

Metro

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



Agenda - Final

Wednesday, April 11, 2018

2:00 PM

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

Planning and Programming Committee

Jacquelyn Dupont-Walker, Chair

Hilda Solis, Vice Chair

Kathryn Barger

Mike Bonin

Ara Najarian

Carrie Bowen, non-voting member

Phillip A. Washington, Chief Executive Officer

METROPOLITAN TRANSPORTATION AUTHORITY BOARD RULES

(ALSO APPLIES TO BOARD COMMITTEES)

PUBLIC INPUT

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

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

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

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

CONDUCT IN THE BOARD ROOM - The following rules pertain to conduct at Metropolitan Transportation Authority meetings:

REMOVAL FROM THE BOARD ROOM The Chair shall order removed from the Board Room any person who commits the following acts with respect to any meeting of the MTA Board:

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

INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD

Agendas for the Regular MTA Board meetings are prepared by the Board Secretary and are available prior to the meeting in the MTA Records Management Department and on the Internet. Every meeting of the MTA Board of Directors is recorded on CD's and as MP3's and can be made available for a nominal charge.

DISCLOSURE OF CONTRIBUTIONS

The State Political Reform Act (Government Code Section 84308) requires that a party to a proceeding before an agency involving a license, permit, or other entitlement for use, including all contracts (other than competitively bid, labor, or personal employment contracts), shall disclose on the record of the proceeding any contributions in an amount of more than \$250 made within the preceding 12 months by the party, or his or her agent, to any officer of the agency, additionally PUC Code Sec. 130051.20 requires that no member accept a contribution of over ten dollars (\$10) in value or amount from a construction company, engineering firm, consultant, legal firm, or any company, vendor, or business entity that has contracted with the authority in the preceding four years. Persons required to make this disclosure shall do so by filling out a "Disclosure of Contribution" form which is available at the LACMTA Board and Committee Meetings. Failure to comply with this requirement may result in the assessment of civil or criminal penalties.

ADA REQUIREMENTS

Upon request, sign language interpretation, materials in alternative formats and other accommodations are available to the public for MTA-sponsored meetings and events. All requests for reasonable accommodations must be made at least three working days (72 hours) in advance of the scheduled meeting date. Please telephone (213) 922-4600 between 8 a.m. and 5 p.m., Monday through Friday. Our TDD line is (800) 252-9040.

LIMITED ENGLISH PROFICIENCY

A Spanish language interpreter is available at all Board Meetings. Interpreters for Committee meetings and all other languages must be requested 72 hours in advance of the meeting by calling (213) 922-4600 or (323) 466-3876.



323.466.3876 x2

Español

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한국어

日本語

中文

русский

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ภาษาไทย

Tiếng Việt

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Copies of Agendas/Record of Board Action/Recordings of Meetings - (213) 922-4880 (Records Management Department)

General Information/Rules of the Board - (213) 922-4600

Internet Access to Agendas - www.metro.net

TDD line (800) 252-9040

NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA

CALL TO ORDER**ROLL CALL****APPROVE Consent Calendar Item(s): 17.**

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

CONSENT CALENDAR

- 17. SUBJECT: METROPOLITAN PLANNING AGREEMENT UPDATE** [2018-0064](#)
WITH SCAG AND LOS ANGELES COUNTY TRANSIT OPERATORS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute a revised Memorandum of Understanding (MOU) between the Southern California Association of Governments (SCAG), the Los Angeles County Metropolitan Transportation Authority (Metro) and Los Angeles County Transit Operators.

Attachments: [Attachment A - Memorandum of Understanding](#)

NON-CONSENT

- 18. SUBJECT: ORIENTATION AND CONTEXT MODULE FRAMEWORK** [2018-0003](#)
FOR THE LONG RANGE TRANSPORTATION PLAN UPDATE

RECOMMENDATION

RECEIVE AND FILE the Orientation and Context Module Framework for the Long Range Transportation Plan (LRTP) Update (Attachment A).

Attachments: [Attachment A - LRTP Draft Orientation and Context Framework Presentation](#)

- 19. SUBJECT: BLUE LINE FIRST/LAST MILE PLAN** [2017-0928](#)

RECOMMENDATION

CONSIDER:

A. ADOPTING Blue Line First/Last Mile Plan, and

B. AUTHORIZING the Chief Executive Officer to seek grant funding for Plan implementation.

Attachments: [Attachment A - Blue Line First/Last Mile Plan Executive Summary](#)
[Attachment B - Board Motion 14.1](#)
[Attachment C - Board Motion 14.2](#)
[Presentation](#)

- 20. SUBJECT: METROLINK SAN BERNARDINO LINE (SBL) [2018-0099](#)**
25 PERCENT FARE DISCOUNT SIX-MONTH PILOT PROGRAM

RECOMMENDATION

CONSIDER:

- A. APPROVING the Metrolink San Bernardino Line 25% Fare Discount Six-month Pilot Program;
- B. PROGRAMMING up to \$2 Million in prior year Proposition C 10% surplus funds for FY 2018-19 funding only for the Metrolink SBL 25% Fare Discount Six-month Pilot Program; and
- C. AUTHORIZING the CEO to enter into all agreements necessary to implement the Metrolink SBL 25% Fare Discount Pilot Program.

