekends would be contingent upon UPRR agreement.

Bus operations could see potential synergies with the Gold Line Eastside Extension – Washington Boulevard Alignment. The potential future light rail transit station, shown in Figure 0-13, is located approximately one-mile away from the existing Montebello/Commerce Metrolink Station. Existing bus services could be modified to potentially link the two transit hubs in the future. Additionally, transit connections to The Commerce Resort area could be improved by creating a direct shuttle to meet Metrolink passengers.

Figure 0-13: Existing Montebello/Commerce Metrolink Station



Cost Estimates

The preliminary cost items identified include station amenities and upgrades, grade crossing safety improvements, new bike lanes, First/Last Mile improvements, a new bike hub, and contingencies. The total estimated capital cost for Alternative 2 is approximately $5 million.

The total estimated capital cost for Alternative 2 is approximately $5 million.

COMMUNITY AND STAKEHOLDER OUTREACH

The Montebello/Commerce Metrolink Station Location Feasibility Study alternatives were developed in coordination with key stakeholders and members of the community. These stakeholders included Metrolink, UPRR, the Cities of Montebello and Commerce, The Citadel Outlets, The Commerce Casino, AltaMed, and the Gold Line Extension Washington Coalition. The Gold Line Extension Washington Coalition includes representatives from the cities of Commerce, Pico Rivera, Santa Fe Springs, Norwalk, and Whittier. Each of these stakeholders were approached to provide feedback on the Study. Communication regarding the Study was also targeted to area stakeholders via social media, the Metro Gold Line Eastside Extension mailing list, Metro's website, and The Source.

The Study was presented at the San Gabriel Valley Service Council and the Gateway Cities Service Council meetings. These meetings served as platforms to introduce the Study, to engage the local communities, and receive input regarding the Study and how it could impact the local public. In addition, a survey campaign was launched which targeted existing Metrolink riders of the Riverside Line. As a result of these outreach efforts, over 1,500 survey responses were gathered and analyzed for the Study.

CONCLUSIONS

A snapshot summary of the two alternatives is shown in Table 0-2.

Table 0-3: Montebello/Commerce Alternatives Summary

	Alternative 1	Alternative 2
	Station Relocation	**Existing Station Enhancements**
Feasibility	Relocation would require approval from Union Pacific Railroad and railroad operational enhancements. There is no weekend service and 50% of Citadel visits occur on weekends.	Opportunities for upgrades exist at the station and surrounding area
2040 Forecasted Ridership Existing Conditions 2040: 792	921	839
Estimated Costs	$80M	$5M
Community Input	35% of survey respondents said their commute would improve if the station was relocated closer to the Citadel Outlets	47% of survey respondents said their commute would NOT improve if the station was relocated closer to the Citadel Outlets
Physical Impacts	Existing bus layover facility would be impacted. Private land acquisition from medical company required for station area.	None
Environmental Considerations	Air quality, hazards and hazardous materials, noise and vibration, parking and site access, and traffic and circulation	Traffic and circulation

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

File #: 2017-0556, **File Type:** Informational Report **Agenda Number:** 45.

PLANNING AND PROGRAMMING COMMITTEE
SEPTEMBER 20, 2017

SUBJECT: NORTHRIDGE METROLINK STATION FEASIBILITY STUDY FINAL REPORT

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE final report on the Northridge Metrolink Station Feasibility Study

ISSUE

At the March 23, 2016 Board meeting, the Metro Board of Directors directed the CEO to study the feasibility of relocating the Northridge Metrolink Station to Reseda Boulevard (Attachment A - March 2016 Board Motion). The study should include:

- Identify and make recommendations on maximizing bus connectivity;
- Coordinate with California State University Northridge (CSUN) officials to improve connectivity to the university;
- Identify Transit Oriented Development (TOD) and other land-use opportunities to maximize the use of a station at Reseda Boulevard;
- Identify potential funding sources (including Measure R 3%) to support the relocation of the station;
- Create a working group which includes, but is not limited to, CSUN officials, local transit service providers, Metrolink, local businesses, community groups, San Fernando Valley Service Council for coordination purposes; and
- Report back on all the above during the May 2016 Board cycle.

The feasibility study was completed in September 2017 and the results are herein presented (Attachment B - Feasibility Study Executive Summary).

DISCUSSION

Staff engaged a consultant, Mott McDonald, to meet with the stakeholders and prepare a feasibility study that evaluated two alternatives:

- Alternative 1: Feasibility of relocating the existing Northridge Metrolink Station to Reseda Boulevard.

- Alternative 2: Creating a multi-modal transit hub at the existing Northridge Metrolink Station

The City of Los Angeles owns, operates, and maintains the existing Northridge Metrolink station. Staff completed the feasibility study and the results are presented below.

Alternative 1: Feasibility of relocating station to Reseda Boulevard

The existing Northridge Metrolink station located on the Ventura County line at Wilbur Avenue is two-thirds of a mile from Reseda Boulevard, a major commercial corridor, and nearly two miles from CSUN, a major destination in the Northridge area. Relocating the Metrolink station to Reseda Boulevard could increase visibility of the station, and provide a closer connection to CSUN, local businesses, protected bicycle lanes, and bus connections.

Five potential station sites adjacent to Reseda Boulevard were identified and analyzed based on a preliminary evaluation of the location's transit accessibility, stakeholder preference, physical impacts, operational considerations, and potential costs. Based on the preliminary analysis, the property south of the railroad right-of-way and west of Reseda Boulevard was identified as the best potential site for a relocated station for the Study. The potential site is currently owned and occupied by the Northridge Lumber Company, a small family-owned business. The site can accommodate a station platform, a grade-separated pedestrian crossing, passenger and shuttle drop-off areas, real-time bus arrival signage technology, a bike hub, parking, and potential transit-oriented development.

Refer to Attachment C for Alternative 1 rendering concepts.

Key findings related to relocating the station in Alternative 1 are:

1. Provides a multi-modal train station in proximity to CSUN, local businesses, and transit facilities along Reseda Boulevard increasing visibility and accessibility of the station.
2. Allows for potential TOD opportunities such as mixed-use development with ground floor store fronts and upper floor residential units. However, the potential site is currently zoned for industrial use, and would require rezoning by the City of Los Angeles to accommodate TOD.
3. Station relocation would require property acquisition and impacts to a local family-owned business to accommodate the station platform and parking area. The Lumber Company has indicated they are open to discussing property acquisition given the right circumstances, timing and price.
4. Union Pacific Railroad (UPRR) approval would be required to relocate the station as they own the northern 60 feet of railroad right-of-way on which the station would be located. UPRR does not currently support the relocation of the station for several reasons, including potential impacts to its customer, the Northridge Lumber Company.
5. The Northridge Metrolink station is owned by the City of Los Angeles. Los Angeles Department of Transportation (LADOT) operates and maintains the existing station, and supports the station relocation if stakeholders agree that relocating the station would be beneficial to Metrolink commuters, constituents of Council District 12, and CSUN. Additionally, if the station is relocated, LADOT may consider re-purposing the existing station location in support of Transit Bureau services.
6. The station relocation to Reseda Boulevard could have traffic and circulation impacts

due to vehicle, bike and pedestrian ingress and egress from a station adjacent to a major commercial corridor.

7. The total preliminary rough order of magnitude estimated cost is approximately $145 million not including TOD. Please note that no formal real estate appraisal has been performed in the feasibility study.

Alternative 2: Create a multi-modal transit hub at the existing Northridge Station

Alternative 2 identified opportunities and potential improvements to transform the existing station into a multi-modal hub.

The existing Northridge Metrolink Station is bound by the Aliso Canyon Wash to the west, a flood basin and various industrial and commercial businesses to the north, a public storage facility to the northeast, a Los Angeles Department of Public Works transmission substation to the east, and a transmission line easement to the south between the station and Parthenia Street. The Greig Smith LAPD Devonshire Youth Center is owned by the City of Los Angeles and is currently located at the south end of the station site. Currently, there is limited bicycle infrastructure leading to and within the station area. Access to the Northridge Metrolink Station is only feasible via a circuitous route along Reseda Boulevard and Parthenia Street as there is no northern access to the station. However, the stretch of Reseda Boulevard leading to CSUN is one of Mayor Eric Garcetti's "Great Streets," and the City has made investments in a range of projects including protected bicycle lanes and upgraded bus shelters. Enhanced access between the Northridge station and Reseda Boulevard, especially via the north of the station, was explored for opportunities to create a more direct connection between the station and CSUN for cyclists and pedestrians. Refer to Attachment D1, Existing Northridge Station Location and Layout.

The City of Los Angeles is developing the Aliso Creek-Limekiln Creek Restoration project that will transform the flood basin to improve water quality while providing educational opportunities and wildlife habitats. The Restoration project along with a potential TOD opportunity at the station could activate the area by increasing destinations within walking distance of the existing station. The potential TOD could incorporate the youth center on the ground floor, residential uses on upper floors, and share parking with the station.

The current station is served by CSUN shuttles and LADOT DASH buses. The station is unable to accommodate larger buses due to the constrained bus turnaround facility; therefore, the bus turnaround facility could be widened to accommodate larger buses and real-time bus arrival signage technology could be provided. Additionally, bicycle facilities including bike share at the station, and bicycle lanes along Parthenia from Reseda Boulevard to the station area could be provided. Signage could be provided to increase station visibility and wayfinding.

Refer to Attachment D2 for Alternative 2 rendering concepts.

Key findings related to creating a multi-modal hub at the existing station in Alternative 2 include:

1. Provides opportunities for redeveloping the station and improving transit and active transportation connectivity by adding a northern station access, bicycle facilities,

improved wayfinding signage, larger bus turnaround facility and real-time bus arrival signage technology
2. Requires UPRR and City of Los Angeles approval for the northern station connection because UPRR owns the northern 60 feet of right-of-way; and the City owns the property north of the station
3. Allows for TOD opportunities subject to the City of Los Angeles agreement because the station parking area is owned by the City. The station area is zoned for public facilities use therefore the City may undergo an entitlement process to permit residential use on transit property.
4. LADOT supports upgrades to the station but noted that the existing station experiences graffiti tagging, vandalism, homeless encampments, and RVs in the parking lot on a regular basis.
5. The total preliminary rough order of magnitude estimated cost is approximately $26 million not including TOD.

Community Engagement Strategy

The community outreach process for the Northridge Metrolink Station Relocation Feasibility Study was successful in engaging stakeholders and the Northridge community in a robust public information and participation process. In collaboration with Southern California Regional Rail Authority (SCRRA), Metro hosted the Northridge Metrolink Station Relocation Feasibility Study Community Meeting on May 4, 2017 to introduce the study and present results of the analysis of the two study alternatives. Extensive public notifications for the community meeting included direct mailings and door drops of a flyer with both English and Spanish text to more than 7000 local Northridge residents and businesses in the area surrounding the existing Metrolink Northridge Station and the surrounding area of Reseda Boulevard including the Sherwood Forest community. Partnerships with key stakeholders were critical to the notification efforts. SCRRA distributed 2300 flyers on its Ventura County line trains. CSUN shared the meeting notice with its 12,000 member Associated Students database and CSUN Metrolink riders in addition to broadcasting the community meeting via its social media channels as well. Local Neighborhood Councils posted the meeting on their websites and on Nextdoor. City of Los Angeles Councilmember Mitch Englander included the community meeting information in his weekly e-newsletter for two weeks preceding the Community Meeting.

The May 4 Community Meeting was well-attended by approximately 100 Northridge stakeholders who had the opportunity to meet and hear directly from Metro and SCRRA staff about the Feasibility Study and other transportation efforts in their community. Attendees had a chance to view informational boards related to the Feasibility Study, ask questions of the Study's technical team and Metro Regional Rail staff, and visit Metro and Metrolink tables with more general information. Following the meeting, the presentation was posted to the Metro Regional Rail website where the community could continue to review the materials for anyone who may have missed the meeting. Stakeholders were able to submit comments on the Study from May 5th through May 26th via an online form on the Regional Rail page or directly via email to Metro staff. A thank-you email with a link to the presentation was sent to all Community Meeting attendees who provided their contact information, and staff responded directly to emails from community members.

Metro received a total of 110 comments collected through comment cards at the Community Meeting,

the online comment form, and emails to Metro staff. The majority of comments reflected an understanding of the two alternatives presented in the Feasibility Study, demonstrating that the community was well-informed about these two options. Sixty-two percent (62%) of the comments expressed a preference for relocating the station, noting the opportunities to increase use of public transportation, expand active transportation, and allow for transit-oriented development. Thirty-eight percent (38%) of the comments opposed the relocation of the station, expressing concerns about the costs and expense of relocation and traffic impacts at Reseda Boulevard as well as impacts to the Northridge Lumber Company.

Recommendation
Since no funding is available for either alternative at this time, staff recommends that neither alternative moves forward.

Potential Funding Sources
Potential funding sources for either alternative could be through transit-oriented development opportunities, Local Return funds for Measures R and M, and federal and state grant programs. The active transportation component of either alternative could also be eligible under the active transportation program grant.

ATTACHMENTS

Attachment A - March 2016 Board Motion
Attachment B - Feasibility Study Executive Summary
Attachment C - Alternative 1: Relocated Station Conceptual Renderings
Attachment D1 - Existing Northridge Station Location and Layout
Attachment D2 - Alternative 2: Existing Station Enhancements Conceptual Renderings

Prepared by:
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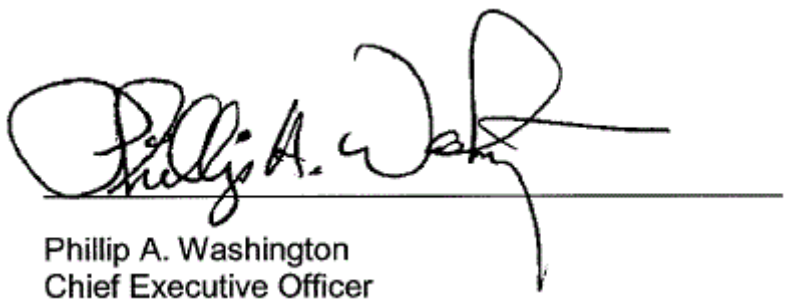


Phillip A. Washington
Chief Executive Officer

ATTACHMENT A - MARCH 2016 BOARD MOTION

Metro

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

Metro

Board Report

File #:2016-228, **File Type:**Motion / Motion Response

Agenda Number:39

PLANNING AND PROGRAMMING COMMITTEE
MARCH 16, 2016

Motion by:

Solis, Najarian, Krekorian, Antonovich and DuBois

March 16, 2016

New Station on the Metrolink Riverside Line and Multimodal Transit Hub

The Greater Whittier Narrows area encompasses the many communities that surround the Whittier Narrows Recreation Area including the cities of South El Monte, Pico Rivera, Whittier, Industry, Montebello and unincorporated communities of Avocado Heights, Pellissier Village, and Puente Hills. These communities are home to major regional destinations like Rio Hondo College, Rio Hondo Police & Fire Academy, Puente Hills Landfill Park and Rose Hills Cemetery. The area is also a large employment center with a high level of industrial and commercial facilities, such as the Sanitation Districts of Los Angeles County's Materials Recovery Center, FedEx distribution centers, the Shops at Montebello and Fry's Electronics among many others.

Based on the regional appeal and significant levels of activity, the Greater Whittier Narrows area is experiencing transportation capacity and operational deficiencies on local streets, arterials, and highways. The *I-605 Needs Assessment and Initial Corridor Study* identified the I-605/SR-60 interchange as a high priority "Hot Spot" due to increasing passenger vehicle and freight truck traffic. Although freeway improvements are justifiable and necessary, the region stands to benefit most from a comprehensive, multimodal approach aimed at shifting vehicle trips to transit alternatives and active transportation.

Currently, there are separate but related transportation projects and services that aim to achieve the common goals of reducing traffic congestion, improving safety for all road users, and improving air quality. These projects include:

- Sanitation Districts of Los Angeles County Waste-by-Rail project (near complete);
- Rio Hondo College Multimodal Transit Hub project (early planning);
- LA County Department of Public Works Rosemead Blvd. Complete Streets project (early planning);
- Metro & Caltrans I-605/SR-60 Interchange Capacity Improvement project (early design);
- San Gabriel Valley Active Transportation Greenway Network project (i.e. Rio Hondo, San Gabriel River, San Jose Creek bike paths);

- Metro Gold Line Eastside Extension Phase 2 (SR-60 and Washington alignment);
- Gateway Cities Council of Governments Lakewood Ave./Rosemead Blvd. Complete Streets Corridor Master Plan;
- Regional and local transit providers (i.e. LA County shuttles, Foothill Transit, Metro, Montebello, Norwalk, etc.)

Combined with the Metrolink Riverside Line that transects the Greater Whittier Narrows area, there is a unique opportunity to explore a robust multimodal transit hub - including a new Metrolink station - at the base of Rio Hondo College.

APPROVE **Motion by Directors Solis, Najarian, Krekorian, Antonovich and DuBois** that the Board directs the CEO, the Countywide Planning and Development Department and the Regional Rail Unit to return in 60 days with a review of the following:

A. The feasibility, general cost estimate, funding sources (including Measure R 3%) and potential cost-sharing structure for creating a new station on the Metrolink Riverside Line at the base of Rio Hondo College;

B. The potential for consolidating and streamlining multiple transit related projects and services in the Greater Whittier Narrows area by establishing a multimodal transit hub; and

C. An evaluation of opportunities, benefits and/or impacts related to increasing transit ridership and reducing vehicular traffic on local streets, arterials, and highways;

FURTHER MOVE that the MTA Board direct the CEO to establish a working group of stakeholders in the Greater Whittier Narrows Area to help advance this concept. The working group shall consist of, but not be limited to the cities of South El Monte, Pico Rivera, Whittier, Industry, Montebello and the unincorporated communities of Avocado Heights, Pellissier Village, and Puente Hills. The group shall also include other relevant stakeholders such as Rio Hondo College, transit service providers, government agencies, local businesses and community groups.

AMENDMENT by Directors Garcetti, Krekorian, Dupont-Walker, Kuehl and Antonovich that the Board direct the CEO to report back on the following:

A. an analysis of the feasibility of relocating the existing Northridge Metrolink Station at Wilbur Avenue to Reseda Boulevard. The analysis shall include the following:

1. identifying, and recommendation on maximizing, Metro and local bus connectivity usage

2. coordination with California State University Northridge (CSUN) officials to improve

connectivity to the university.