Attachments: [Attachment A -- Metro Board Motion #44](#)
[Attachment B -- Metrolink Staff Report](#)
[Attachment C -- SBCTA Staff Report](#)

- 21. SUBJECT: STATE ROUTE 138 STATE TRANSPORTATION [2018-0107](#)**
IMPROVEMENT PROGRAM (STIP) PROJECTS

RECOMMENDATION

CONSIDER:

- A. APPROVING the pursuit of a State Transportation Improvement Program (STIP) Amendment, pursuant to Assembly Bill (AB) 3090 provisions, to advance local funding for delivery of the State Route 138 highway widening projects described in Attachment A;
- B. PROGRAMMING up to \$44.7 million in federal Surface Transportation Block Grant Program (STBGP) funds for the identified projects; and
- C. AUTHORIZING the CEO to negotiate and enter into an agreement for the future repayment of state funds with Caltrans.

Attachments: [Attachment A - Project Descriptions for SR 138 Segments 4, 6 & 13](#)
[Attachment B - 2018 STIP Adjustments for SR 138, Segments 4, 6 & 13](#)

GENERAL PUBLIC COMMENT

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

COMMENTS FROM THE PUBLIC ON ITEMS OF PUBLIC INTEREST WITHIN COMMITTEE'S
SUBJECT MATTER JURISDICTION

Adjournment



Metro

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

Board Report

File #: 2018-0064, File Type: Agreement

Agenda Number: 17.

PLANNING AND PROGRAMMING COMMITTEE APRIL 11, 2018

**SUBJECT: METROPOLITAN PLANNING AGREEMENT UPDATE
WITH SCAG AND LOS ANGELES COUNTY TRANSIT
OPERATORS**

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute a revised Memorandum of Understanding (MOU) between the Southern California Association of Governments (SCAG), the Los Angeles County Metropolitan Transportation Authority (Metro) and Los Angeles County Transit Operators.

ISSUE

Federal Rule (23 CFR 450.314) determines mutual responsibilities in the metropolitan transportation planning and programming processes. Recent updates to this rule require SCAG to make minor amendments to the existing MOU, known as the Metropolitan Planning Agreement (Agreement), between SCAG, Metro and Los Angeles County Transit Operators.

DISCUSSION

Background

The Agreement defines roles, responsibilities, and coordination processes for Metro, SCAG, and Transit Operators in the planning process for Los Angeles County. SCAG is the agency with the overall responsibility for comprehensive and coordinated regional transportation planning in the six-county SCAG region, including Los Angeles County. These responsibilities primarily include, but are not limited to, preparation and adoption of the Regional Transportation Plan (RTP) and Federal Transportation Improvement Plan (FTIP).

Metro is responsible for continuous and comprehensive transportation planning and project implementation within Los Angeles County. Some of these responsibilities include the development and adoption of the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP) for Los Angeles County, development of corridor and sub-regional studies, and allocation of transit funds to Los Angeles County Transit Operators.

Transit Operators are responsible for coordinating with Metro regarding their capital and operating needs, including submittal of projects for inclusion into the LRTP and TIP for Los Angeles County.

Together, coordinated efforts between Metro, SCAG, and Transit Operators involve a consultative process that follows applicable federal and state laws, as well as regulations pertaining to the roles and responsibilities of each agency in carrying out metropolitan transportation planning. Through the Agreement, the parties agree to collaborate on regional/county/local transportation issues, integrate goals and objectives, estimate funds availability, and implement federal performance reporting and performance-based planning provisions.

Metro, SCAG and seventeen (17) Los Angeles County Transit Operators entered into the original Metropolitan Planning Agreement in March 2007. The Agreement identifies the Metropolitan Planning Organization SCAG, Metro and Transit Operators as the responsible "Parties," with provisions to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning and programming processes, in accordance with 23 CFR 450.314

Agreement Revisions

New federal requirements being incorporated into this amendment include:

- New performance-based planning requirements;
- New transit asset management requirements; and
- FTA Section 5307 Program of Projects & Public Participation.

Transit Asset Management (TAM) staff in the Metro Risk, Safety and Asset Management Department has reviewed and commented on the draft MOU. County Counsel has also reviewed and commented on the draft MOU. Both sets of comments were incorporated and accepted by SCAG.

On February 20, 2018, SCAG staff presented the MOU amendments to the Bus Operator Subcommittee to update the Transit Operators of this process because all operators are required to approve and execute the amended MOU. SCAG's Regional Council authorized their CEO to execute the MOU amendment at their March 1, 2018 meeting.

Considerations

If the MOU is not updated, Metro will be out of compliance with the federal planning regulations and would have to assume transit data reporting responsibilities for Los Angeles County transit operators now performed by SCAG.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

There is no impact to the current fiscal year budget nor any anticipated impact to future budgets.

NEXT STEPS

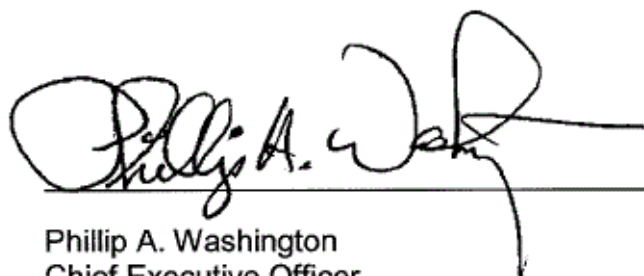
If approved, the Metro CEO will execute the revised Memorandum of Understanding among the Southern California Association of Governments, the Los Angeles County Metropolitan Transportation Authority, and Los Angeles County Transit Operators.