3. identify Transit Oriented Development and other land-use opportunities to maximize the use of a station at Reseda Boulevard;

B. identify and recommend funding sources (including Measure R 3%) to support the relocation of the station;

C. create a working group which includes, but is not limited to, CSUN officials, local transit service providers, Metrolink, local businesses, community groups, San Fernando Valley Service Council for coordination purposes; and

D. report back on all the above during the May 2016 Board cycle.

LOS ANGELES METRO
STATION LOCATION FEASIBILITY STUDY

NORTHRIDGE METROLINK STATION – FEASIBILITY STUDY
EXECUTIVE SUMMARY

PREPARED FOR

LA Metro Regional Rail

One Gateway Plaza

Los Angeles, CA

August 25, 2017

MOTT MACDONALD

IN ASSOCIATION WITH:

IBI Group
AECOM
MBI Media
RSE
Terry A. Hayes Associates
Epic Land Solutions
Engineering Solutions Services

EXECUTIVE SUMMARY

INTRODUCTION AND PROJECT PURPOSE

The Los Angeles County Metropolitan Transportation Authority (Metro) is conducting the Station Location Feasibility Study (Study) for the Northridge Metrolink Station to examine the feasibility of relocating the station closer to Reseda Boulevard and to identify opportunities to make improvements to the existing station. The Southern California Regional Rail Authority (SCRRA) operates Metrolink passenger rail service in six southern California counties, including Los Angeles County. Metrolink serves an average of nearly 40,000 riders each weekday[1]; however, opportunities exist to consolidate, develop, and enhance multi-modal transportation hubs in certain areas across the Metrolink system which could potentially improve regional mobility, attract ridership, and mitigate traffic-induced pollution. First/Last Mile analysis, multi-modal connectivity, and active transportation planning were all incorporated into the Study to support safe, secure, and easy rider experiences, which may encourage increased patronage. Enhanced access between the Northridge Metrolink Station, Reseda Boulevard, and California State University, Northridge (CSUN) were explored to create a more direct connection between transit, employment, and education destinations.

In March 2016, the Metro Board of Directors unanimously approved a motion to examine the feasibility of relocating the existing Northridge Metrolink Station to Reseda Boulevard to improve transit connectivity.

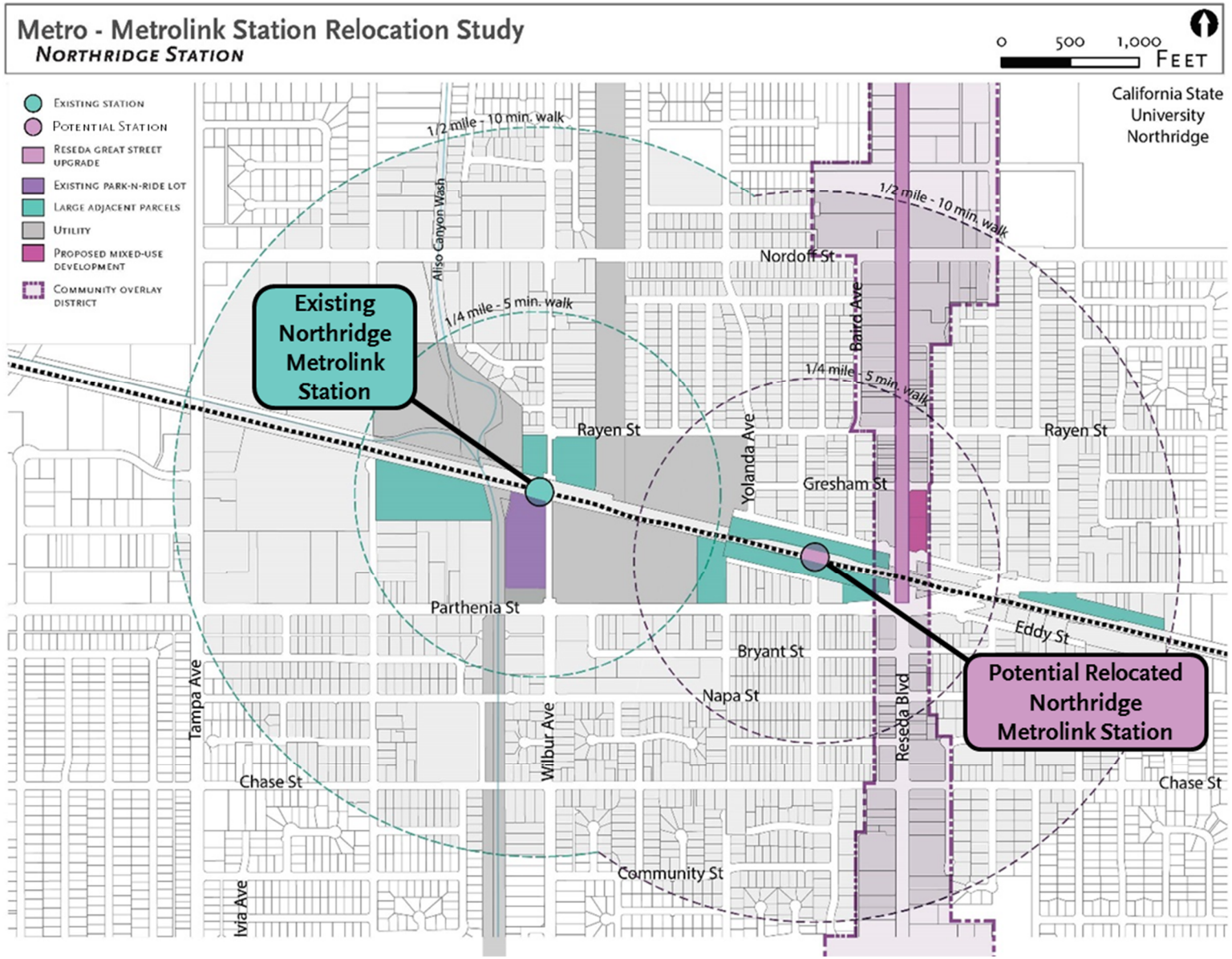
This Study aims to identify:

- Potential relocation options for the Northridge Metrolink Station; and related benefits and challenges
- Opportunities to maximize rail-to-bus connectivity
- Opportunities to improve First/Last Mile and active transportation connections
- Transit-Oriented Development (TOD) and other land use opportunities to maximize the use of the station

The Study area is shown in Figure 0-1.

[1] SCRRA, 2017

Figure 0-1: Study Area



EXISTING CONDITIONS

The existing Northridge Metrolink Station is located near the intersection of Parthenia Street and Wilbur Avenue, covers approximately 4 acres, and provides 290 free parking spots to commuters, which are 59 percent utilized on an average weekday. The station area itself is bound by the Aliso Canyon Wash to the west, various industrial and commercial businesses to the north across the railroad tracks, a large transmission substation to the east, and a transmission line easement to the south between the station and Parthenia Street, as shown in Figure 0-2. The station opened in 1994, and was constructed in five days as an emergency station stop in response to the Northridge earthquake. The station was later reconstructed by the City of Los Angeles in 2000 which provided a bus turnaround, public art, and upgraded passenger amenities, such as bicycle locker shells, canopies, and seating (see Figure 0-3). The station also has two electric vehicle charging stations within the parking lot.

Figure 0-2: Existing Station Area

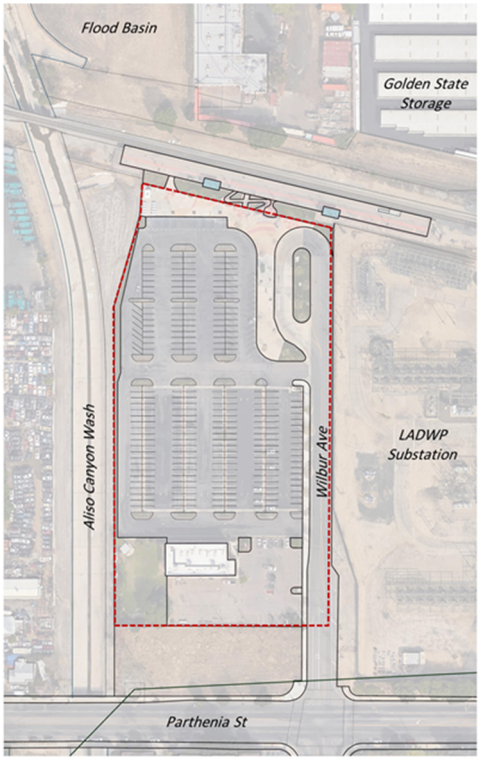


Figure 0-3: Existing Passenger Amenities

The community of Northridge is located in northwest Los Angeles County in the San Fernando Valley which is largely residential with sizeable employment in the education, health, and social service industries. The majority of commuters drive alone (75 percent) and four percent of Northridge residents commute by transit[2]. CSUN is a major destination in the community and

[2] US Census, ACS 2015, 5-year estimates

over 41,000 students attend the university each year. The campus is located nearly 2 miles away and access to the Northridge Metrolink Station is only feasible via a circuitous route along Reseda Boulevard and Parthenia Street, as there is no northern access to the station. Reseda Boulevard has Los Angeles County's first parking-protected bicycle lane, however there is currently no bicycle infrastructure connecting the existing station with the Reseda corridor.

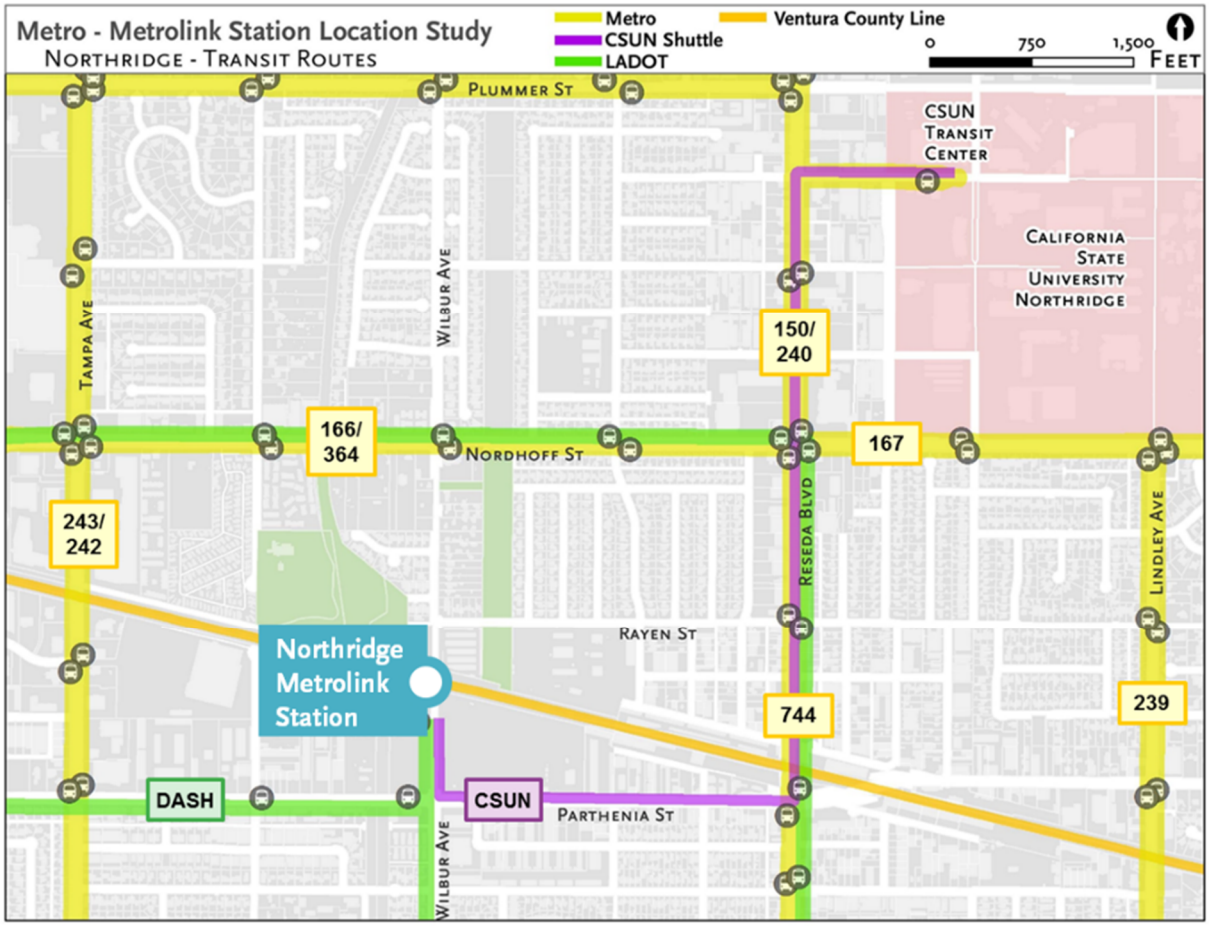
Transit service through the Northridge Metrolink station consists of 22 Metrolink trains per weekday on the Ventura Line. The Ventura Line provides weekday Metrolink service between Downtown Los Angeles and East Ventura (Figure 0-4), and there is no weekend service. The station currently has an average weekday boarding of about 370 passengers per day.

Approximately 370 passengers board Metrolink at the Northridge Metrolink Station on an average weekday.

Figure 0-4: Ventura Line

Bus service is available via the Los Angeles Department of Transportation (LADOT) DASH and CSUN Shuttles. The CSUN Shuttles meet every Metrolink train during peak hours and the service provides the only direct link between the CSUN Transit Center and the Northridge Metrolink Station. As many as 200 CSUN students, faculty, and staff utilize the shuttle to access the Northridge Metrolink Station on an average weekday. There are no Metro bus routes adjacent to the station, and the existing bus turnaround is too small to accommodate larger buses. The closest Metro Local and Rapid buses operate on Reseda Boulevard and Tampa Avenue (Figure 0-5), approximately two-thirds of a mile away from the current station.

Figure 0-5: Northridge Transit Routes



STUDY ALTERNATIVES

Both alternatives aim to identify potential opportunities to enhance transit connectivity throughout the community and region.

- **Alternative 1:** Station Relocation – Relocate the existing Northridge Metrolink Station to the intersection of Reseda Boulevard, Parthenia Street, and the Ventura Line.
- **Alternative 2:** Existing Station Enhancements – Upgrade the existing Northridge Metrolink Station into a multi-modal transit station to encourage increased patronage, connectivity, and safety.

ALTERNATIVE 1: STATION RELOCATION

For Alternative 1, five potential station sites adjacent to Reseda Boulevard (Figure 0-6) were initially considered for a potential relocated Northridge Metrolink Station. The five sites were initially analyzed based on the location's transit accessibility, stakeholder preference, physical impacts, operational considerations, and potential costs. Based on the preliminary analysis, a site at the southwest intersection of Reseda Boulevard and the Ventura Line was identified for further study (see Figure 0-7). The other sites were not selected for further study due to a combination of reasons related to pedestrian and vehicular access, railroad right-of-way, and transit connectivity. The identified site has large continuous parcels adjacent to the station platform area to support parking demand and is large enough to allow for future TOD growth. While the identified station location was designated for further analysis in this Study, a comprehensive environmental process would vet all possible locations in more detail if the project were to move forward.

Figure 0-6: Five Initial Location Options

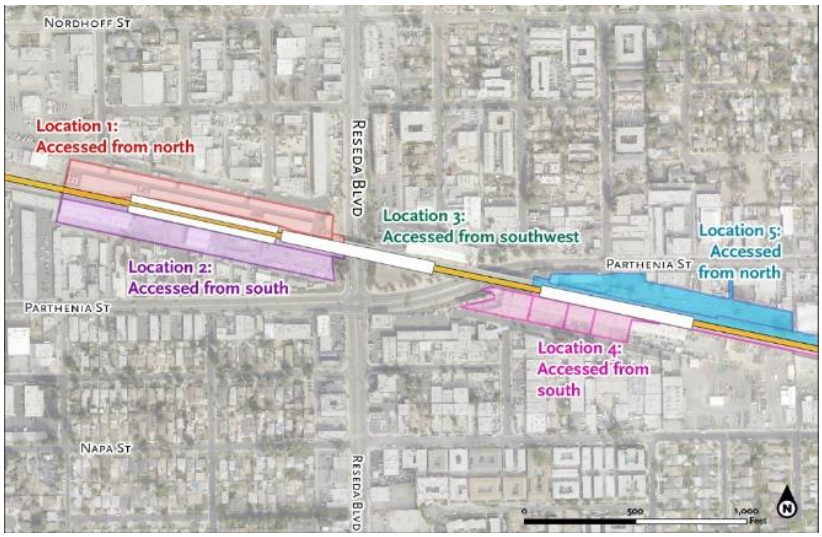
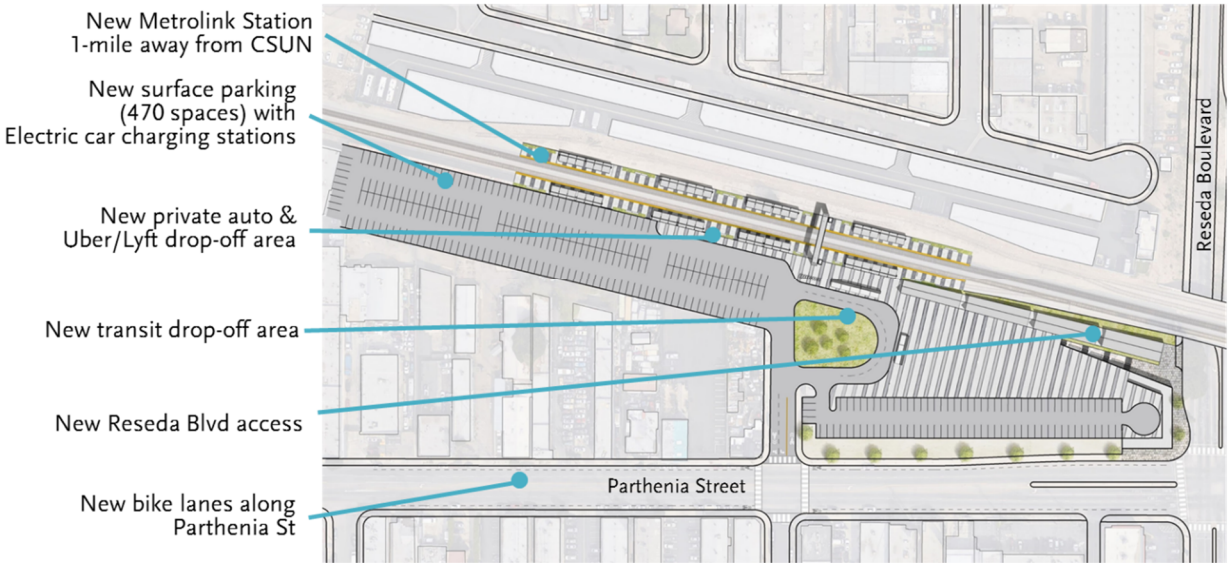


Figure 0-7: Alternative 1 Station Relocation



ALTERNATIVE 1: ANALYSIS

Each alternative was analyzed for its feasibility in five (5) categories: transit accessibility, community and stakeholder preference, physical impacts, operations, and costs, summarized in Table 0-1.