ATTACHMENTS

Attachment A - Memorandum of Understanding

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

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



Phillip A. Washington
Chief Executive Officer

Attachment A

Memorandum of Understanding Among the Southern California Association of Governments, the Los Angeles County Metropolitan Transportation Authority, and Los Angeles County Transit Operators

This Memorandum of Understanding (MOU), is entered into and effective this _____ day of _____, 2018, among the Southern California Association of Governments (SCAG), the Los Angeles Metropolitan Transportation Authority (Metro), and Los Angeles County Transit Operators, to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning and programming processes, in accordance with 23 CFR 450.314. The undersigned Los Angeles County Transit Operators include the transit operators and paratransit operator operating in Los Angeles County, and are collectively referred to herein as the “Transit Operators.” SCAG, Metro, and Transit Operators are referred to herein individually as a “Party” and collectively as the “Parties.”

RECITALS

WHEREAS, SCAG is a Joint Powers Agency formed pursuant to Section 6502 of the California Government Code;

WHEREAS, SCAG is the designated Metropolitan Planning Organization (MPO) for the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, pursuant to Title 23, United States Code Section 134(d);

WHEREAS, SCAG is responsible for maintaining a continuing, cooperative, and comprehensive transportation planning process which involves preparation, adoption and update of a Regional Transportation Plan (RTP) pursuant to Title 23, United States Code Section 134 *et seq.*, Title 49, United States Code Section 5303 *et seq.*, and Title 23, Code of Federal Regulations (CFR) Section 450 *et seq.*;

WHEREAS, SCAG is the multicounty designated transportation planning agency pursuant to Public Utilities Code Section 130004 and California Government Code Section 29532, and is responsible for preparation, adoption and update of the RTP every four years pursuant to California Government Code Section 65080 *et seq.*;

WHEREAS, pursuant to Senate Bill (SB) 375 (Steinberg, 2008) as codified in Government Code Section 65080(b) *et seq.*, SCAG is also required to prepare a Sustainable Communities Strategy (SCS) for incorporation into the RTP that demonstrates how the region will meet its greenhouse gas (GHG) reduction targets as set forth by the California Air Resources Board (ARB);

WHEREAS, the SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) sets forth the long-range regional plans and strategies for transportation improvements and regional growth throughout the SCAG region;

Attachment A

WHEREAS, the RTP/SCS consists of a financially constrained plan and strategic plan. The constrained plan includes projects that have committed, available or reasonably available revenue sources, and are thus probable for implementation. The strategic plan is for information purposes only and identifies potential projects that require additional study, consensus building, and identification of funding sources before making the decision as to whether to include these projects in a future RTP/SCS constrained plan;

WHEREAS, SCAG is further responsible for preparing and adopting the Federal Transportation Improvement Program (FTIP) (known as the regional transportation improvement program under state law) every two years pursuant to Government Code Sections 14527 and 65082, and Public Utilities Code Section 130301 et seq.;

WHEREAS, in non-attainment and maintenance areas for transportation-related criteria pollutants, the MPO, as well as the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), must make a conformity determination on any updated or amended RTP in accordance with the federal Clean Air Act to ensure that federally supported highway and transit project activities conform to the purpose of the State Implementation Plan (SIP);

WHEREAS, pursuant to Government Code Section 65080(b)(2)(F) and federal public participation requirements including 23 CFR Section 450.316(b)(1)(iv), SCAG must prepare the RTP/SCS by providing adequate public notice of public involvement activities and time for public review. The SCAG Public Participation Plan serves as a guide for SCAG's public involvement process, including the public involvement process to be used for the RTP/SCS and an enhanced outreach program that incorporates the public participation requirements under SB 375 and adds strategies to better serve the underrepresented segments of the region;

WHEREAS, in 2007, to coordinate metropolitan transportation planning in accordance with federal law, SCAG entered into Memoranda of Understanding with providers of public transportation in the region, including County Transportation Commissions (CTCs) and Transit Operators (referred to herein as "2007 MOUs");

WHEREAS, SCAG now seeks to update and enter into a new Memoranda of Understanding to supersede and replace the 2007 MOU. This MOU reflects the most recent metropolitan transportation planning regulations as set forth under 23 CFR Section 450.314, which requires SCAG, the State and providers of public transportation to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process, including specific provisions for the development of financial plans that support the RTP and FTIP and development of the annual listing of obligated projects;

WHEREAS, SCAG has entered into a separate Memorandum of Understanding with the State of California Department of Transportation, updated and effective July 7, 2017, in accordance with 23 CFR Regulations Section 450.314;

WHEREAS, Metro is a County Transportation Commission created pursuant to Public Utilities

Attachment A

Code Section 130050 and is charged pursuant thereto for approval of all projects in Los Angeles County utilizing federal and state highway and transit funds and is responsible for transportation programming and long and short range transportation planning in Los Angeles County;

WHEREAS, Metro is the regional transit operator for Los Angeles County, created pursuant to Public Utilities Code section 130050; and the undersigned Transit Operators set forth in Exhibit "A," provide transit service within Los Angeles County; and

WHEREAS, the Parties desire to utilize this MOU to specify cooperative procedures for carrying out the metropolitan transportation planning process as required by 23 CFR 450.314 and any successors thereto, and as may be subject to any final rulemaking.