Table 0-1: Alternative Characteristics

Transit Accessibility	Regional Connectivity
	Accessibility and First/Last Mile
	Parking Considerations
	Land Use Considerations
Community and Stakeholder Preference	Community Preference
	Stakeholder Preference
Physical Impacts	Right-of-Way Impacts
	Environmental Impacts
	Utility Impacts
Operations	Rail Operational Considerations
	Bus Operational Considerations
Costs	Rough-Order-of-Magnitude Cost Estimates

Transit Accessibility

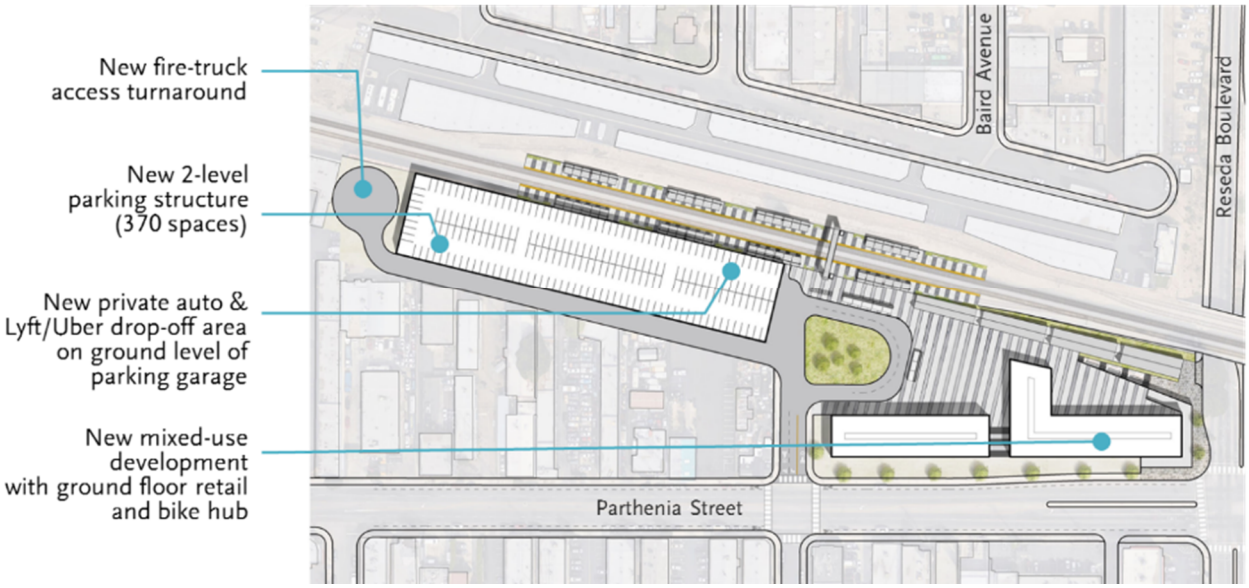
The station location at Reseda Boulevard and Parthenia Street may have more potential for increased multi-modal connectivity due to the presence of protected bike lanes and bus routes along Reseda Boulevard. Alternative 1 locates Metrolink service in close proximity with employment and retail centers along Reseda Boulevard, a major corridor in the Northridge community. To address future parking demand at the station, the relocated station has the potential to provide enough parking to meet and exceed current demands. A potential station area plan for a relocated station can potentially accommodate approximately 470 surface parking spaces, including handicapped parking spaces and electric vehicle charging stations, due to the size of the properties at this location. The existing station parking capacity is 290 spaces and is 59 percent utilized on an average weekday. The intersection of Parthenia Street and Reseda Boulevard is also an activated commercial area with a high degree of visibility that creates “eyes-on-the-street”, making the location a potentially safe and attractive option for transit users and pedestrians. Figure 0-8 illustrates the potential station access from Reseda Boulevard to the relocated station area. It also shows potential TOD opportunities, which will be discussed below.

Figure 0-8: Rendering of Potential Station Access from Reseda Boulevard with TOD

The planned growth of the University may provide synergistic opportunities for transit improvements. The CSUN campus is located approximately one-mile away from the potential station site, which may be too far for students and staff to walk. The existing protected bike lane on Reseda Boulevard provides a viable active transportation link as an alternative. Additionally, because Reseda Boulevard is a major Metro bus corridor, the station could have regular bus service to the University to supplement existing transit service.

In terms of potential for TOD, Alternative 1 had high potential for increased path connectivity, aesthetics, safety, and accessibility due to high visibility and increased foot and auto traffic, but showed a lack of social spaces for community, civic, and educational uses. A potential TOD opportunity site plan is illustrated in Figure 0-9 and could provide some of that missing social and community space. The properties included in Alternative 1 are not currently zoned for residential, so any potential TOD would require a land use change by the City of Los Angeles to accommodate residential uses. The station parking could be developed as a surface lot or parking structure, and sharing opportunities and parking management strategies may be explored to meet the demands of both TOD residents, patrons, and commuters.

Figure 0-9: Example of TOD Site Plan



Community and Stakeholder Preference

Stakeholders were able to provide their comments throughout the life of the study, including Union Pacific Railroad (UPRR), as they currently own part of the railroad right-of-way and operate freight service in this corridor. The existing business and property owner of the identified relocation site, Northridge Lumber Company, is a UPRR freight customer, and UPRR generally does not support capital projects which affect their customers or freight operations.

Community feedback was provided in two phases. Comment cards collected at the community meeting preferred Alternative 1, at a rate of 42 percent. Comments collected via email and the online comment form on Metro's website after the May 4th community meeting preferred Alternative 1, at a rate of 65 percent.

Overall, 62% of the comments provided by the community showed a preference for Alternative 1.

The concerns related to Alternative 1 included the potential for added congestion at the intersection of Parthenia Street and Reseda Boulevard as a result of the close proximity of the relocation alternative. Comments in support of the relocation of the Northridge Metrolink station favored its closer proximity to CSUN, its adjacent location to more local businesses, bike lanes, and Metro buses, and enhanced access to the station due to higher visibility. The Northridge Lumber Company is the current property owner and the family-owned business currently operates at this site. The Northridge Lumber Company indicated that they would be open to discussing the station relocation alternative given the right circumstances, timing, and price.

Physical Impacts

The potential physical impacts analyzed as part of Alternative 1 in this Study include right-of-way, utility, and environmental impacts.

The Ventura Line runs along a shared railroad corridor, owned by both Metro and UPRR. If the station were to be relocated in this area, the platforms could be constructed in existing Metro right-of-way and potentially also in UPRR right-of-way, which may incur easement costs. The properties identified as the station area for Alternative 1 are currently owned and operated by Northridge Lumber Company. Any station relocation here could have impacts to this existing UPRR customer and longtime local business, which conflicts with current railroad operational agreements that passenger railroad operations and infrastructure must avoid impacting UPRR customers.

If a station were to be constructed, the underground utilities in the existing buildings and the open stock area would need to be abandoned or relocated in coordination with the proper agencies. These underground utilities include electrical conduits, water, and sewer lines.

A preliminary analysis was conducted to identify potential environmental challenges which may require further technical analysis should the alternative undergo future detailed studies and/or environmental processes. The initial environmental considerations identified potential challenges related to air quality, land acquisition, hazards and hazardous materials in the railroad right-of-way, noise and vibration, parking and site access, and traffic and circulation.

Operations

Relocating the existing Northridge Metrolink Station could potentially benefit rail and bus operations. The majority of the Ventura Line is single tracked, and the existing station is located on a part of the corridor with no railroad sidings present. As a result, freight and passenger trains must hold for passing trains. Alternative 1 is in an area with multiple railroad sidings, which could allow trains to pass while passengers board and alight at the relocated station. This may result in greater operational flexibility compared to the existing station. Metrolink Design Criteria designates two-side platform and center platform configurations as the preferred station configurations for new Metrolink stations, and both UPRR and Metrolink prohibit at-grade pedestrian crossings.

The bus routes that could serve a relocated Northridge Metrolink Station include the CSUN Metrolink shuttle and the LADOT DASH Northridge route. While any potential station relocation alternative for Northridge would provide bus or shuttle terminals for transferring passengers within the immediate station area, limited stop bus services, such as the Metro Rapid 744, may not be able to deviate from Reseda Boulevard to accommodate transfers. A bus terminal is desirable for similar terminating and long-distance services, and through-running street buses typically minimize detours and prefer to stop curbside on the street. A potential solution could be to offer passengers with direct platform access from Reseda Boulevard with improved bus amenities such as signage and shade, as was illustrated in Figure 0-8.

Cost Estimates

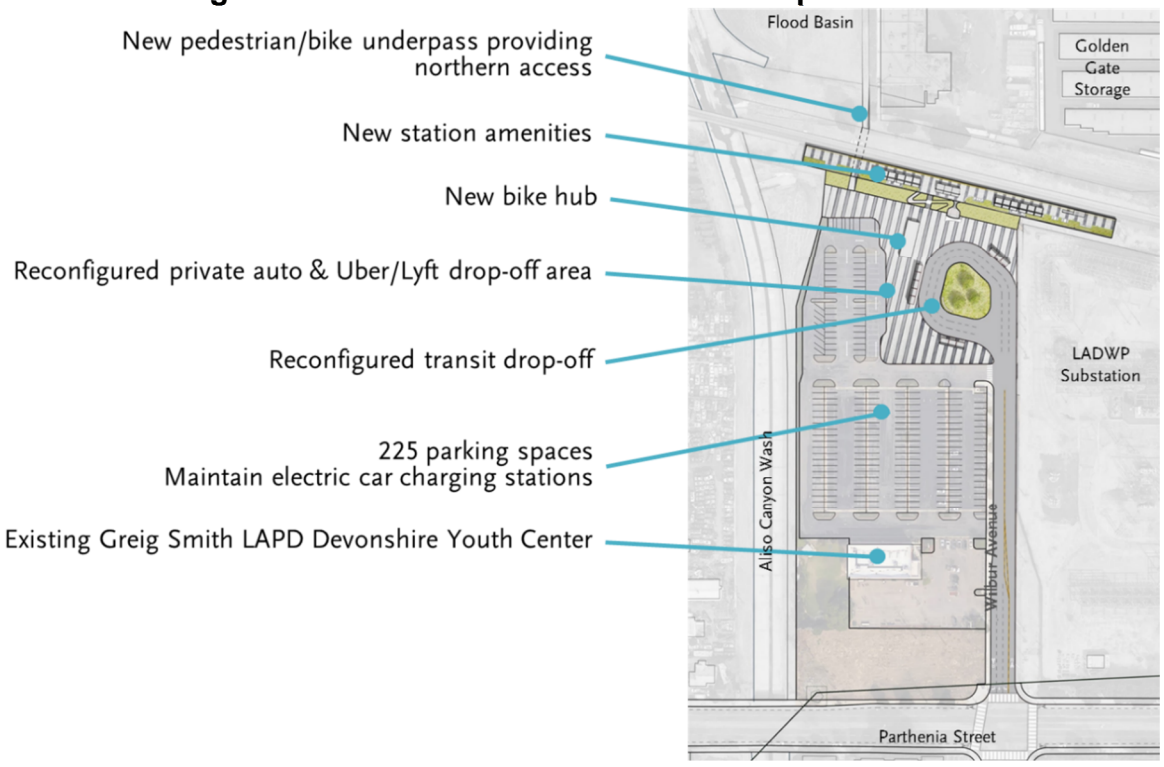
Rough order-of-magnitude (ROM) capital cost estimates were developed for Alternative 1 for feasibility purposes. With the goal of portraying the highest level of development for a station of this scale, the total estimated ROM capital cost is approximately $145 million. This includes a grade-separated pedestrian crossing, a transit drop-off area, demolition clearing and earthwork, right-of way costs, and contingencies.

The total estimated ROM capital cost is approximately $145 million for Alternative 1.

ALTERNATIVE 2: EXISTING STATION ENHANCEMENTS

Alternative 2 could transform the existing station to a multi-modal hub to improve transit accessibility. With an existing large lot and a future development around the existing station, opportunities exist to enhance the station and surrounding area with transit and accessibility improvements. The program may include a pedestrian tunnel and pathway to streamline access from the north, an upgraded transit drop-off area to accommodate larger transit vehicles, a new bike hub, an enhanced station area and platform with more shade and wayfinding information, and bike lanes along Parthenia Street to connect bicyclists with the Class II bike lane along Reseda Boulevard (see Figure 0-10).

Figure 0-10: Alternative 2 Multi-Modal Improvements



ALTERNATIVE 2: ANALYSIS

Alternative 2 was analyzed for its feasibility in the five categories utilized by Alternative 1.

Transit Accessibility

Current pedestrian accessibility is restricted from the northern end of the station and not all transit vehicles can be accommodated under current station conditions, thereby limiting the transit transfer opportunities available to passengers. A northern access tunnel for pedestrians and bicyclists is recommended, as well as improvements to pedestrian crossings around the station area and surrounding streets to extend the existing walkshed and increase pedestrian safety. An expanded and improved transit loop and transfer area may increase rail-to-bus connectivity (Figure 0-11).

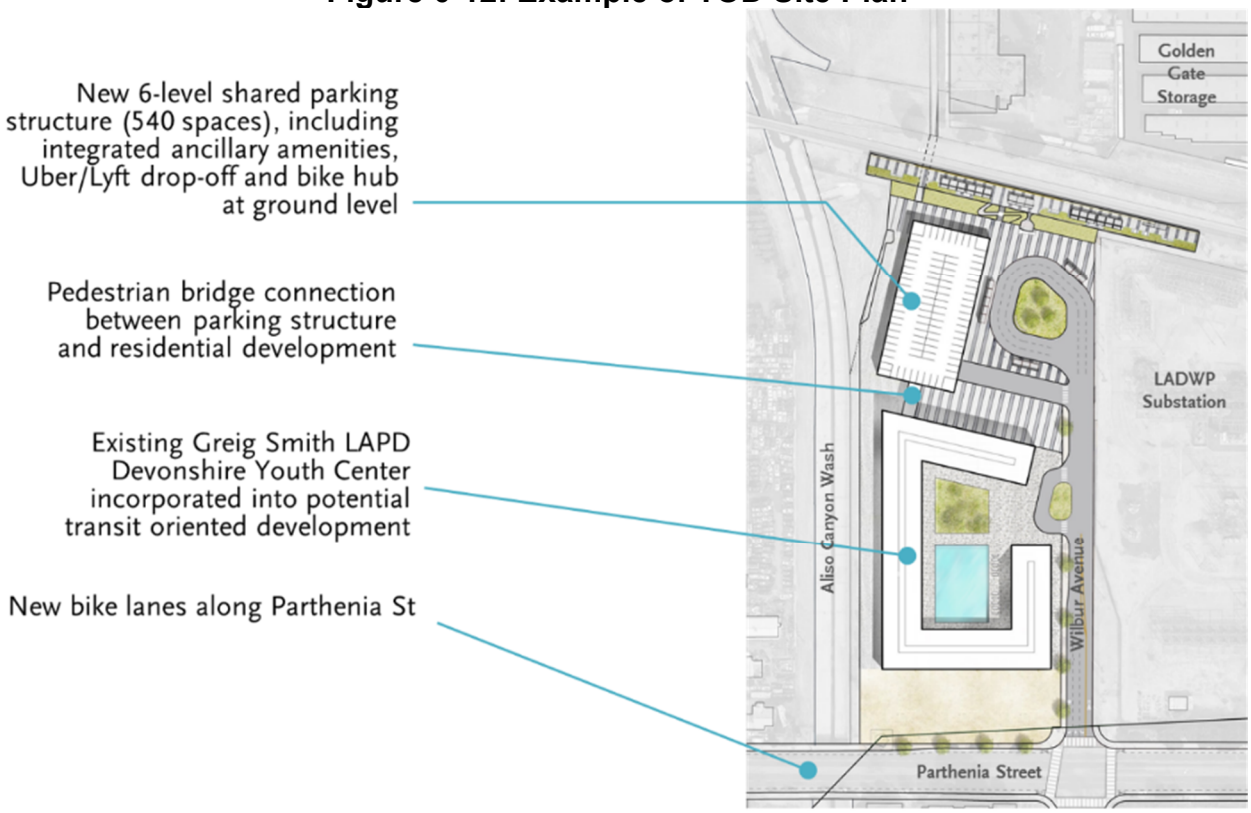
Figure 0-11: Rendering of Potential Transit Drop-off Area Improvements

An upgraded station could provide approximately 225 parking spaces with a surface lot; this represents a loss of 35 parking spaces over existing conditions to accommodate an enhanced transit drop-off area and bicycle amenities. A parking structure is a possibility given the current size and site location to meet future park-and-ride demand and potential shared parking opportunities with neighboring businesses.

The site also has potential for TOD given its adjacent location to two commercial corridors, and the station is currently owned and maintained by the City of Los Angeles and LADOT. An initial TOD assessment deemed the site could be most successful in the areas of social factors, with a diverse mix of uses within walking distance, and a positive housing and transportation affordability index. The existing site also shows high potential for development due to upward trends in nearby community property values and investments. The existing site is currently zoned exclusively for public uses, so any potential TOD would need to pursue a land use change by

the City of Los Angeles. A possible site plan showing an example of what TOD could look like at the existing Northridge Metrolink Station is shown in Figure 0-12.

Figure 0-12: Example of TOD Site Plan



Community and Stakeholder Preference

As a result of the community outreach efforts, the project team received feedback regarding Alternative 2. Much of the support for Alternative 2 was shared at the May 2017 community meeting where local residents and stakeholders were able to voice their concerns and submit comment cards. From the comment cards collected at the May 4th meeting, 58 percent of these were in support of Alternative 2. Out of the comments received after the meeting via email and the online comment form, 35 percent of the feedback was in support of Alternative 2. Overall, the comments ranged from being supportive of the station enhancements to concerns regarding safety and traffic congestion near Reseda Boulevard. As a stakeholder, the City of Los Angeles expressed concern that any potential TOD for the existing station site would be subject to entitlement processes and future adjacent land uses.

Physical Impacts

As a result of potential upgrades at the existing Northridge Metrolink Station, physical impacts may be limited to a new northern access pedestrian tunnel. Given the site's proximity to a flood basin, there may be potential challenges related to hydrology and water quality due to the potential encroachment into the flood plain and any construction effects associated with the

tunnel. The addition of new bicycle lanes may also result in potential challenges related to traffic and circulation. Potential construction of the northern pedestrian tunnel may also require land use easements with nearby property owners, and may affect water, electrical, and fiber optic utilities as well as railroad right-of-way in and around the station area.

Operations

No additional passenger rail service or rail infrastructure was included in the Study for the Northridge Metrolink Station as part of Alternative 2. With the exception of any construction related to a potential pedestrian tunnel underneath the railroad, Alternative 2 may have very few impacts to existing rail operations.

A reconfigured transit turnaround and layover facility as part of Alternative 2 could expand the turning radius from 25-feet to 50-feet and accommodate more transit vehicle types, thereby potentially providing riders with more transit connection opportunities.

Cost Estimates

The capital costs associated with upgrading the existing Northridge Metrolink Station under Alternative 2 is approximately $26 million. This includes an upgraded station platform and passenger amenities, a pedestrian tunnel to create northern access to the station, an expanded transit turnaround and layover facility, a new bike hub, and contingencies.

The total estimated ROM capital cost is approximately $26 million for Alternative 2.

COMMUNITY AND STAKEHOLDER OUTREACH

The Northridge Metrolink Station Location Feasibility Study was developed in response to a March 2016 Metro Board motion approved to examine the feasibility of relocating the Northridge Metrolink Station at Wilbur Avenue to Reseda Boulevard to improve transit connectivity. Stakeholder and community engagement was a component in the Study to enhance transparency and receive comments from the community.

Metro and Metrolink hosted the Northridge Metrolink Station Location Feasibility Study Community Meeting on May 4, 2017 to introduce the study and present the two study alternatives:

- Alternative 1: Analyze the feasibility of relocating the existing Northridge Metrolink Station to Reseda Boulevard
- Alternative 2: Create a multi-modal transit hub using the existing Northridge Metrolink Station

In summary, the May 4th Community Meeting was attended by nearly 100 Northridge community members, who had the opportunity to meet and hear directly from Metro and Metrolink staff about

the Study and other transportation efforts in their community. Following the meeting, the presentation was posted to the Metro Regional Rail website, where the community could continue to review the materials, and anyone who missed the meeting could view the presentation. Stakeholders were able to submit comments on the Study from May 5th through May 26th via an online form on the Regional Rail page or directly via email to Metro staff. A total of 135 comments were received through comment cards at the Community Meeting, the online comment form, and emails.