NOW, THEREFORE IN CONSIDERATION OF THE MUTUAL PROMISES AND COVENANTS PROVIDED FOR THEREIN, THE PARTIES HEREBY AGREE AS FOLLOWS:

Section I

PLANNING AND COORDINATION PROCESS

- 1.1 **SCAG's Role:** SCAG is the agency with the overall responsibility for continuous, comprehensive and coordinated regional transportation planning in the six county SCAG region. In accordance with applicable federal and state laws these responsibilities primarily include but are not limited to preparation and adoption of the RTP/SCS and FTIP.
- 1.2 **Metro's County Transportation Commission Role:** Metro is responsible for continuous, comprehensive and coordinated transportation planning and project implementation within Los Angeles County. These responsibilities include but are not limited to the development and adoption of the Long Range Transportation Plan (LRTP) and County Transportation Improvement Program (TIP) for Los Angeles County, development of corridor and sub-regional studies, and for allocating transit funds to Los Angeles County transit operators. Metro will coordinate with Transit Operators in meeting its countywide transportation planning responsibilities. Metro is also responsible for ensuring that the transit projects, plans and programs identified in Metro's LRTP and County TIPs for Los Angeles County are recommended to SCAG for inclusion in the RTP/SCS, FTIP, and regional transportation studies.
- 1.3 **Transit Operators' Role:** Transit Operators are responsible for coordinating with Metro regarding their capital and operating needs and submittal of projects for inclusion into the LRTP and TIP for Los Angeles County.
- 1.4 **Certification and Assurances:** In carrying out their respective responsibilities under this MOU, each Party shall comply with the requirements and any successors thereto,

Attachment A

referenced in SCAG's annual Certifications and Assurances (FHWA and FTA "Metropolitan Transportation Planning Process Certification") submitted as part of SCAG's Overall Work Program, including but not limited to:

- a. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21 and related federal guidelines including but not limited to FTA Circular 4702.1;
- b. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- c. Section 1101(b) of the FAST Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- d. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- e. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- f. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- g. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- h. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

1.5 Coordination Process: SCAG shall engage in a consultative process with Metro and Transit Operators in accordance with applicable federal and state laws and regulations, and successors thereto, pertaining to the roles and responsibilities of the Parties in metropolitan transportation planning.

- a. SCAG shall provide timely notice of the opportunity to comment on its Draft RTP and Draft FTIP to the Parties and the opportunity to participate in Overall Work Program development.
- b. SCAG shall continue maintaining the Regional Transit Technical Advisory Committee or a successor group, to provide a forum for Metro, other CTCs, and Transit Operators, to participate in the metropolitan transportation planning process.
- c. Metro agrees to participate in SCAG's Technical Working Group or any successor group established to serve the same function which shall also serve as a forum to ensure that local transportation projects, plans and programs are effectively integrated into the RTP/SCS and FTIP updates.
- d. The Executive Officers of SCAG and the CTCs shall continue to meet regularly to ensure executive coordination of regional/county/local transportation issues, including issues regarding transit coordination.
- e. Metro and Transit Operators, with the exception of Access Services Inc., will participate in the Bus Operations Subcommittee of the Metro Technical Advisory Committee or any successor group as a forum for ensuring that Transit Operators' plans, programs, studies, and other issues are integrated into the county and

Attachment A

- regional transportation planning process.
- f. Access Services Incorporated (ASI), the Consolidated Transportation Services Agency for Los Angeles County and the administrator of the Los Angeles County Coordinated Paratransit Plan, shall participate in the Local Transit Service Subcommittee of the Metro Technical Advisory Committee or any successor group as a forum for ensuring that Transit Operators' plans, programs, studies, and other issues are integrated into the county and regional transportation planning process.
 - g. Metro and Transit Operator general managers shall participate in the General Manager's Group or any successor group as a forum for executive coordination, ensuring that Transit Operators' plans, programs, studies, and other issues are integrated into the county and regional transportation planning process.
 - h. Metro shall provide Transit Operators the opportunity to include projects in the LRTP and TIP for Los Angeles County. Projects and programs adopted by the Metro Board in the Los Angeles County LRTP and TIP shall be submitted to SCAG and recommended for inclusion in the RTP/SCS and FTIP, respectively.
 - i. The Parties shall cooperatively develop an annual listing of projects for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year, in accordance with 23 CFR 450.334.
 - j. The Parties shall cooperatively develop estimates of funds that will be available to support RTP/SCS implementation, and reasonable financial principles and information that support revenue and cost estimates, to be used in the RTP/SCS and FTIP financial plan, in accordance with 23 CFR 450.324(f)(11).
 - k. The Parties agree to collaborate to implement federal performance reporting and performance-based planning provisions in accordance with 23 CFR 450.306(d)(2)(iii), and subject to applicable final rulemaking. The Parties further agree to coordinate to the maximum extent practicable in the selection of performance targets, and will cooperatively develop and share information related to transportation performance data, the selection of performance targets, the reporting of performance targets, and the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the SCAG region, in accordance with 23 CFR 450.314(h)(1).
 - l. To aid in the planning process, Metro and Transit Operators shall make available to SCAG their Transit Asset Management Plan and any supporting records or documents, performance targets, investment strategies, and the annual condition assessment report required under 49 CFR 625.55, upon request of SCAG and in accordance with the RTP/SCS development schedule, in order to fulfill requirements of 49 CFR 625.53 and any successors thereto.
 - m. SCAG shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in the Transit Asset Management Plans and Public Transportation Agency Safety Plans developed by providers of public transportation, in accordance with 23 CFR 450.306(d)(4).
 - n. Transit Operators may choose to rely on SCAG's public participation process associated with the FTIP development to satisfy the requirement for public

Attachment A

participation in developing the FTA Section 5307 program of projects (POP). SCAG agrees to incorporate in the FTIP document(s) an explicit statement reflecting that public notice of public involvement activities and time established for public review and comment on the FTIP will satisfy the POP requirements of the Section 5307 Program.

Section 2

General Provisions

- 2.1 Term of Agreement:** This MOU shall be effective as to each Party on the date such Party executes this MOU, and continues in full force until such Party withdraws from this MOU pursuant to Section 2.5 below or this MOU is terminated by SCAG upon thirty (30) days prior written notice. This MOU shall supersede and replace all prior agreements including but not limited to the 2007 MOU between the Parties concerning metropolitan planning agreements required to be developed pursuant to 23 CFR 450.314 and predecessors thereto.
- 2.2 Drafting:** This MOU has been prepared by all Parties and has been reviewed and endorsed by each.
- 2.3 Amendments:** This MOU may be amended only by the execution by all Parties of a written amendment.
- 2.4 Indemnity:** Each of the Parties to this MOU is a public entity. Pursuant to Government Code Section 895.4, each Party shall indemnify, defend and hold each of the other Parties, and their respective officers, agents and employees harmless from and against any liability and expenses, including defense costs, any costs or liability on account of bodily injury, death or personal injury of any person or for damage to or loss of property, any legal fees and any claims for damages attributable only to performance of the responsibilities as set forth in Section 1 (Planning and Coordination Process) of this MOU by the indemnifying Party (Indemnitor) or its officers, agents employees, contractors and subcontractors under this MOU, except to the extent caused by the negligence or willful misconduct of an indemnified Party (Indemnitee).
- 2.5 Withdrawal:** Any Party may withdraw from this MOU upon ninety (90) days written notice to each Party, providing that the notice of withdrawal set forth the effective date of withdrawal and the reason for withdrawal. Additionally, the notice of withdrawal shall provide that the Parties during the period prior to the effective date of withdrawal shall meet to try to resolve any dispute. In the event that the withdrawal is for cause, the withdrawal shall not be effective if the Party cures the default in its performance within the ninety day period. SCAG shall notify FTA of the withdrawal from this MOU of any Party.

Attachment A

2.6 Jurisdiction and Venue: This MOU shall be deemed an Agreement under the laws of the State of California and for all purposes shall be interpreted in accordance with such laws. All Parties hereby agree and consent to the exclusive jurisdiction of the courts of the State of California and that the venue of any action brought hereunder shall be in Los Angeles County, California.

2.7 Non-assignment: No Party may assign this MOU, or any part thereof, without the written consent of each Party to this MOU.

2.8 Notice: Any notice or notices required or permitted to be given pursuant to this MOU may be personally served on the other Party by the Party giving such notice, or may be served by certified mail, return receipt requested, to the following addresses:

Executive Director
Southern California Association of Governments
900 Wilshire Blvd., Ste. 1700
Los Angeles, California 90017

Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California 90012-2952

Los Angeles County Transit Operators (See Exhibit "A")

Each undersigned Party agrees to notify the other Parties of any changes to the address for receipt of Notices.

2.9 Order of Precedence: In the event of a conflict between and among this MOU and Exhibit "A," the order of precedence shall be:

Amendments to the MOU
MOU
Exhibit "A"

2.10 Execution of Agreement or Amendments: This MOU, or any amendment related thereto (Amendment), may be executed in multiple counterparts, each of which shall be deemed to be an original, but all of which shall constitute one and the same agreement. The signature page of this MOU or any Amendment may be executed by way of a manual or authorized digital signature. Delivery of an executed counterpart of a signature page to this MOU or an Amendment by electronic transmission scanned pages shall be deemed effective as a delivery of a manually or digitally executed counterpart to this MOU or any Amendment.

Attachment A

IN WITNESS WHEREOF, the Parties have caused this MOU to be executed by their duly authorized representatives on the dates set forth below.

The Southern California Association of Governments (“SCAG”)

By: _____ Date: _____
Hasan Ikhata
Executive Director

Approved as to Form:

_____ Date: _____
Joanna Africa
Chief Counsel/Director of Legal Services

Attachment A

Los Angeles County Metropolitan Transportation Authority ("Metro")

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Attachment A

Antelope Valley Transit Authority

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Attachment A

Arcadia Transit

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Attachment A

Beach Cities Transit

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Attachment A

Claremont Dial-A-Ride

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Attachment A

Commerce Municipal Bus Lines

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Attachment A

The City of Culver City

Culver City Bus

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Attachment A

Foothill Transit

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Attachment A

City of Gardena's GTrans

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Attachment A

La Mirada Transit

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Attachment A

Los Angeles Department of Transportation (LADOT)

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Attachment A

Long Beach Transit

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Attachment A

Montebello Bus Lines

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Attachment A

**City of Norwalk
Norwalk Transportation Department**

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Attachment A

City of Santa Clarita/Santa Clarita Transit

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Attachment A

City of Santa Monica's Big Blue Bus

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Attachment A

**City of Torrance,
a Municipal Corporation**

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Attachment A

Access Services, Incorporated

By: _____ Date: _____

Approved as to Form:

_____ Date: _____

Attachment A

EXHIBIT A Los Angeles County Transit Operators

| | |
|---|--|
| Executive Director Antelope Valley Transit Authority 42210 6th Street West Lancaster, CA 93534 | Community Services Director La Mirada Transit 13700 La Mirada Bl. La Mirada, CA 90638 |
| Assistant City Manager Arcadia Transit PO Box 60021 Arcadia, CA 91066 | General Manager; Chief of Transit Programs LADOT 100 S. Main St., 10 th Floor Los Angeles, CA 90012 |
| Transit Manager Beach Cities Transit 415 Diamond St. Redondo Beach, CA 90277 | President and CEO Long Beach Transit 1963 E. Anaheim St. Long Beach, CA 90813 |
| Director of Community Services Claremont Dial-A-Ride 207 Harvard Ave. Claremont, CA 91711 | Director of Transportation Montebello Bus Lines 400 S. Taylor Ave. Montebello, CA 90640 |
| Director of Transportation Commerce Municipal Bus Lines 5555 Jillson St. Commerce, CA 90040 | Director of Transportation Norwalk Transit Systems 12650 E. Imperial Hwy. Norwalk, CA 90650 |
| Transportation Director Culver City Bus 4343 Duquesne Av. Culver City, CA 90232 | City Manager Santa Clarita Transit 28250 Constellation Rd Santa Clarita, CA 91355 |
| Executive Director Foothill Transit 100 South Vincent Ave. Suite 200 West Covina, CA 91790 | Director of Transit Services City of Santa Monica's Big Blue Bus 1660 Seventh Street Santa Monica, CA 90401 |
| Director of Transportation City of Gardena's GTrans 13999 S. Western Ave. Gardena, CA 90249 | General Manager Torrance Transit 20500 Madrona Ave. Torrance, CA 90503 |
| | Executive Director Access Services Incorporated 3449 Santa Anita Ave., 2 nd Floor El Monte, CA 91731 |



Board Report

File #: 2018-0003, **File Type:** Informational Report

Agenda Number: 18.

PLANNING AND PROGRAMMING COMMITTEE APRIL 11, 2018

**SUBJECT: ORIENTATION AND CONTEXT MODULE FRAMEWORK
FOR THE LONG RANGE TRANSPORTATION PLAN
UPDATE**

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the Orientation and Context Module Framework for the Long Range Transportation Plan (LRTP) Update (Attachment A).

ISSUE

Orientation and Context is the introductory module to the LRTP. It provides the background needed to understand Metro and its LRTP, what it does and the approach to it. This contextual framework will also explain the relationship between the various modules that will combine into an updated LRTP as Metro's plan on how to best fund, build, and operate a world class transportation system. This module sets the stage for the LRTP's purpose, need, guiding themes, and introduces the influential forces affecting how Metro will deliver transportation services.

DISCUSSION

Background

At the September 2017 Board meeting, the LRTP Update Work Plan was introduced; it included a modular framework outline, scope of work and timeline for key deliverables to the Board. The framework contained descriptions of seven distinct modules, which fit within four major groups: 1) Baseline Understanding; 2) Values Framework; 3) Transportation Network and Management Plan; and 4) Implementing and Evaluating the Plan.

The Orientation and Context module, part of the Baseline Understanding group, is designed to introduce or address the following aspects of the LRTP:

- Explain Metro's agency roles, responsibilities, partnerships, Strategic Plan and regulatory framework for providing the transportation needs of Los Angeles County;
- Introduce the guiding themes and process;
- Preview the public engagement and outreach process for stakeholder input;
- Explain the purpose of each module and integration relationships;
- Identify existing plans, programs and policies that will be part of the LRTP;

- Identify needed updates and other policy refinements in process; and
- Discuss the decision-making process leading to the creation of the LRTP Update.

The Orientation and Context module serves as a user guide to the LRTP, including a roadmap for how the other modules connect together to form and update the plan, to address Metro's challenges, needs, and opportunities for the regional multi-modal transportation system. It also describes the relationship between the LRTP and Metro's Strategic Plan, as well as key elements of other plans, policies and commitments, such as Measure M.

FINANCIAL IMPACT

This item is informational. The Orientation and Context module development will have no financial impact to the agency.

Impact to Budget

There is no impact to the current fiscal year budget, nor any anticipated impact to future budgets related to this item. The current fiscal year budget does have funding for other elements of the update to the LRTP.

NEXT STEPS

Attachment A is a framework for this module, to be completed and updated throughout the LRTP's development. As such, it will be drafted and adapted to be responsive, consistent and continuously reinforcing, during the continuum of LRTP development and other ongoing Metro efforts. Staff will rely heavily on stakeholder input for all aspects of LRTP development, including input from Metro internal working groups, external partners and the Policy Advisory Council.

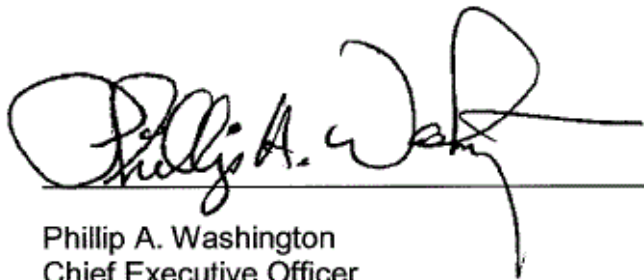
As deliverables are completed, coinciding with milestones in the update process, staff will return to the Board for updates and direction. This approach is intended to keep the Board informed and active in the process, while also ensuring that the LRTP Update remains in alignment with Board priorities as the Update is completed.