The comments received for the Northridge Metrolink Station Location Feasibility Study were twofold. The May 4th Community Meeting attendees submitted comment cards that indicated a preference for Alternative 2 (58 percent) due to potential high costs and increased traffic near the Parthenia Street and Reseda Boulevard intersection. Following the meeting, the comments received via email and the online comment indicated a preference for Alternative 1 (65 percent) due to the closer proximity to CSUN and potential for increased transit connectivity. Collectively, the comments gathered throughout the outreach process showed a preference for Alternative 1 at a rate of 62 percent and a preference for Alternative 2 at a rate of 38 percent.

CONCLUSIONS

A snapshot comparison of the two alternatives is summarized in Table 0-2.

Table 0-2: Summary of Alternatives

	Alternative 1	Alternative 2
	Relocated Metrolink Station	**Existing Station Enhancements**
Feasibility	New station would require land acquisition, approval from Union Pacific Railroad, and railroad operational enhancements.	Opportunities for improving transit and active transportation connectivity exist in and around the Northridge Metrolink Station
Estimated Costs	$145M	$26M
Community Input	62% of comments preferred Alternative 1	38% of comments preferred Alternative 2
Transit-Oriented Development	Not currently zoned for residential uses	Not currently zoned for residential or commercial uses
Physical Impacts	Impacts to existing lumberyard business, Union Pacific Railroad right-of-way	Potential impacts to flood basin north of the station as a result of new northern pedestrian/bicyclist access
Environmental Considerations	Air quality, land acquisition, hazards and hazardous materials, noise and vibration, parking and site access, and traffic and circulation	Hydrology and water quality, traffic and circulation

Alternative 1 Relocation

Potential Station Amenities

Alternative 1
Relocation

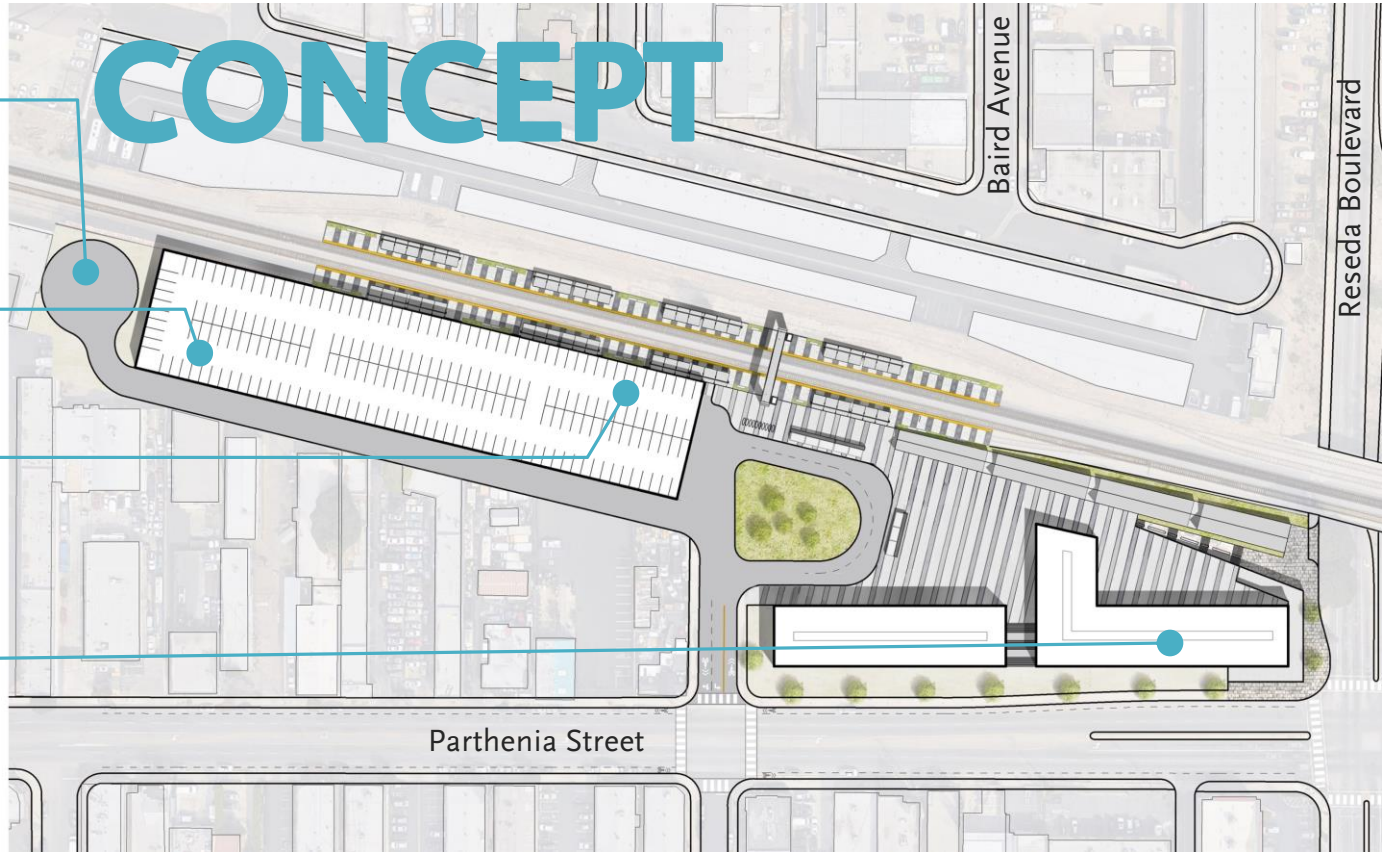
Potential Transit Oriented Development Opportunity

New fire-truck access turnaround

New 2-level parking structure (370 spaces)

New private auto & Lyft/Uber drop-off area on ground level of parking structure

New mixed-use development with ground floor retail and bike hub



Metro

Alternative 1
Relocation

Station Access from Reseda Boulevard

Attachment D1 - Existing Northridge Station Location and Layout

Metro - Metrolink Station Location Study

NORTHRIDGE

Ventura County Line

0 ¼ ½ Miles

CSUN Transit Center

California State University Northridge

Prairie St

Nordhoff St

Reseda Blvd

Northridge Metrolink Station

Parthenia St

Wilbur Ave

Alternative 2
Existing Station

Transit Connection Improvements

Alternative 2 Existing Station

Potential TOD Opportunity Site Plan

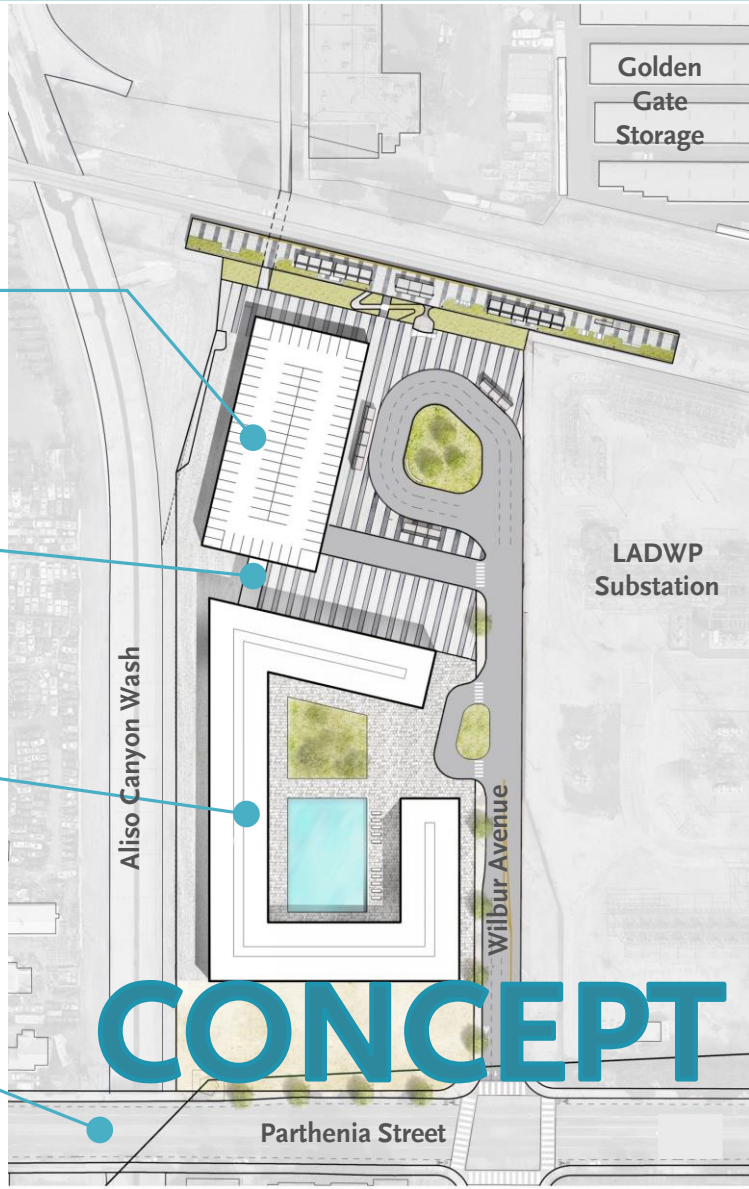
New 6-level shared parking structure (540 spaces), including integrated ancillary amenities, Uber/Lyft drop-off and bike hub at ground level

Pedestrian bridge connection between parking structure and residential development

Existing Greig Smith LAPD Devonshire Youth Center incorporated into potential transit oriented development

New bike lanes along Parthenia St

Metro



Alternative 2
Existing Station

Potential Transit-Oriented Development Opportunity

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

File #: 2017-0548, **File Type:** Informational Report **Agenda Number:** 19.

PLANNING AND PROGRAMMING COMMITTEE
SEPTEMBER 20, 2017

SUBJECT: INTRODUCTION TO THE LONG RANGE TRANSPORTATION PLAN UPDATE
ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE this introductory report about the initiation of the Long Range Transportation Plan Update.

ISSUE

This is an introduction to the approach, process and framework for an updated Long Range Transportation Plan (LRTP).

DISCUSSION

Background

At the February 2017 Board meeting, a concept for a modular, comprehensive and dynamic approach for updating the 2009 LRTP was introduced. Since then, staff has refined that concept and prepared an approach, scope of work and schedule (work plan) for the update. The intended outcome is an updated LRTP that will provide a clear, comprehensive vision for Metro's role in improving the lives of those we serve and how to make it happen.

Following the passage of Measure M, Metro correspondingly amended the 2009 LRTP. In summer 2017, the Southern California Association of Governments (SCAG), as the region's Metropolitan Planning Organization (MPO), amended its Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), the associated Program Environmental Impact Report (PEIR) and the Federal Transportation Improvement Program (FTIP) to incorporate the LRTP amendment, with federal agencies completing the process, having made a finding of air quality conformity.

Purpose of the LRTP

Transportation planning is a cooperative, performance-driven process by which long and short-range transportation improvement priorities are determined *(Federal Highway Administration and Federal Transit Administration, 2015).* The purpose of a long range transportation plan is to plan and

program transportation investments comprehensively and thoughtfully using a participatory process. Additionally, a long range transportation plan is required to comply with federal and state laws. Since SCAG is the MPO, Metro's LRTP is different than the RTP/SCS, but feeds into it and is an example of strong regional collaboration. Moreover, Metro has more flexibility in preparing its LRTP, in terms of content and timing. The methodical process of updating a long range transportation plan results in a comprehensive understanding of the vision, availability of resources and strategic setting of priorities.

Need for an Update

Measure M sets the stage for a new, innovative LRTP because of its transformative scope. It established a new baseline from which to plan and program. Ongoing population, demographic, employment, economic, fiscal and land use changes necessitate an evaluation of how to best address these influences. With these ongoing changes and the transformative scope of Measure M, Metro's roles and priorities envisioned for it are evolving. Importantly, during the 40-year planning period of the LRTP, a new transportation paradigm can reasonably be expected with the technological innovations already occurring. Now is the time for Metro to be comprehensive and innovative.

LRTP Framework

A framework outline for the LRTP has been prepared, refining the concept presented to the Board in February 2017. It is designed to be modular, dynamic and comprehensive, addressing a continuum of periods. Modular means that the LRTP is flexible and differentiated, recognizing that agency staff, external partners and communities have varying levels of interests and responsibilities. This also allows for interim deliverables to be prepared during the update process. Dynamic means the LRTP will deliberately create areas of overlap between stand-alone modules to reinforce continuous integration and comprehensiveness. This flexibility also allows for the plan to address a continuum of timing milestones to be adaptable in meeting near term and long range needs. Comprehensive means that the LRTP will fully integrate and strengthen connections between existing plans and programs, along with adding new features to bridge gaps or accommodate future additions.

Importantly, this approach allows concurrent and iterative preparation of the modules. After the update is completed, the interdependencies between modules reinforces the connectedness and equivalent importance of each module in consistently implementing the LRTP. With the modular continuum approach, the LRTP will thoroughly address stakeholders and partners; meet federal requirements; and achieve a quality, comprehensive transportation plan for Los Angeles County.

Four groups of seven modules contain the core content of the LRTP:

- Baseline Understanding - provides the basis for framing the challenges, needs and opportunities for our region to be addressed by the LRTP after listening, learning and studying our communities, customers and partners, along with our multi-modal system and the financial plan for it.
- Values Framework - establishes goals and policies to guide priorities, decision-making and performance metrics.

- Transportation Network and Management Plan - balances the operation, maintenance and

reinvestment in our existing system, with new investments to expand it.
- Implementing and Evaluating the Plan - provides for capital development and overall funding programs.

The last two module groups are most similar to prior Metro LRTPs, as these contain the capital improvement plan, including new transportation facilities for the ongoing growth of the multi-modal network, and a financial plan for capital, operations and maintenance expenditures.

Four guiding themes thread throughout the LRTP, linking all the modules in core areas of responsibility. These guiding themes will be further developed over the course of the update process:

- Public engagement and analytical rigor - undertaking broad and strategic public engagement is vital to creating a plan that reflects our diverse public and stakeholders, necessitating that decision-making be guided by the input received, along with strong technical work to illustrate a range of possible futures and corresponding outcomes.
- Equity, environment and health - creating a comprehensive transportation plan enables mobility and access and therefore has a powerful role to play in promoting equity, enhancing the environment and improving public health, all of which would be instilled into every aspect of the LRTP.
- Innovations and resiliency - reinforces the importance of a flexible and adaptable plan to address a range of innovations, which ensures that the plan can withstand these and other major changes, along with emphasizing the significance of maintaining a state of good repair and service.
- Financial discipline and economic development - stresses the need to balance building significant, new transportation facilities with assuring funding to maintain a high operating standard and state of good repair, and recognizes the fundamental role a holistic multi-modal transportation network has in facilitating economic prosperity.

Attachment A includes the framework outline with all seven modules listed. Interim deliverables will be compiled separately. These interim deliverables will include policy papers, studies, maps and similar, focused on specific topics.

Work Plan

The LRTP Update involves the entire Metro agency because of its comprehensive nature and the need for subsequent decision-making to demonstrate consistency with it, once adopted. The organizational structure established to undertake the work plan is designed for effective collaboration internally and externally. A project budget will be established with the mid-year budget update and is expected to be several million dollars.

The Work Plan (Attachment B) includes varying degrees of effort occurring in all modules simultaneously. Activity in one module may be dominant in one period relative to other modules because a particular deliverable needs to be completed before other deliverables can be finished due to a dependency between modules. Each module begins with a short list of preliminary key questions as a guide. An approach to undertaking the work in preparing the module is discussed, followed by the technical work required to prepare the identified deliverables. Roles and responsibilities are assigned to the Policy Advisory Council (PAC), Liaison Working Group, and

Module Working Groups, along with identifying consultant resources. Important technical features of the approach include updating performance metrics, conducting sensitivity testing of scenarios and economic impact analyses. A general approach to public engagement is also identified for each module, facilitating integration with a Public Participation Plan.

Public Engagement

This fall, staff will prepare a Public Participation Plan, which will outline an approach and strategy for public and stakeholder engagement. Depending on the module and the audience, outreach will either expose, educate or engage. Expose refers to generating awareness. Educate refers to providing a foundational understanding to facilitate effective and informed engagement. Engage refers to active listening, learning and demonstrating responsiveness, either at the outset or in response to a proposal. Public engagement on the LRTP Update will be coordinated with concurrent, related agency-wide initiatives, including the Systemwide Bus Restructure Study/Plan and the Countywide Bus Rapid Transit Study/Plan. Effective public engagement on a project of this scope and in a county this large and diverse takes time and an innovative approach.

Schedule

The LRTP Update is expected to be completed before the end of Fiscal Year 2020, with milestone achievements in the interim. Trade-offs for proceeding faster include reduced public engagement, a narrowly focused role for the PAC and fewer plan scenarios. An overview of the project schedule is provided in Attachment B.

Role of the Policy Advisory Council

The LRTP Update has been discussed at the last two PAC meetings. The PAC is an advisory group accountable to the Board of Directors. It will help guide the LRTP process by identifying, focusing and clarifying topics; providing input on options; and suggesting priorities. At their September meeting, the PAC provided input on the proposed work plan for the LRTP Update (a summary of the PAC's September 12 meeting will be provided with the oral presentation on this report). Similar to its role in advising on the preparation of the Measure M Guidelines, the PAC will serve as a sounding board for all aspects of the LRTP Update and facilitate public engagement through its networks.

Relationship to the Strategic Plan

The Metro Strategic Plan will establish the mission, vision and goals for mobility in Los Angeles County. The strategic plan will serve as both an organizational management tool and a communication tool to describe Metro's vision and goals for the County's transportation future. Its purpose is to succinctly and effectively articulate the strategic priorities of the organization. The guidance provided by the Strategic Plan is intended to create more effective decision-making and resource allocation. This is distinguished from the LRTP, which is the plan for building, operating and maintaining transportation facilities and services, along with complementary features.

The Office of Extraordinary Innovation (OEI) is in the process of preparing the Metro Strategic Plan, anticipated for Board adoption in early 2018. Much of the information gathered during the process of preparing the Strategic Plan, along with the mission, vision, and goals established in the Strategic Plan, will provide a foundation for the LRTP Update.

NEXT STEPS

The remainder of 2017 will be devoted to completing the initial definition of the scope and framework for the LRTP Update, along with mobilizing internal agency resources and procuring consultant support services. Additionally, staff will work collaboratively with the PAC in finalizing the work plan and preparing for the launch of the public engagement process in early 2018. As deliverables are completed, coinciding with milestones in the update process, staff will return to the Board for updates and direction. This approach is intended to keep the Board informed and active in the process, while also ensuring that the LRTP Update remains in alignment with Board priorities as the Update is completed.

ATTACHMENTS

Attachment A - LRTP Update Modular Framework Outline
Attachment B - Summary Scope of Work, Key Deliverables and Schedule

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Phillip A. Washington
Chief Executive Officer

ATTACHMENT A – Long Range Transportation Plan Update Modular Framework Outline

Draft Conceptual Framework

Version: September 8, 2017

GUIDING THEMES:

- **Public Engagement and Analytical Rigor**
- **Equity, Environment and Health**
- **Financial Discipline and Economic Development**
- **Innovations, Resiliency and Adaptability**

MODULE	DESCRIPTION
Module 0: **PREPARATORY TASKS**	The purpose of this module is to develop an understanding, approach and scope of work for the LRTP Update. With these elements developed, a project schedule can be created, resource needs identified and supporting scopes of work prepared.
Module 1: **THE VISION**	The Vision module presents the overview of what Metro seeks to achieve through the LRTP and how it will take Los Angeles County to that outcome as the result of implementing this plan. It is also the executive summary and acts as a simple brochure for the LRTP that is easy to grasp. Fundamentally, it is an expression of the future guided by key ideals, principles, plans and programs. Elements of the Strategic Plan are incorporated into this module.
Module 2: **ORIENTATION AND CONTEXT**	The Orientation and Context module describes what an LRTP is and why it is needed. It is the guiding plan, policy and programmatic framework for decision-making at Metro. As such, it is designed to be continuously reinforcing. This LRTP is adaptable and responsive over a continuum of program activities and outside forces through consistent application. Overarching issues and opportunities are introduced. Guiding themes that thread throughout the entirety of the LRTP are presented. It introduces and explains the purpose of each module. The relationships across LRTP modules are depicted to illustrate overlap, influences and integration. Key elements of existing plans and programs are incorporated into the LRTP and cross referenced. Any needed updates to those plans and programs are identified in the implementation work program. Metro as an agency is described. How the LRTP relates to the federal and state regulatory framework is outlined, along with how Metro and SCAG work together to provide for the transportation needs

MODULE	DESCRIPTION
	of Los Angeles County. The Orientation and Context module also describes the relationship between the LRTP and Metro's Strategic Plan. An overview of the public engagement and decision-making process leading to the creation of this LRTP is discussed. This module serves as a user guide to the LRTP.
Module 3: BASELINE UNDERSTANDING	The Baseline Understanding module is exactly that—a synopsis of the background, needs and wants of communities and partners learned from listening and studying to lay the foundation for the LRTP. Simplistically, it is the basis for stating the problems, needs and opportunities within the context of existing conditions and future commitments.
Module 3.1: Understanding Our Communities	This module describes Metro's understanding of the background, needs and wants of the sub-regions, which are comprised of the many and diverse communities of Los Angeles County.
Module 3.2: Understanding Our Partners	Partners include federal, state, regional and local agencies; provider agencies; non-governmental organizations; economic development interests; business community; innovators; and private transportation providers, including passenger transport and goods movement. This module describes Metro's understanding of the background, needs and wants of key partners and categories of partners that impose requirements, provide transportation services or have complementary authority (e.g., cities and their land use authority) to affect the efficacy of the transportation systems within Los Angeles County.
Module 3.3: Understanding Our Baseline	The Baseline module describes existing conditions and future commitments based on adopted plans, programs, practices and the financial plan. It explains what Metro has now or has committed to having in the future. Gaps between available resources, commitments and needs are identified. An overview of the financial plan is presented.
Module 4: VALUES FRAMEWORK	The Values Framework module is an expression of the intended principled outcomes, expressed as goal statements, and directives, expressed as policy statements. Together, the goals and policies represent the values of Metro to guide decision-making and service delivery. The performance metrics translate the goals and policies into key factors that are measurable, against which scenario alternatives are evaluated during development of the LRTP and subsequently the preferred plan after adoption of the LRTP to ascertain the effectiveness of its ongoing implementation. Elements of the Strategic Plan are incorporated into this module, along with

MODULE	DESCRIPTION
	existing Metro policies. Key questions raised in earlier modules begin to be answered in this module, as part of an ongoing, dynamic process. This module guides the outcomes chosen in Module 5: The Transportation Network and Management Plan.
Module 4.1: Goals and Policies	This module sets forth the goals and policies of the LRTP. All discretionary decision-making at Metro must be consistent with these goals and policies.
Module 4.2: Performance Metrics	Performance metrics, tied to specific functions, responsibilities, products and services, are established in this module and will measure how well the plan does in achieving the goals, and implementing its policies and the plan.
Module 5: THE TRANSPORTATION NETWORK AND MANAGEMENT PLAN	This module lays out the transportation network to be implemented through 2057 and describes how Metro will manage its existing and future assets.
Module 5.1: A Plan for Mobility and Access	This is the preferred transportation network plan. It will use the existing plan as the baseline, which will be supplemented based on what was learned in the Understanding module and reflect the imperatives founded upon Module 4: Values Framework. It is a complete and connected transportation system of facilities and uses, inclusive of transit, highways, local streets, first/last mile network, active transportation, shared mobility and goods movement.
Module 5.2: A Plan to Manage and Operate	This module is focused on assuring Metro will resource and implement State of Good Repair programs (TAM—federal transit asset management system) to effectively, safely and securely operate its transportation network. Transit asset management (TAM) is a business model that prioritizes funding based on the condition of transit assets to achieve or maintain transit networks in a state of good repair (SGR). Therefore this module establishes the benchmarks to achieve in operating and maintaining the systems. Related to assuring a state of good repair is an understanding and commitment to the right level of service to implement the guiding themes, goals, policies, performance metrics and transportation network plan. This will be informed, in part, by the Bus System Re-imagining study results.
Module 6: IMPLEMENTING THE PLAN	This module sets forth the capital and financial programming necessary to make the LRTP a reality by delivering the network, along with assuring its effective operations and management.

MODULE	DESCRIPTION
Module 6.1: A Plan to Build	This module is the Transportation Investment Plan that demonstrates how to build the transportation network plan over a period of time in a phased manner.
Module 6.2: A Plan to Fund	This module sets priorities based on performance metrics for maintaining and operating the mobility system. It includes funding for the TAM program to maintain a State of Good Repair.
Module 7: ENDURING RELEVANCE	This module establishes a commitment for the regularity and method of reporting on ongoing implementation and effectiveness of the LRTP, emphasizing measurement against the performance metrics. It is linked to the five- and ten-year assessments required of Measure M, Metro's Short Range Transportation Plan (SRTP) and SCAG's Regional Transportation Plan/Sustainable Communities Strategy and Regional Housing Needs Assessment, along with updates to the Strategic Plan. This approach promotes institutionalizing the LRTP in Metro's daily administrative and discretionary activities to ensure consistency and fidelity with the LRTP.
Module 7.1: Annual Reporting	This module commits to reporting annually on the performance metrics and on the overall progress of implementing the LRTP.
Module 7.2: Mandated Reporting	This module describes the commitment Metro is making to meet its mandated reporting obligation. Measure M requires two assessments within the first decade of voter approval.
Module 7.3: Regular Comprehensive Updates	This module commits Metro to a regular, comprehensive update cycle, which is aligned to the extent feasible with SCAG's four-year update of the RTP/SCS and eight-year RHNA, while complying with the five- and ten-year Measure M assessments. The LRTP and SRTP will be updated in a staggered cycle to align with the Measure M assessments, RTP/SCS and RHNA. The SRTP comprehensively implements the LRTP over a short range period. Aligning the LRTP and SRTP with the RTP/SCS and RHNA cycles promotes regional cooperation and facilitates environmental review considerations.
Module 7.4: Annual Implementation Work Plan	This module commits Metro to an organized work plan to implement the LRTP on an annual basis.
Module 8: APPENDICES	This module includes the background supporting information that led to the creation of the final LRTP. Many of the below topics will be presented as policy papers. All deliverables are referenced in the Appendices module, except the actual final modules.

ATTACHMENT B – Summary Work Plan, Key Deliverables and Schedule
Long Range Transportation Plan Update

PERIOD	BOARD DELIVERABLES & MILESTONES
Fall 2017	• Board **receive and file** introduction to LRTP Update and project work plan • Board **receive and file** Public Participation Plan
Winter 2018	• Board **receive and file** draft Orientation and Context module • Potential Board Workshop: **visioning session**
Spring 2018	• Board **receive and file** topical policy papers • Board **receive and file** draft Vision module • Board **action** on Short Range Transportation Plan (SRTP)
Summer 2018	• Board **receive and file** draft Baseline Understanding module
Fall 2018	• Board **receive and file** draft Values Framework module
Winter 2019	• Board **receive and file** thematic scenario concepts *(fiscally constrained variations of the investment and financial plans)*
Spring 2019	• Board **receive and file** preferred scenario • Board **receive and file** draft Transportation Network and Management Plan module
Summer 2019	• Board **receive and file** preferred scenario modeling results • Board **receive and file** draft Implementing the Plan module
Fall 2019	• Board **receive and file** financial plan • Board **receive and file** draft Enduring Relevance module
Winter 2020	• Board **action** on LRTP

Long Range Transportation Plan Update Kick-off

September 2017

Metro

Why Does the LRTP Need an Update?

- Measure M sets the stage for a new, innovative LRTP because of its transformative scope and 40-year horizon
- Measure M established a new baseline from which to plan and program
- Adapt to ongoing population, demographic, employment, economic and fiscal changes
- Address evolving priorities
- Now is the time for Metro to be comprehensive and innovative

Metro

Approaches to the Update: It's Modular

Modular approach:

- Flexible and differentiated, recognizing that agency staff, external partners and communities have varying levels of interests and responsibilities
- Allows for interim deliverables during update process

Metro

Approaches to the Update: It's Dynamic

Dynamic approach:

- Will deliberately create areas of overlap between standalone modules to reinforce continuous integration and comprehensiveness
- While also allowing for the plan to address a continuum of timing milestones to be adaptable in meeting near term and long range needs

Metro

Approaches to the Update: It's Comprehensive

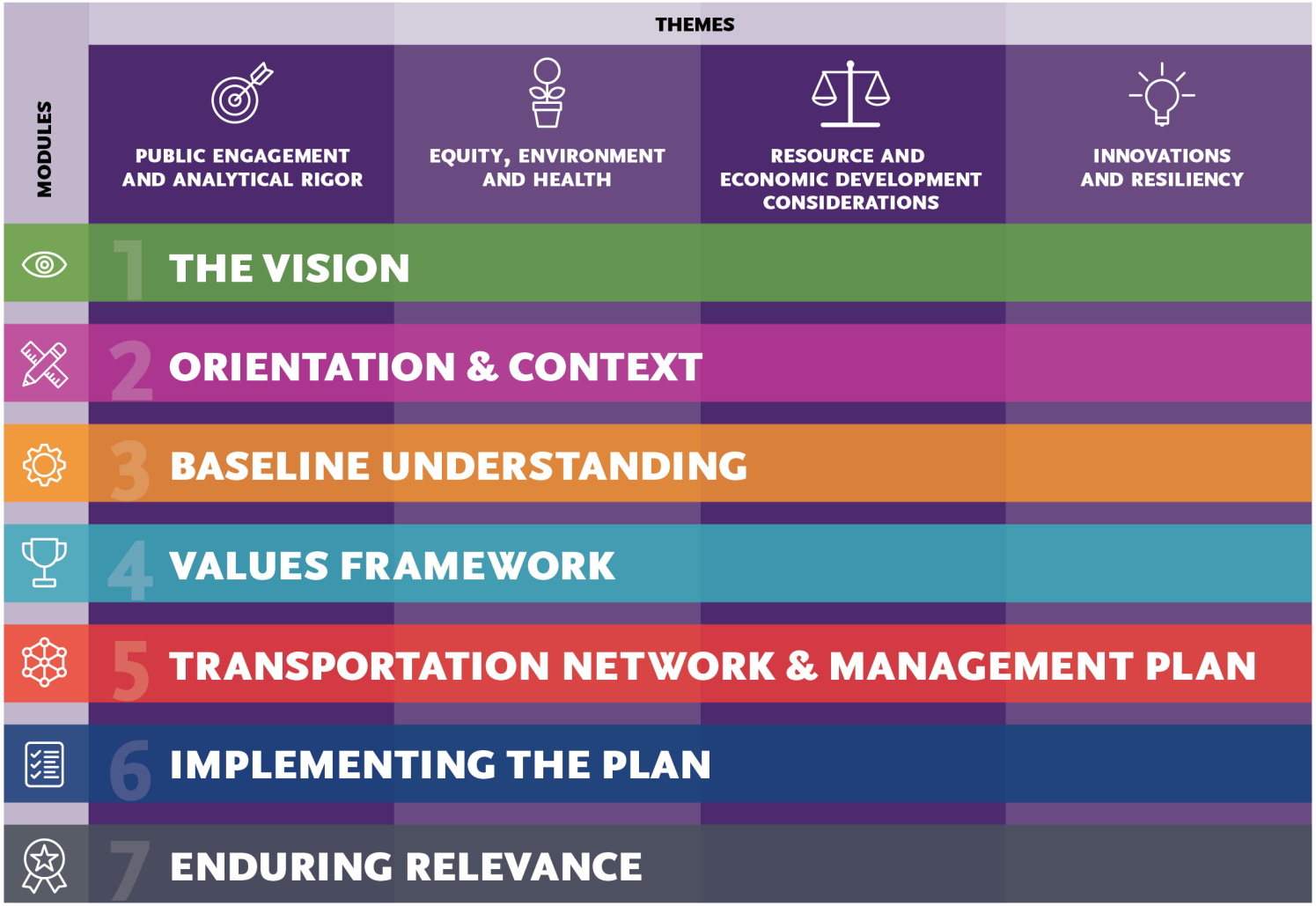
Comprehensive approach:

- Will integrate and strengthen connections between existing plans and programs into the LRTP comprehensively and add new features to fill in gaps or provide for new wants
- Thoroughly addresses stakeholders and partners
- Federal requirements must be met
- County gets a quality, comprehensive plan

Metro

A Modular Continuum

Near Term and...



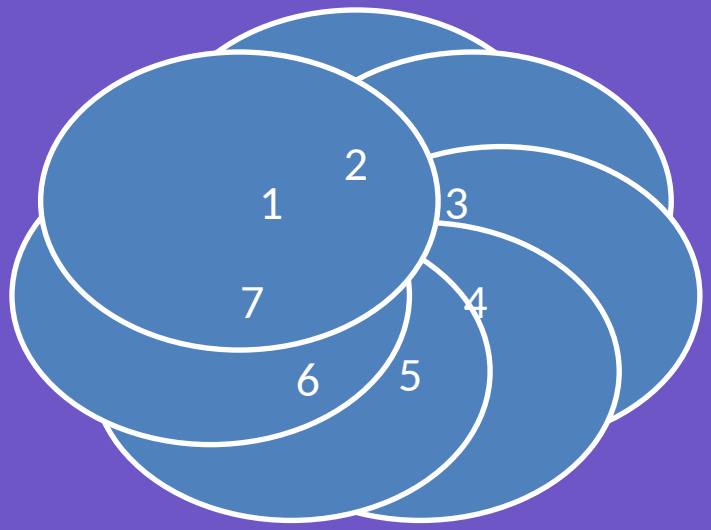
...Long Range

Interactive Modules

Preparation:
concurrent and
iterative

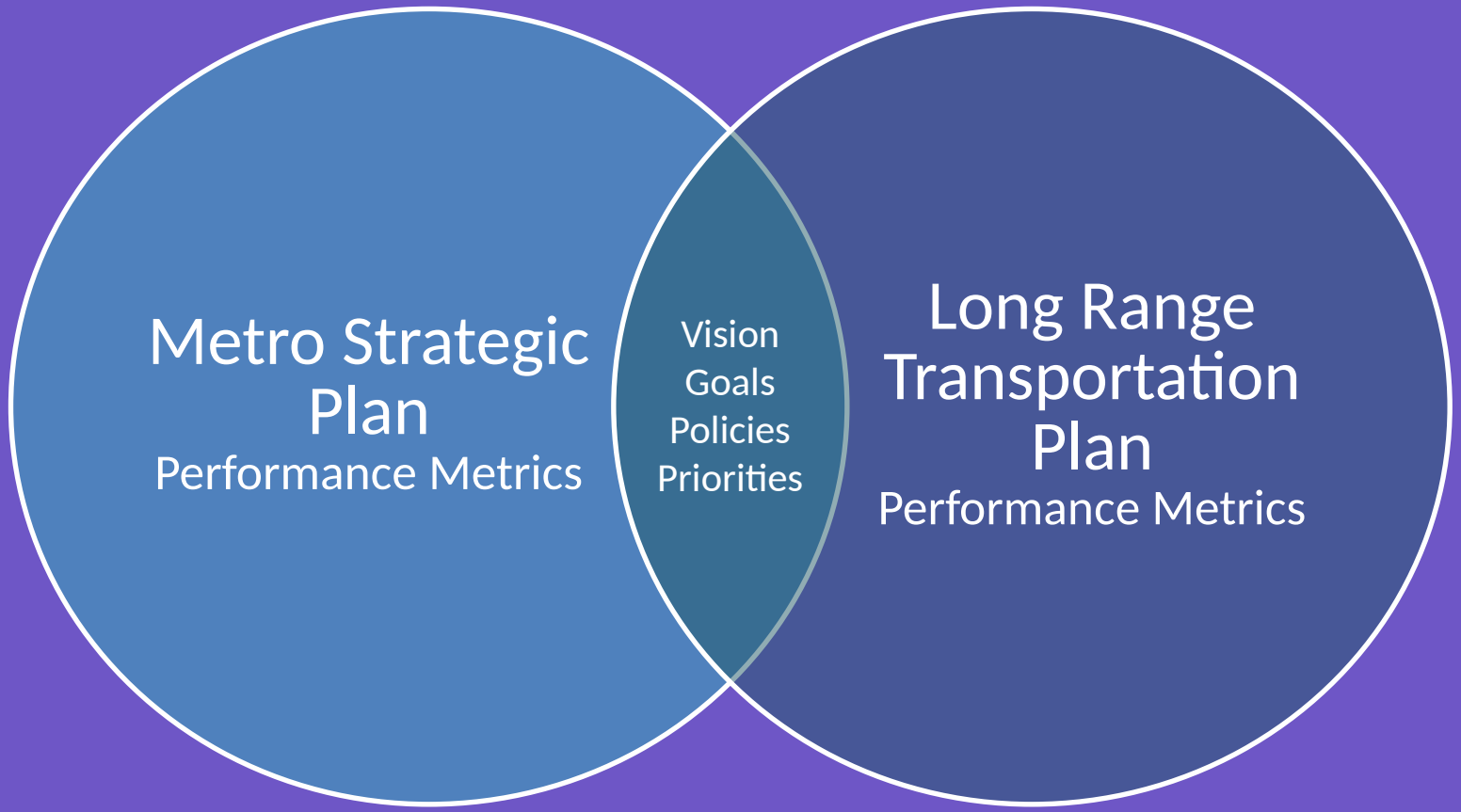
Outcome:
interdependent and
reinforcing

Modules



Metro

And More: A New Strategic Plan



Metro

PAC's Role in the LRTP Update

- Advisory group accountable to the Board of Directors
- Help guide the LRTP Update process by:
  - Identifying, focusing and clarifying topics
  - Providing input on options
  - Suggesting priorities
- Promote public/stakeholder engagement

Metro

Summary Work Plan, Key Deliverables and Schedule

PERIOD	BOARD DELIVERABLES & MILESTONES
Fall 2017	• Introduction to LRTP Update and project work plan • Public Participation Plan
Winter 2018	• Draft Orientation and Context module • **POTENTIAL BOARD WORKSHOP:** visioning session
Spring 2018	• Topical policy papers • Draft Vision module • **ACTION:** Short Range Transportation Plan
Summer 2018	• Draft Baseline Understanding module
Fall 2018	• Draft Values Framework module
Winter 2019	• Thematic scenario concepts *(fiscally constrained variations of the investment and financial plans)*
Spring 2019	• Preferred scenario • Draft Transportation Network and Management Plan module
Summer 2019	• Preferred scenario modeling results • Draft Implementing the Plan module
Fall 2019	• Financial plan • Draft Enduring Relevance module
Winter 2020	• **ACTION:** Final LRTP

Metro

LRTP Update Initiated!