ATTACHMENTS

Attachment A - Long Range Transportation Plan Draft Orientation and Context Module Framework

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



Phillip A. Washington
Chief Executive Officer

LONG RANGE TRANSPORTATION PLAN DRAFT ORIENTATION & CONTEXT FRAMEWORK

FRAMEWORK

1. Who is Metro?

How does Metro touch our lives?

Brief intro with all the ways that Metro can impact an individual's daily life.

How was Metro formed? (Happy 25th Birthday!)

Metro was formed by AB152 (Katz) in 1993, and codified under California Public Utilities Code §130050 (et. seq.). Included among Metro's primary responsibilities to the County of Los Angeles are the following:

- Administration of funds for all Los Angeles County transit providers;
- Development and construction of Rapid Bus lines and fixed guideways for buses and multi-passenger vehicles;
- Rail construction;
- Highway construction funding and traffic flow management;
- Research and development of alternative energy sources for transit vehicles;
- Air quality, environmental impact, land use impacts, and economic development decisions;
- Promotion of the use of public transit services and ridesharing programs.

What are Metro's "hats"? (How do we serve the community?)



Metro is unique among the nation's transportation agencies. Los Angeles is the most populous county in the nation. Metro serves as transportation planner, coordinator, funder, designer, builder and operator. Approximately 10 million residents live in a 1,433 square mile service area, which includes the following:

- 3rd largest system in the country with 1.2 million daily boardings;
 - Nearly 360,000 daily rail boardings on 102 miles of track;
 - Over 845,000 daily bus boardings;
- Fund 16 municipal bus operators, regional rail and Access Services;
- Fund highway improvements, goods movement and active transportation facilities;
- Fund Freeway Service Patrol and rideshare programs.

2. Who are our partners?

What is under Metro's control/authority?

How/why do we partner?

- Differentiate MPO
[Describe relationship to SCAG here, including introduction to RTP to be further explained in the LRTP section]
- Explain Other Partnerships:
 - Federal
 - State
 - Local
 - Providers
 - Private
 - Community-based organizations (CBOs)
 - Other

What is outside our scope?

[e.g., land use, housing, public right of way, local connections, urban design, healthy communities etc.]

3. Who do we serve?

- Diverse Communities
- Subregions [LRTP establishes the subregional boundaries]
- Multi-Centered
- Needs Assessments
- Community-based organizations (CBOs)
- Historically Underserved
- Other

[Details will include the County demographics here]

4. What is the Long Range Transportation Plan?

The Los Angeles County Metropolitan Transportation Authority (Metro) is responsible for transportation system planning and programming in Los Angeles County. In order to meet these responsibilities Metro develops, maintains and periodically updates a Long Range Transportation Plan (LRTP). It is now time for such an update, especially given the transformative scope of Measure M on the regional transportation landscape.

- What is an LRTP and why is it important?
 - Blueprint for LA County's transportation system;
 - Minimum of 20 year planning horizon, but 2009 plan was 35 years;
 - Includes expenditure plan requirements from voter approved sales taxes;
 - Analyze benefits and outcomes of planned transportation and growth in the region;

- Framework for consistency with Regional Transportation Plans (RTP) and the Federal Transportation Improvement Program at the Regional level (FTIP/RTIP)
- What are the requirements?
 - Federal & State Regulatory
 - Metro Policy
- How did Metro do under the 2009 LRTP? What's changed?
- What else can the LRTP achieve? [Vision & Resilience]
 - Represent the vision for the agency (Strategic Plan)
 - Service and efficiency
 - Mobility
 - Safety/Security
 - Sustainability
 - Economic opportunity
 - Address Equity as it relates to historically underserved communities
 - Provide adaptability and resilience
- Why update?
 - Address changes in socio-economic factors, including population, household income, transit dependence (vehicle ownership), etc.;
 - Update information on travel/trip patterns;
 - Include project updates; and
 - Assess financial capacity for adding new projects.

5. What is the relationship between the Strategic Plan and the LRTP?

- Strategic Plan provides a statement of priorities for Metro, on how it serves its constituency;
- LRTP executes Metro's mission, vision and goals, through the priorities and policies it sets for the Region;
- Both are iterative, overlapping and updated periodically