Discussion & Questions

Metro

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

File #: 2017-0565, **File Type:** Oral Report / Presentation **Agenda Number:** 20.

PLANNING AND PROGRAMMING COMMITTEE
SEPTEMBER 20, 2017

SUBJECT: INTRODUCTION TO COUNTYWIDE PLANNING AND DEVELOPMENT'S FISCAL YEAR 2018 WORK PROGRAM

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the Countywide Planning and Development Fiscal Year 2018 Work Program.

ISSUE

This is an introduction to Countywide Planning and Development's Fiscal Year 2018 Work Program, which initiates future quarterly updates on significant projects and programs.

DISCUSSION

Countywide Planning and Development (CPD) is responsible for planning the Los Angeles County's regional transit system and programming federal, state and local transportation funds for the county's transit system, highway program and locally-sponsored, regionally-significant projects for all modes of transportation and related programs. As such, it is at the forefront for many of Metro's planning and policy efforts, along with having a significant role in the continuing implementation of those efforts through numerous programs. Direction and decisions about these significant policy and planning efforts come from the Metro Board of Directors.

This introductory overview of Countywide Planning and Development's Fiscal Year 2018 Work Program provides the foundation for future quarterly updates to keep the Board informed about the Board's prior and future decisions.

Countywide Planning and Development is comprised of four sections:

Long Range Transportation and Transit Corridors Planning

- maintain and update the Long Range Transportation Plan and its near-term capital investment plan (short range transportation plan)
- study, plan, design and environmentally clear new and substantially modified transit corridors involving a robust public process

- perform transportation modeling services
- provide research services
- facilitate subregional planning

Community Mobility Planning
- active transportation
- shared mobility
- sustainability
- transit-oriented communities/joint development
- systemwide connectivity
- systemwide design

Financial Planning, Programming and Grants
- strategic financial planning
- federal policy and programming
- state policy and programming
- grants

Real Estate Services and Property Management
- real estate acquisitions
- valuation
- administration
- asset management
- Union Station management

These sections are involved in six core service areas that support Metro's mission and its family of business units:

Countywide Planning and Policy Initiatives
- Includes planning and policy work that have cross-agency reach and long-term impacts

Study, Planning and Design for New High-capacity Transit and Active Transportation Facilities
- Includes studies and projects for regionally-significant transit and active transportation facilities

Agency-wide Services
- Services provided to other business units at Metro

Focused Programs and Projects
- Work efforts that implement adopted policies and plans

Support Role to Agency Initiatives
- Collaboration in support of other Metro business units that are responsible for agency-wide

initiatives

Ongoing Roles and Responsibilities

- Regular and routine tasks

A significant effort on the part of Countywide Planning and Development is the implementation of Measure M, which is transformative in its breadth and scale for Los Angeles County. Fulfilling that monumental commitment to the voters, along with routine responsibilities, some of which are substantial, have Countywide Planning and Development fully committed in terms of available personnel, budget and time.

NEXT STEPS

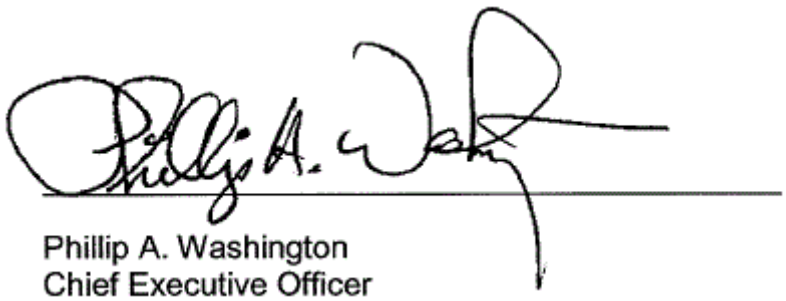
Countywide Planning and Development will provide a progress report on significant projects and programs in January 2018, covering through the second quarter of Fiscal Year 2018.

ATTACHMENTS

Attachment A - Fiscal Year 2018 Countywide Planning and Development Work Program Introductory Outline
Attachment B - Countywide Planning and Development Organizational Chart

Prepared by: Manjeet Ranu, Senior Executive Officer, (213) 418-3157
Cal Hollis, Senior Executive Officer, (213) 922-7319
Wil Ridder, Acting Senior Executive Officer, (213) 922-2887

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



Phillip A. Washington
Chief Executive Officer

FISCAL YEAR 2018 COUNTYWIDE PLANNING AND DEVELOPMENT WORK PROGRAM

1. About Countywide Planning and Development

a. Overall role in the Metro agency
   i. Responsible for planning the county's regional transit system and programming federal, state and local transportation funds for the county's transit system, highway program and locally-sponsored, regionally-significant projects for all modes of transportation and related programs

b. Organizational structure
   i. Long Range Transportation and Transit Corridors Planning: areas of focus are agency-wide planning and policy development, along with studying, planning and designing transit corridors
      1. maintain and update the Long Range Transportation Plan and its near term capital investment plan; study, plan, design and environmentally clear new and substantially modified transit corridors involving a robust public process; transportation modeling services; research services; facilitates subregional planning
   ii. Community Mobility Planning: areas of focus are policy and program implementation
      1. active transportation, shared mobility, sustainability, transit-oriented communities/joint development, systemwide connectivity and systemwide design
   iii. Financial Planning, Programming and Grants: areas of focus are maintaining the long-term transportation capital, operations and maintenance financial model, along with obtaining and distributing sources of funds to implement the Long and Short Range Transportation Plans
      1. Strategic financial planning; federal policy and programming; state policy and programming; grants
   iv. Real Estate Services and Property Management: areas of focus are acquiring property needed for Metro's transportation improvements, along with maintaining or placing into beneficial complementary uses Metro's non-operating property portfolio
      1. Real estate acquisitions, valuation, administration, asset management and Union Station management

c. Executive leadership team
   i. Therese McMillan, Chief Planning Officer
   ii. Calvin Hollis, Senior Executive Officer—Community Mobility Planning + Real Estate Services and Property Management
   iii. Manjeet Ranu, Senior Executive Officer—Long Range Transportation and Transit Corridors Planning
   iv. Vacant, Senior Executive Officer—Financial Planning, Programming and Grants
      1. Manjeet Ranu, interim
      2. Wil Ridder, acting (Executive Officer)
      3. Laurie Lombardi, interim direct report to CPO (Executive Officer)
   v. Regina Li-Armijo, Director, Finance and Administrative Management Services

2. **Countywide Planning and Policy Initiatives**
    a. Accelerators and Decelerators
    b. Long Range Transportation Plan Update
    c. Equity: definition and approach
    d. Countywide Bus Rapid Transit Study
    e. Measure M Administrative Procedures
    f. Transit-oriented Communities Policy and Program Development
    g. Complete Streets
    h. First and Last Mile
    i. Sustainability
    j. New State and Federal Funding Programs Implementation
    k. Los Angeles County Freight Plan
3. **Study, Planning and Design for New High-capacity Transit and Active Transportation Facilities**
    a. Light Rail Transit
        i. Eastside Transit Corridor Phase 2
        ii. South Bay/Green Line Extension
        iii. West Santa Ana Branch
        iv. West Santa Ana Branch Blue Line Express Service
    b. Heavy Rail Transit
        i. Purple Line Section 2
        ii. Purple Line Section 3
    c. Bus Rapid Transit
        i. Metro Orange Line Upgrades
        ii. North Hollywood to Pasadena
        iii. North San Fernando Valley
        iv. Vermont Corridor
    d. Other and to be Determined
        i. Airport Metro Connector
        ii. Arts District Station
        iii. Centinela –Crenshaw/LAX Grade Separation
        iv. East San Fernando Valley Transit Corridor
        v. Inglewood Connector
        vi. Sepulveda Pass Transit Corridor
        vii. West Santa Ana Branch – Eastside Extension Connector
    e. Bicycle/Pedestrian Infrastructure
        i. Rail to Rail/River
        ii. Los Angeles River Bicycle/Pedestrian Path Gap Closure
        iii. San Fernando Valley River Bike Path
        iv. Bicycle hubs development/implementation
4. **Agency-wide Services**
    a. Modeling
        i. Travel Demand Model
        ii. As-needed modeling
    b. Research
    c. Strategic Financial Planning
        i. Administration
        ii. Project funding

d. Grants Management and Oversight
    i. Grants Administration
    ii. Subrecipient Assistance
    iii. Subregional Grants Management
e. State and Federal Policy and Programming
    i. Federal Transportation Improvement Program (FTIP)
    ii. Federal Funding Programs (INFRA, TIGER, TIFIA)
    iii. State Funding Programs (RTIP, SB1, ATP, TIRCP/Cap and Trade)

5. Focused Programs and Projects

a. Shared Mobility (bikes, rideshare/employee transportation coordinator support, vanpool)
b. First-last mile connectivity, station area plans and pilot partnerships
c. Union Station Adjacent Infrastructure Improvements and Joint Development RFQ
d. Joint development
    i. Transit-oriented Communities Asset Map/Strategic Plan
    ii. Agency-wide development review coordination
    iii. Active Joint Development Projects Implementation
e. Systemwide Design, Transit-oriented Communities Integration and Adjacent Development Review
f. Parking Management
g. Real Estate Asset Management
h. Real Estate Acquisition Program
i. Union Station Operations and Management

6. Support Role to Agency Initiatives

a. Blue Line Grade Separations
b. Blue and Expo Lines Bottleneck Study
c. Division 20 and Turnback
d. Downtown Los Angeles Streetcar
e. Green Line Norwalk Extension
f. I-405 Master Plan Subregional Study
g. Link US
h. Municipal Operators Efficiencies Study
i. San Bernardino County Regional Rail Connectivity
j. Strategic Plan
k. System-wide Bus Restructuring
l. Tap Card Implementation for New Services (bike share, parking, etc.)

7. Ongoing Roles and Responsibilities

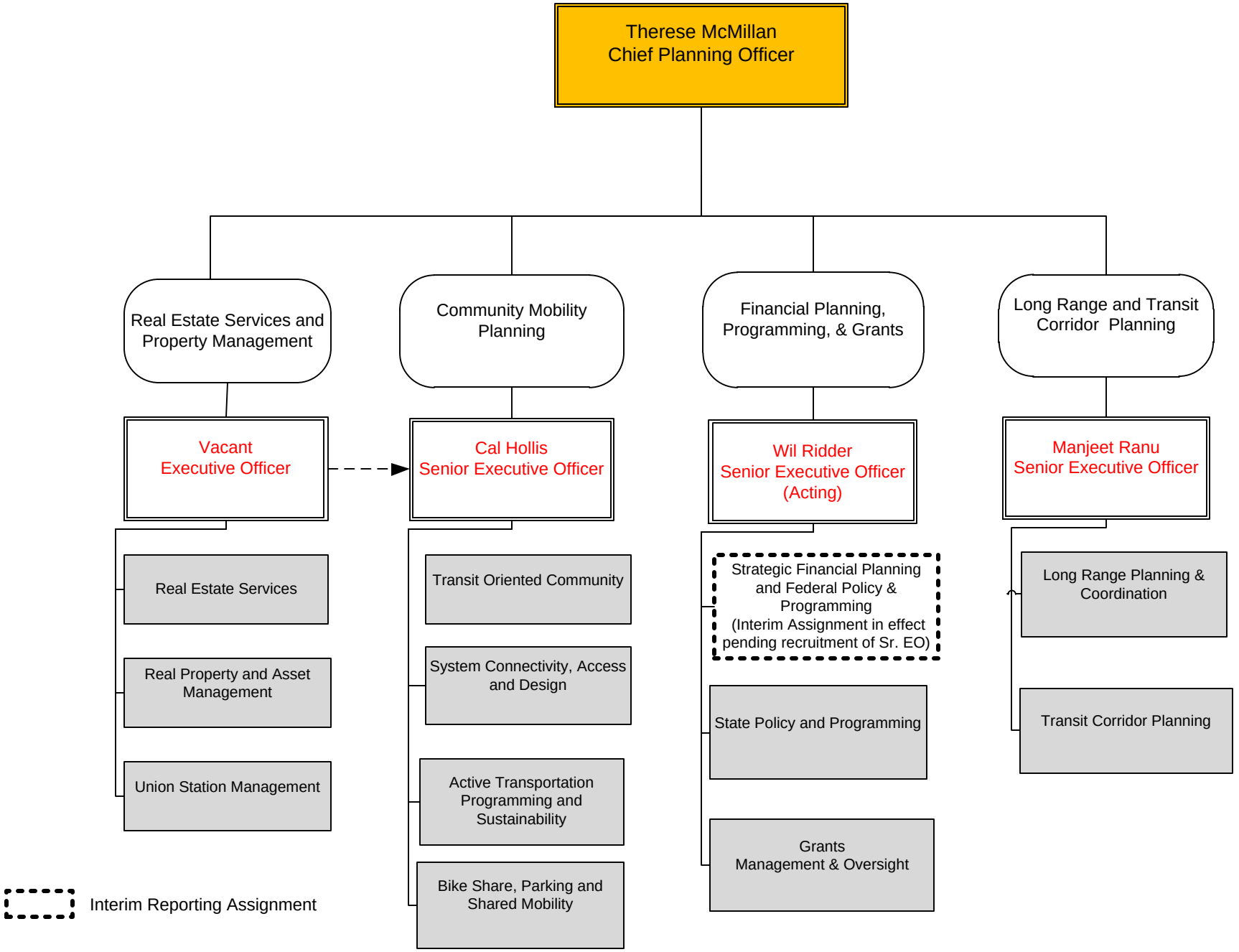
a. Technical support to Directors of the Board for special projects
b. Policy Advisory Council
c. Citizen Advisory Council
d. Technical Advisory Council
e. Department talent development
f. Review construction plans for consistency with approved projects
g. Mitigation Monitoring and Reporting Program support and oversight
h. Subregional coordination
i. Los Angeles Union Station/Civic Center Exploratory Task Force
j. Aging and Disability Transportation Network

Update: 8-14-2017

COUNTYWIDE PLANNING & DEVELOPMENT

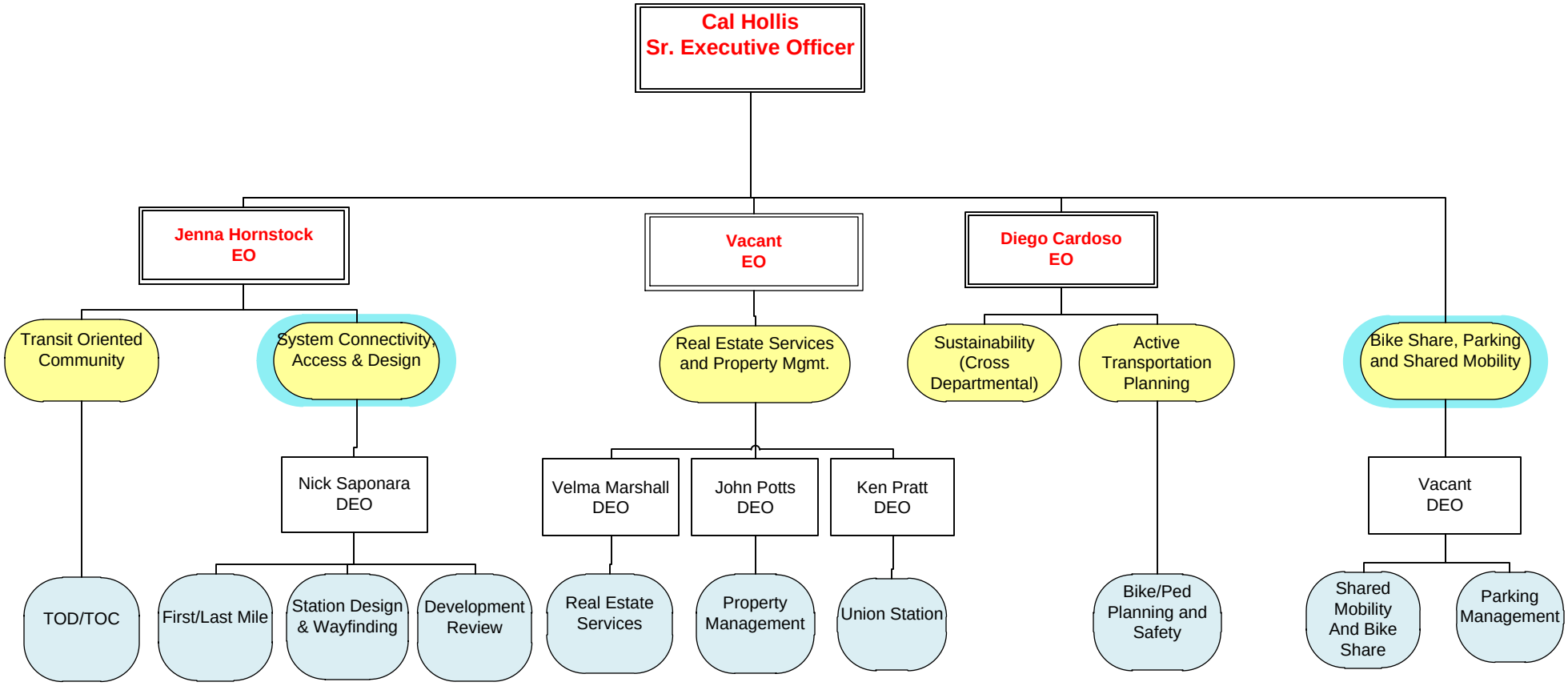
FY2018 INTERIM ORGANIZATIONAL CHART

ATTACHMENT B



COMMUNITY MOBILITY PLANNING

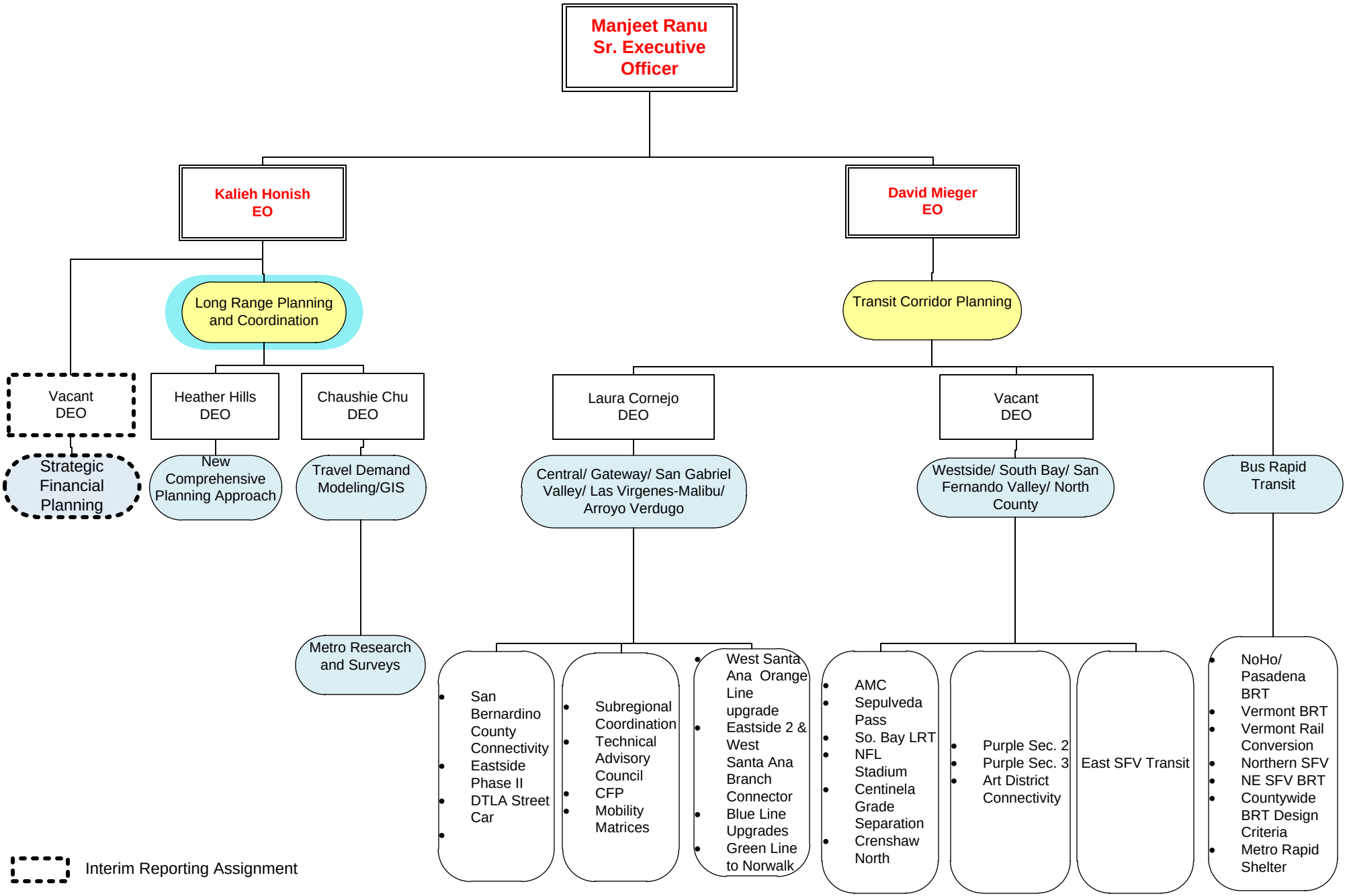
FY2018 INTERIM ORGANIZATIONAL CHART: UNIT OVERVIEW



Function impacted by Realignment

LONG RANGE AND TRANSIT CORRIDOR PLANNING

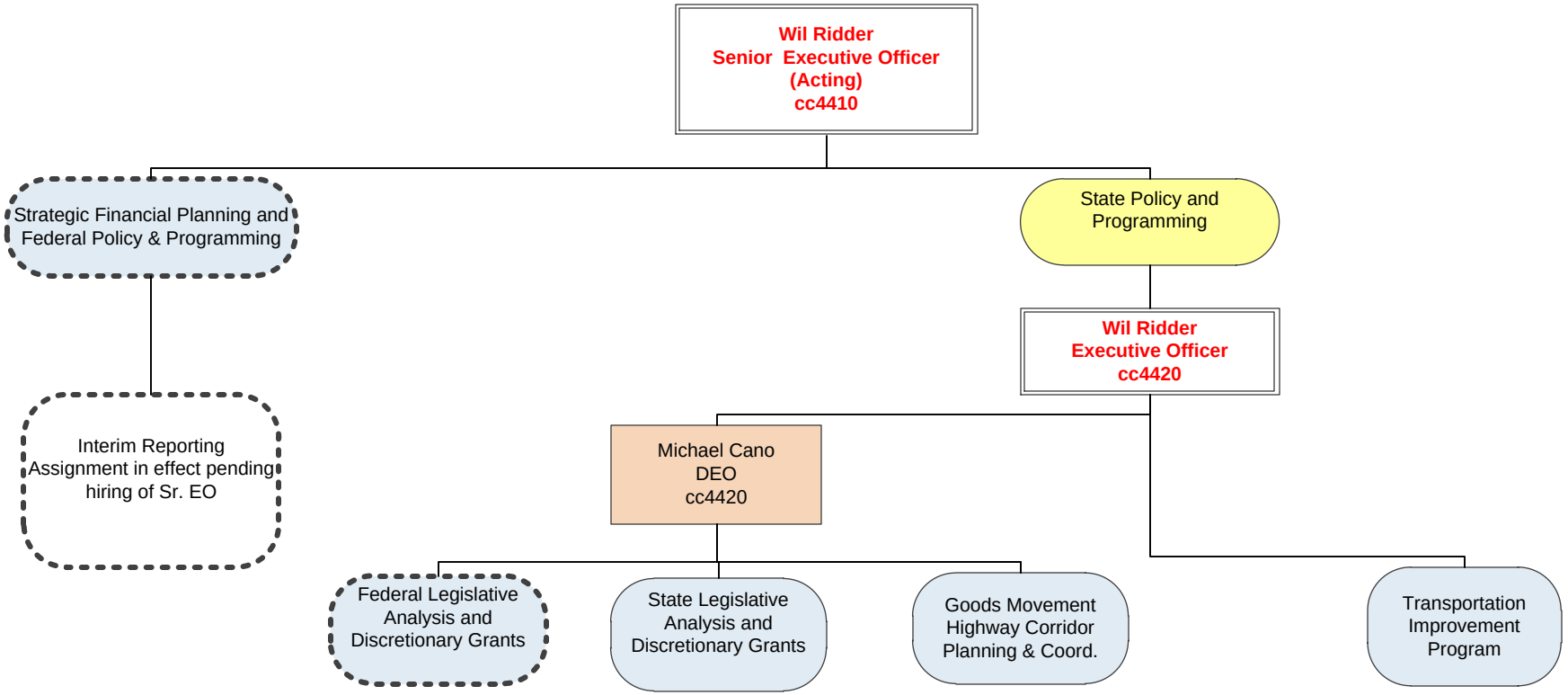
FY2018 INTERIM ORGANIZATIONAL CHART: UNIT OVERVIEW



Strategic Financial Planning, State Policy and Programming

FY2018 INTERIM ORGANIZATIONAL CHART: UNIT OVERVIEW

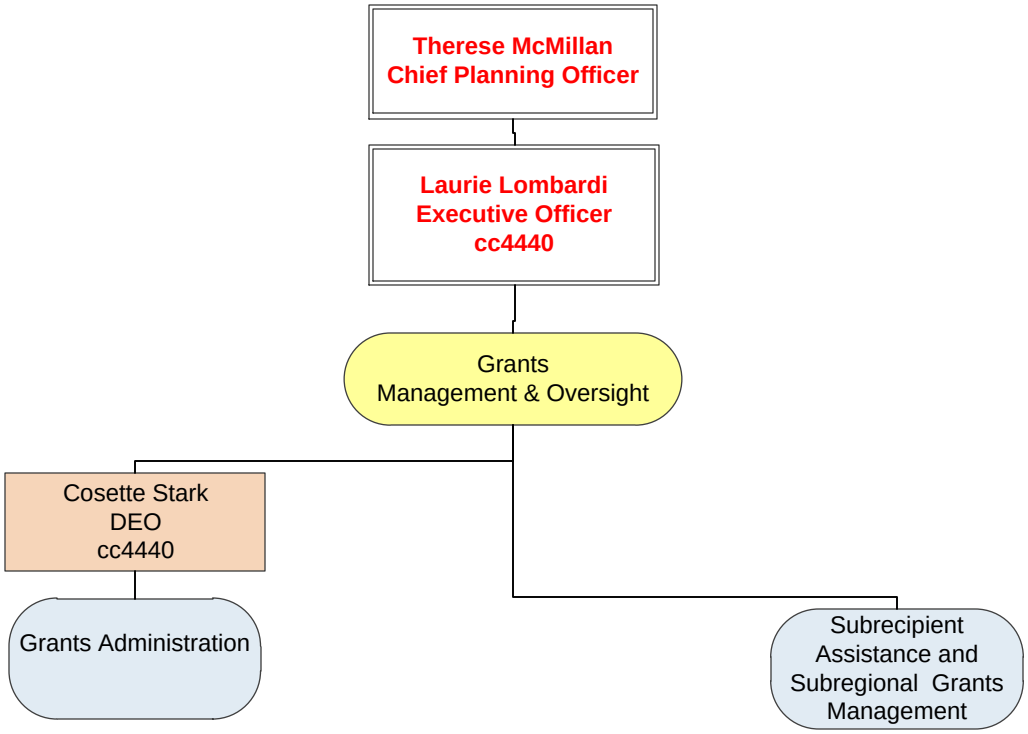
Update: 8-14-2017



Interim Reporting Assignment

Grants Management & Oversight

FY2018 INTERIM ORGANIZATIONAL CHART: UNIT OVERVIEW



Fiscal Year 2018
Work Program Introduction

Countywide Planning and Development
Therese McMillan, Chief Planning Officer

Metro

September 2017

Countywide Planning and Development Overview

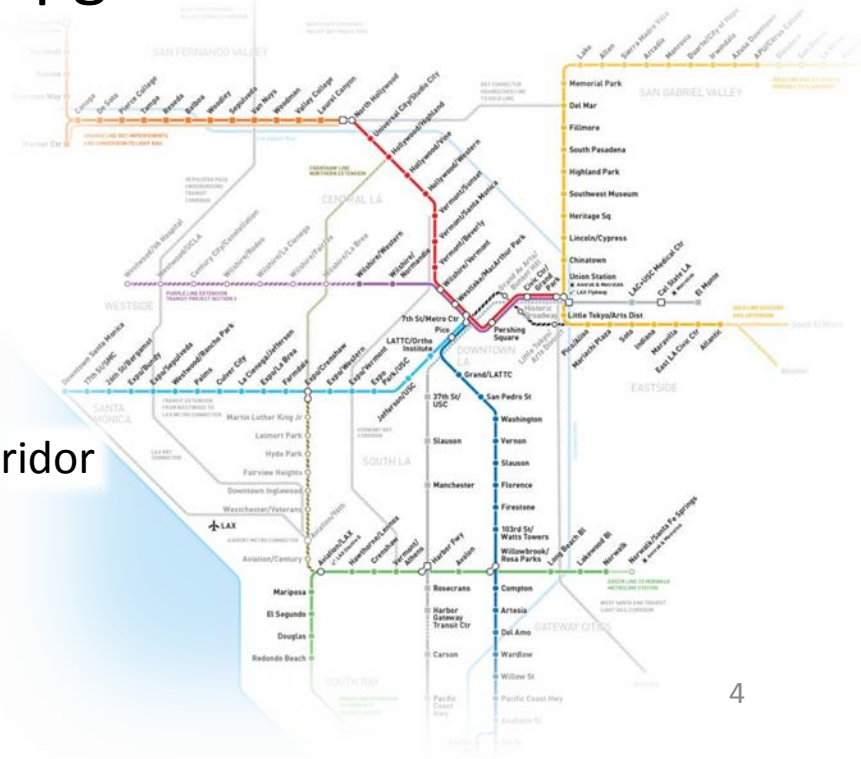
- Plans the county's regional transit system
- Programs transportation funds for county's transit system, highway program and locally-sponsored, regionally-significant projects for all modes of transportation
- Leads related programs in furthering agency plans, goals, policies and programs

Countywide Planning and Development Overview

- Four departments with 163 full time and 39 part time employees:
  - Long Range Transportation and Transit Corridors Planning
  - Community Mobility Planning
  - Financial Planning, Programming and Grants
  - Real Estate Services and Property Management

Long Range Transportation and Transit Corridors Planning

- Long Range Transportation Plan Update
- Measure M Administrative Procedures
- Studying, planning, designing and/or environmentally clearing new and substantially upgraded transit service lines
  - › 23 distinct projects/segments in various phases with a capital valuation exceeding $30 billion
    - – Purple Line Sections 2 and 3
    - – West Santa Ana Branch Transit Corridor
    - – Sepulveda Pass Transit Corridor



Community Mobility Planning

- Parking program
- Shared mobility/bicycle share program
- Transit-oriented communities
- 11 joint development projects
- Blue Line First/Last Mile Improvement Plan
- Rail to Rail/River Active Transportation Plan
- Alameda and Los Angeles Streets Improvements
- Sustainability Policy and Demonstration

Financial Planning, Programming and Grants

- **Financial planning:** Management of the 40-year countywide financial forecasting model
- **Strategic planning and programming:**
  - **New and revised funding:** strategy and priority-setting
  - **Freight:** preparation of LA County Goods Movement Strategic Plan
- **Funds management:**
  - **Grant funds:** over $5.7 billion in federal, state and regional grants
  - **Loan funds:** $1.9 billion in federal TIFIA loans
  - **Pass-through grants:** $7 billion in pass-through transportation grants to local jurisdictions and organizations

Real Estate Services and Property Management

- Real estate acquisition and portfolio management
  - Crenshaw/LAX
  - Airport Metro Connector
  - Purple Line Extension Sections 2 and 3
  - Regional Connector
  - Rosecrans Marquardt Grade Separation
  - Division 20 Turnback Project

Future Quarterly Updates

- Status updates on significant agency efforts led by Countywide Planning and Development
- Status updates on transit corridor projects

Questions Discussion

Metro

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

File #: 2017-0525, **File Type:** Program **Agenda Number:** 21.

PLANNING AND PROGRAMMING COMMITTEE
SEPTEMBER 20, 2017

SUBJECT: METROLINK SAN BERNARDINO LINE STRATEGIC STUDY

ACTION: AUTHORIZE STUDY

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

A. CONDUCT a study to evaluate the Metrolink San Bernardino Line and future Metro Gold Line Phase 2B services to develop strategies that would enable the two rail services to complement each other; and

B. PROGRAM $750,000 in Measure R 3% funds for the study.

ISSUE

Since the opening of Metro Foothill Gold Line Extension Phase 2A from Pasadena to Azusa in March 2016, the Metrolink San Bernardino (SB) Line, especially at the Metrolink Covina Station, has experienced a substantial decline in ridership. The next phase of the Gold Line Extension (Phase 2B) from Glendora to Montclair is being planned to share the San Gabriel subdivision with Metrolink. Three Gold Line stations will be constructed immediately adjacent to the three existing Metrolink stations in the cities of Pomona, Claremont and Montclair (refer to Attachment A Foothill Gold Line Glendora to Montclair Segment). Upon opening of the Foothill Gold Line Phase 2B, ridership on the Metrolink SB Line is expected to further decline.

The purpose of this study is to perform a comprehensive evaluation of both the existing Metrolink commuter rail service and future Metro Gold Line light rail service to proactively develop a toolbox of strategies that would enable the two rail services to complement each other, and to adjust to changing demands from the introduction of the Metro Gold Line service further east.

DISCUSSION

The Metrolink San Bernardino (SB) Line runs from Los Angeles Union Station (LAUS) to San Bernardino including 13 stations in Los Angeles and San Bernardino Counties. With 38 trains on a typical weekday, the SB Line is the busiest line in the Metrolink system carrying on average about 9,400 daily boardings on weekdays (3.1 million boardings a year)..

As of third quarter of FY17 (January to March 2017), the average weekday boarding at the Metrolink Covina station has declined by 25% compared to third quarter of FY16 (January to March 2016). Overall the Metrolink SB Line has experience a 7.6% decline in ridership over the same time period. The presumption is that a significant number of Metrolink riders that previously used the Covina Station has switched to the Gold Line service, opened on March 5, 2016. Currently the closest Gold Line station to the Metrolink Covina station is the Azusa (APU/Citrus College) station and they are about 4 miles apart.

Foothill Gold Line Extension Phase 2B

The Foothill Gold Line Extension Phase 2B project will extend the Metro Gold Line 12.3 miles to the east and add stations in the cities of Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair. Ridership on the Metro Gold Line system is currently exceeding 54,000 weekday boardings (16.6 million boardings per year) and ridership is anticipated to increase by another 18,300 daily weekday boardings with the extension of the line to Montclair. The project is currently planned to be substantially completed by 2026. The conceptual engineering plans show three new Gold Line stations (Pomona, Claremont and Montclair) to be located immediately adjacent to the three existing Metrolink stations, as well as new and expanded parking facilities that will be shared by Gold Line and Metrolink riders. The future Gold Line station in City of Claremont, in particular, is planned to be located at the existing Claremont Metrolink station, therefore requiring the relocation and construction of a new Metrolink station. In general, the close proximity between Metrolink and future Gold Line stations facilitates convenient transfers between the two rail services. It also provides two options for rail service into Downtown Los Angeles and a new option for Metrolink SB Line riders to transfer to the Metro Gold Line to reach destinations such as Pasadena and Monrovia.

However, based on a Gold Line Phase 2A survey conducted in March 2016, 57% of new Gold Line riders boarding at the new stations were destined to Pasadena, while only 29% traveled to Downtown Los Angeles. These results indicate that the Gold Line and Metrolink SB Line may be competing for some customers, but also serve uniquely different demands. Therefore, a comprehensive market research and travel demand analysis will be included within this effort.

Study Objective

The objective of this study is to proactively develop a toolbox of strategies that would make the Metrolink SB Line and future Gold Line services complimentary with each other to adjust to changing demands as the Metro Gold Line service continues to expand eastward.

The study will not evaluate changes to the major elements of the Gold Line Phase 2B project including the alignment, track configuration, crossings, utilities, structures and station locations.

Below are some initial strategies that will be further explored in the study:

1. Metrolink Service Options:
   a) New express, local and skip-stop service on SB Line between LAUS and Montclair,

between Montclair and San Bernardino, or between LAUS and San Bernardino
   b) Increased off-peak service frequency on SB Line

2. Metrolink Station Location Scenarios (Pomona, Claremont and Montclair)
   a) Scenario A: Co-location(current plan by Gold Line Phase 2B)
   b) Scenario B: Relocation
   c) Scenario C: Elimination
   d) Designation of transfer station(s) between the two rail services

3. Evaluate the sensitivity of change in fares and parking pricing to transit ridership
   a) The current Gold Line fare is $1.75 to ride between Azusa to LAUS and the travel time is 48 to 49 minutes. The daily parking rate at the APU/Citrus College Gold Line station is $3 for riders.
   b) The current Metrolink fare is $7.75 to ride between Covina and LAUS and the travel time is 39 to 44 minutes. The daily parking rate at the Covina Metrolink station is $2 for riders.

4. Marketing and promotional campaigns targeted to specific demands unique to Metrolink service

The study will include rail operations modeling to evaluate Metrolink service options and other strategies. The study will also consist of an inventory of ongoing and proposed capital projects and studies on infrastructure improvements along the SB Line corridor such as State of Good Repair projects, double-tracking projects, grade crossing and grade separation projects.

In addition, with the completion of the Mid-Valley Bus Rapid Transit Feasibility Study, two Bus Rapid Transit (BRT) options were identified along Ramona Blvd and Badillo St corridor. If built, these BRT services would provide alternatives to the congested I-10 freeway, operating between Highway 57 and El Monte Station. Omnitrans' sbX BRT provides north/south service along E St a short distance from the eastern terminus of the Metrolink SB Line in City of San Bernardino. Where applicable, these BRT services would be considered in this study as opportunities for coordination with the Metrolink SB Line.

The study will engage the public through market research to understand the public's sentiment on potential changes to service, parking fare structure, fare sensitivity, and other issues to help evaluate possible strategies including communication messages.

This study will develop a toolbox of strategies in collaboration with a new staff-level task force with representatives from San Gabriel Valley Council of Governments (SGVCOG), cities of Pomona and Claremont, Metro, Southern California Regional Rail Authority, Metro Foothill Gold Line Construction Authority, San Bernardino County Transportation Authority (SBCTA), Southern California Association of Governments (SCAG), and Foothill Transit. The objective of this staff-level task force is to offer recommendations that would allow for the efficient and cost effective operation of both Metrolink and Gold Line services to Montclair. Starting in October 2017, the task force will meet on a monthly basis or more frequently if needed.

Improvements on the Metrolink SB Line are being evaluated in two other planning studies led by other agencies:

SBCTA Diesel Multiple Unit (DMU) Planning Study

Metro and SBCTA have initiated a planning study of the feasibility and operating parameters for supplementing existing Metrolink Locomotive Hauled Coach (LHC) commuter rail service on the SB Line with DMU or Hybrid-rail service. The goals of the study include reviewing opportunities to optimize overall operating costs for rail service in the corridor while maintaining or improving the level of transit service. The study will review opportunities and identify the capital investments needed to operate traditional LHCs as express or skip stop service, while having the DMUs provide all-stop service along the corridor. This study is scheduled to be completed by end of 2017.

SCAG LA-SB Inter-County Transit Planning Study

SCAG, in cooperation with Metro and SBCTA, has been conducting a transit planning study for the corridor connecting the eastern San Gabriel Valley in Los Angeles County with the western San Bernardino Valley in San Bernardino County. The Inter-County Study is evaluating a range of transit options to provide the best mix of rail and bus service to connect travelers to, from and within the study area, as well as Ontario International Airport. The transit options include enhancements to Metrolink service, Hybrid-rail, Light Rail, and Bus Rapid Transit. This study is scheduled to be completed by end of 2017.

DETERMINATION OF SAFETY IMPACT

This study will not have an impact on safety standards for Metro. Any design concepts will be developed in coordination with Metrolink and in accordance with Metrolink standards. No safety impacts are expected.

FINANCIAL IMPACT

Staff is requesting $750,000 in Measure R 3% programming authority for this study. Funds are available in the FY18 budget in Cost Center 2415, Regional Rail. Approximately $4.5 million has been budgeted in FY18 for the Brighton to Roxford Double Track Project. However, since the East San Fernando Valley Transit Corridor Project will be affecting approximately 2 miles of the alignment of the Brighton to Roxford Double Track Project beginning at the San Fernando Metrolink station, the Brighton to Roxford Double Track Project is on pause until Spring 2018 to allow the East San Fernando Valley Transit Corridor Project to catch up. Therefore, Regional Rail staff has identified sufficient funds in the FY18 budget to reprioritize $750,000 from the Brighton to Roxford Double Track Project to fund this study. As a result there is no impact to the FY 18 budget.

Impact to Budget

A. Source of funds: $750,000 in Measure R 3% funds

Measure R 3% funds are for Metrolink commuter rail planning, engineering, and capital projects in

Los Angeles County. They are not eligible to be used for Metro bus or rail operations or capital expenses.

ALTERNATIVES CONSIDERED

An alternative to this study is to not perform the study. This is not recommended since the decline in Metrolink SB Line ridership is anticipated to continue with the opening of Gold Line Phase 2B without any modifications to the current service. In addition, the study has the potential of identifying cost efficiencies in the service delivery of the Foothill Gold Line Phase 2B Project as well as the operation of Metrolink commuter rail service in the future.

NEXT STEPS

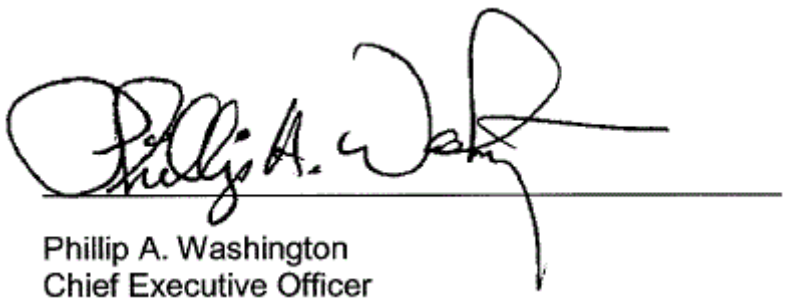
With the Board's approval, Metro Regional Rail staff will develop a Request for Proposals to seek a qualified consultant from the Regional Rail Engineering and Planning Bench and begin the procurement process. Staff is planning to begin the study in early 2018.

ATTACHMENTS

A - Foothill Gold Line Glendora to Montclair Segment

Prepared by: Vincent Chio, Senior Engineer, Regional Rail, (213) 418-3178
Jeanet Owens, Senior Executive Officer, Regional Rail, (213) 418-3189

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



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

Glendora to Montclair Segment

Approved by Construction Authority Board of Directors – March 2013

Foothill Gold Line

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

File #: 2017-0535, **File Type:** Contract **Agenda Number:** 22.

PLANNING AND PROGRAMMING COMMITTEE
SEPTEMBER 20, 2017

SUBJECT: METRO RIDESHARE/SHARED MOBILITY PROGRAM SUPPORT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award firm fixed price Contract No. PS42183000 to Innovative TDM Solutions, Inc. (ITS), for a three-year base term in the amount of $1,767,263.93, with two, one-year options, each in the amount of $596,590.88, for a total value of $2,960,445.69 for **Metro Rideshare/Shared Mobility Program Support** services in Los Angeles County, subject to resolution of protest(s), if any.

ISSUE

Since the 1980's, Metro has provided funding and ridesharing/shared mobility assistance through a variety of approaches to Los Angeles County employers and commuters. In 2014, Metro's Shared Mobility and Implementation department entered into a TRI-Regional County Transportation Commissions (CTC) Partnership with the Orange County Transportation Authority (OCTA) and Ventura County Transportation Commission (VCTC). The main focus of this collaborative effort is to provide systematic tri-regional ridesharing/shared mobility assistance to drive-alone commuters and to employer Employee Transportation Coordinators (ETC) as a way to meet air quality regulations and/or implement congestion management strategies by offering, promoting and encouraging their employees to participate in a variety of green trip options, such as transit, carpooling, vanpooling, biking and walking.

In addition, Metro's Shared Mobility and Implementation team oversees auxiliary related programs, such as ETC follow-up compliance training classes, personalized South Coast Air Quality Management District (SCAQMD) Rule 2202 Employee Commute Reduction Program (ECRP) assistance and Trip Reduction Plan (TRP) support, which includes SiSense training (data management and reporting), Average Vehicle Ridership (AVR) surveying and reporting, and the production and distribution of customized RideGuides.

We also encourage and promote Commuter Benefits, flex/tiered work schedules, employer-based transit and vanpool subsidies, incentive/rewards programs, Guaranteed Ride Home (GRH), Metro Rewards and a Go Metro to Work Free for One
Week program for new hires.

Also, within our scope of operation, we conduct semi-annual Rideshare/Shared Mobility certification workshops, facilitate regional awards/recognition ceremonies (California Rideshare Week/ETC Diamond Awards), produce the ridesharing/shared mobility "On The Go" newsletter(s), foster regional publicity through the support of "on-air" traffic reporters, assist with outreach activities and work collaboratively with Transportation Management Associations/Organizations (TMA/Os) and the SCAQMD.

Any and all of these services are available to both Rule 2202-regulated employers and employers under local city compliance ordinances. Non-regulated employers and general public commuters may also use our services. The Rideshare/Shared Mobility Program is also part of the Metro's Long Range Transportation Plan to assist the region in reducing traffic congestion and improving air quality.

DISCUSSION

Managing congestion-reduction strategies and air quality compliance regulations is complex and requires a solid knowledge base and strong industry specific relationships. Metro relies on a highly-trained and dedicated contractor to assist with and provide our required broad range of services. The current contract for this service and support function is set to expire October 1, 2017. This new Contract will allow Metro's Shared Mobility and Implementation unit the ability to continue to provide our exceptional rideshare/shared mobility services to Los Angeles County Employer ETCs, non-regulated employers and to individual non-represented commuters.

The recommended contractor will be responsible for several primary tasks and deliverables. While the statement of work (SOW) outlines the responsibilities in comprehensive detail, the following summarizes the related duties: RidePro-RP35 and SiSense Program Software and database maintenance, ECRP; process AVR transportation survey and reporting; TRP support and RideGuide processing and distribution; respond to in/outbound calls, emails and online inquires; incentive program eligibility and fulfillment; personalized support to commuters; one-on-one training and support to employer ETCs and TMA/Os; organize and provide assistance at county rideshare/shared mobility events; and support overall program growth initiatives, as well as conduct monthly ETC briefings training.

The recommended contractor is trained in RidePro-RP35 and SiSense and will oversee the Los Angeles County portion of the regional database, which will ensure a standardized rideshare/shared mobility operating system with OCTA and VCTC. This customized proprietary software product provided by Trapeze Software Group (TripSpark), Inc. is under a separate contract. All CTC partners have participated in the design and build-out of the TRI-Regional ridesharing/share mobility database and reporting system.

DETERMINATION OF SAFETY IMPACT

The Board action will not have a negative impact on the safety of Metro's patrons or employees. One can maintain that with fewer single occupancy vehicles on the roadways, the safer the commute is for everyone travelling throughout the region via transit, carpooling, vanpooling, biking and walking. The

Metro Rideshare/Shared Mobility Program has demonstrated effectiveness in reducing the number of cars on the road during the peak commute period, which contributes to public safety. Currently, Metro provides support to over 230,000 commuters and over 700 (and growing) Los Angeles worksites regulated by SCAQMD Rule 2202 and local Transportation Demand Management city ordinances.

FINANCIAL IMPACT

The FY18 budget includes $1.2 million for professional services in Cost Center 4540, Shared Mobility and Implementation, Project 405547, Rideshare Services. The project manager will be accountable for managing costs during the term of this contract. Since this is a multi-year contract, the cost center manager and the Chief Planning Officer will be responsible for budgeting the cost in future years.

Impact to Budget

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

ALTERNATIVES CONSIDERED

The Board can choose not to authorize the CEO to award this Contract. Staff does not recommend this option because services will lapse and Metro will no longer be able to provide support to 700+ worksites regulated by SCAQMD's Rule 2202 and/or local city ordinances in Los Angeles County and ride matching services to 230,000 commuters. Incentive programs would terminate and countywide support of rideshare services would end. Critical support programs that employer ETCs are dependent on, such as the ECRP and TRP, which include annual surveying and AVR reporting, would also cease and cause undue hardship on regulated employers throughout the Los Angeles region. Employers not submitting their ECRP TRP on an annual basis and on time may be subject to a fine imposed by the SCAQMD.

Moreover, Metro is the holder of a license agreement with Trapeze Software Group, Inc. for the use of RidePro in partnership with the OCTA and VCTC, and without the continuation of this work, Metro would not have the capability to immediately provide staff resources to continue using RidePro and would lose the financial investment in this database. The impact to the regional partners would be significant, since Los Angeles County participants are 72% of the database and the maintenance of this database information would lapse.

NEXT STEPS

Upon Board approval, staff will execute Contract No. PS42183000 with Innovative TDM Solutions for Metro Rideshare/Shared Mobility Program Support services.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Martin Buford, Regional Shared Mobility Manager (213) 922-2601
Dolores Roybal-Saltarelli, Sr. Director, Shared Mobility (213) 922-3024
Cal Hollis, Sr. Executive Officer, Countywide Planning (213) 922-7319

Reviewed by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051

Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

METRO RIDESHARE/SHARED MOBILITY PROGRAM SUPPORT PS42183000

1.	**Contract Number**: PS42183000	
2.	**Recommended Vendor**: Innovative TDM Solutions	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: June 1, 2017	
	B. Advertised/Publicized: June 1, 2017	
	C. Pre-Proposal Conference: June 15, 2017	
	D. Proposals Due: July 3, 2017	
	E. Pre-Qualification Completed: August 24, 2017	
	F. Conflict of Interest Form Submitted to Ethics: August 7, 2017	
	G. Protest Period End Date: September 19, 2017	
5.	**Solicitations Picked up/Downloaded**: 75	**Bids/Proposals Received**: 2
6.	**Contract Administrator**: Gina Romo	**Telephone Number**: (213) 922-7558
7.	**Project Manager**: Martin Buford	**Telephone Number**: (213) 922-2601

A. Procurement Background

This Board Action is to approve Contract No. PS42183000 issued in support of the rideshare/shared mobility program which assists Los Angeles County based Transportation Management Association and Organization and Employee Transportation Coordinators, of participating employers, to manage and comply with the South Coast Air Quality Management District (SCAQMD) Rule 2202, On-Road Mitigation Options. Board approval of contract awards are subject to resolution of any properly submitted protest.

The Request for Proposal (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price. The RFP was issued with a Small Business Enterprise (SBE) goal of 12 percent and a Disabled Veteran Business Enterprise (DVBE) goal of 3 percent.

One amendment was issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on June 23, 2017, clarified ridematching activities and disbursement of information to schools were not required and were removed from the Statement of Work and further clarified the requirement to provide personalized bilingual (English/Spanish) customer services assistance Monday through Friday by telephone, email or online and was added to the Statement of Work.

A total of 75 firms downloaded the RFP and were included in the planholder's list. A total of two proposals were received on July 3, 2017.

A pre-proposal conference was held on June 15, 2017, and was attended by 11 participants representing 10 firms. There were 37 questions asked and responses were released prior to the proposal due date.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro Countywide Planning Department and Ventura County Transportation Demand Management was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- Transportation Demand Management (TDM) Rideshare/ Shared Mobility Related Qualifications — 30 percent
- Experience, Staffing and Project Coordination — 25 percent
- Work Plan — 25 percent
- Price — 20 percent

The evaluation criteria are appropriate and consistent with criteria developed for other, similar TDM services. Several factors were considered when developing these weights, giving the greatest importance to TDM Rideshare/Shared Mobility Related Qualifications.

Both proposals received were determined to be within the competitive range. The two firms are listed below in alphabetical order:

1. Innovative TDM Solutions
2. Steer Davies Gleave

The PET members independently evaluated and scored the technical proposals from July 7, 2017 through July 14, 2017. Based on the proposals, the PET unanimously agreed that interviews were not necessary due to the regulatory and administrative requirements of this program and the clearly defined proposals showing each firm's area of expertise and specific skillsets.

Qualifications Summary of Firms within the Competitive Range:

Innovative TDM Solutions

Innovative TDM Solutions (ITS), formerly known as Inland Transportation Services, is a small Transportation Demand Management (TDM) firm. ITS has staff who are bilingual, SCAQMD certified Employee Transportation Coordinators (ETCs), and assisted in the creation of the Average Vehicle Ridership software program utilized by over 700 employers in Los Angeles, Orange and Ventura Counties. ITS has been successfully providing Metro with rideshare/shared mobility program support for the past 12 years. ITS has staff members assigned full time to the project running surveys, providing training to ETCs, assisting employers with rideshare/shared mobility programs, providing outreach and education, and growing the program through additional participating employers and rideshare/shared mobility users. The Van Stratten Group, the SBE subcontractor, will be the on-site trainer and provide outreach. Bayfish Creative Management, the DVBE subcontractor, will conduct marketing presentations, create new employer output reports analyzing data in a visual context, assist with growing social media and digital marking strategies.

Steer Davies Gleave

Steer Davies Gleave (SDG) is focused on the planning and development of transportation programs to reduce single occupant trips and mileage through the use of sustainable alternatives. SDG developed the Transit Master Plan for Sacramento's Regional Transit District and has recently completed the Orange County Complete Streets Initiative. SDG has been managing the Glendale TDM program and has worked closely with the Go Verdugo program consisting of Transportation Management Associations in Glendale, Burbank and Pasadena. SDG is working with the City of Santa Monica on a Transportation Management Organization and to promote Metro's Expo Line extension into Santa Monica. SDG's background in developing TDMs and new program ideologies does not specifically address Metro's need or the requirements of the RFP. Metro's program is well established and has the sustaining power of over 700 employer clients. Metro needs a firm to manage the administrative and regulatory requirements of the program. SDG did not demonstrate adequate experience managing a rideshare program the size and breadth of Metro's.

Following is a summary of the PET evaluation scores:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	**Innovative TDM Solutions**				
3	TDM Rideshare/Shared Mobility Qualifications	87.00	30.00%	26.10	
4	Experience, Staffing and Project Coordination	65.00	25.00%	16.25	
5	Work Plan	67.50	25.00%	16.88	
6	Price	100.00	20.00%	20.00	
7	**Total**		**100.00%**	**79.23**	**1**
8	**Steer Davies Gleave**				
9	TDM Rideshare/Shared Mobility Qualifications	66.00	30.00%	19.80	
10	Experience, Staffing and Project Coordination	55.00	25.00%	13.75	
11	Work Plan	52.50	25.00%	13.13	
12	Price	75.00	20.00%	15.00	
13	**Total**		**100.00%**	**61.68**	**2**

C. Price Analysis

The recommended price has been determined to be fair and reasonable based upon adequate price competition, an independent cost estimate (ICE), price analysis, technical analysis, fact finding, and negotiations. Metro successfully negotiated a cost savings of $277,501 primarily due to reductions in the overhead rate and profit.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
1.	Innovative TDM Solutions	$3,237,947.08	**3,442,497.89**	**$2,960,445.69**
2.	Steer Davies Gleave	$4,333,348.28	**3,442,497.89**	

D. Background on Recommended Contractor

The recommended firm, Innovative TDM Solutions (ITS), located in Riverside, CA has been in business for 28 years in the field of Transportation Demand Management and is a leader in TDM. ITS, formerly known as Inland Transportation Services, is the incumbent contractor for the Metro Rideshare/Shared Mobility

Program Support and has provided Metro with these services for the past 12 years. The proposed team is comprised of staff from ITS and two subcontractors, one is SBE certified and the other is DVBE certified. Cumulatively, the team has over 100 years of experience in TDM. The President and founder of ITS has served as the Project Manager for Metro's rideshare program since 2005 and has received 17 local, regional, and national industry awards. The proposed on-site supervisor has 23 years of experience in the TDM industry, including 12 consecutive years working with the Metro Rideshare Program Support project. SBE subcontractor, The Van Stratten Group, has over 37 years of experience in TDM. Bayfish Creative Management, the DVBE subcontractor, has 19 years of experience providing marketing related support.

ITS is the incumbent provider for these services, and their services have been satisfactory.

DEOD SUMMARY

METRO RIDESHARE/SHARED MOBILITY PROGRAM SUPPORT
PS42183000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 15% goal, inclusive of a 12% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. Innovative TDM Solutions exceeded the goal by making a 13.21% SBE and 3.65% DVBE commitment.

Small Business Goal	12% SBE 3% DVBE	Small Business Commitment	13.21% SBE 3.65% DVBE

	SBE Subcontractors	% Committed
1.	The Van Stratten Group, Inc.	13.21%
	Total Commitment	**13.21%**

	DVBE Subcontractors	% Committed
1.	Bayfish Creative Management	3.65%
	Total Commitment	3.65%

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.