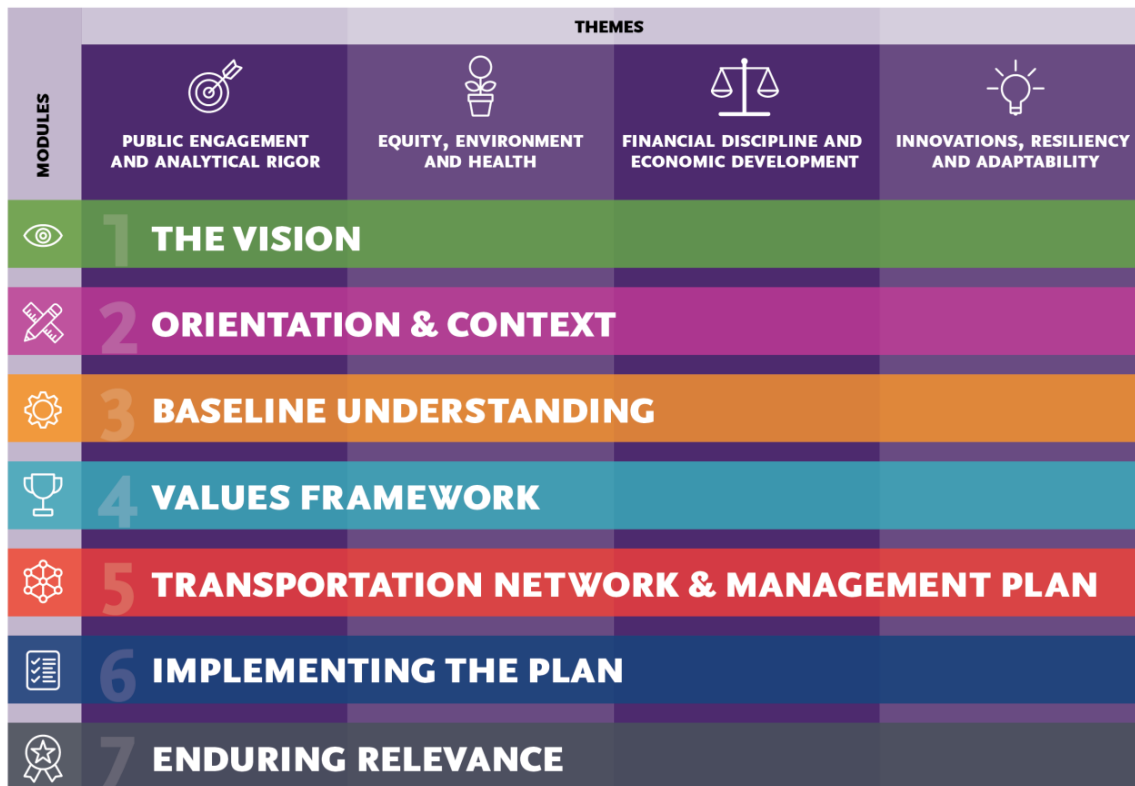
6. What are our Guiding Themes for the LRTP Update?

What guides this process?

These guiding themes will be fully developed and included throughout the LRTP update process. This structure acts as requirements for the LRTP approach and outcomes.

- Public engagement and analytical rigor – undertake broad and strategic public engagement that reflects our diverse stakeholders, guiding our priorities and decisions, along with strong disciplined technical work to validate the plan and its various components.
 - Explain the Public Outreach Process
 - Performance Measures
- Equity, environment and health – promote equity with a comprehensive transportation plan that enables mobility and access, while improving the health and environment of the community.

- Introduce the Equity Platform
- Innovations and resiliency – reinforce the importance of an adaptable plan that address a range of innovations and major changes, while emphasizing the need for maintaining a safe and sound system.
 - Explain scenario testing
- Financial discipline and economic development – balance the building of new holistic multi-modal transportation infrastructure, with maintaining high standards for operating in a state of good repair and facilitating economic prosperity.
 - Explain Key Performance Indicators (KPIs)



7. How does the LRTP work? [LRTP Modules Overview]

What is a module?

The LRTP Update will have several segments called “modules.” These are stand-alone sections, akin to chapters. LRTP is constructed and refined as each module is developed. They will be comprehensive, cooperative and continuing (“3 Cs” in line with federal planning process guidance).

Individually they provide information about policies, objectives or plans, depending on the topic. They can serve as part of the Metro baseline, containing information about what is required, has been done, or is committed to date, as well as speak to future plans or commitments. There are seven modules:

- Vision
- Orientation & Context
- Baseline Understanding
- Values Framework
- Transportation Network & Management Plan
- Implementing the Plan
- Enduring Relevance



How do modules connect and remain relevant?

The modules are stand-alone pieces that fit together, like snapshots that form a mosaic. They are continuously updated as the LRTP Update is developed and formed, and in this way are iterative.

There are four groups of seven modules, which contain the core content for the update to the LRTP. The first part of the plan involves fully exploring our constituency, commitments and priorities as they currently stand. Subsequent to that we re-establish a values framework that drives our future plans to balance our commitments to our capital investments, while maintaining a safe reliable system. The plan will allow for progressive and iterative updates, as needs arise, while also guiding our future actions based on structured discipline.

How do we address issues and opportunities?

Metro is learning and growing as the modules develop and evolve. The approach will be guided by the LRTP themes, and informed by stakeholder input, as well as Metro policy. This all feeds into our baseline understanding for the LRTP, as well as how we plan for the future.

- Topical Framing Papers – describe relationship between transportation related issues and the LRTP
[Provide summary list with purpose for various Topical Framing Papers when completed. Topical Framing Paper summaries will be presented to the Board by summer 2018.]

The seven modules fall under the following four groups:

- A. Baseline Understanding:
 - Communities (includes demographics)
 - Partners
 - Commitments
 - Plans, Programs and Practices
 - Existing Multi-modal Transportation System
 - Financial Plan
- B. Values Framework
 - Goals and Policies
 - Establish intended outcomes
 - Require discretionary consistency
 - Performance Metrics
 - Measurable

- Values driven
 - Function and implementation specific
- C. Transportation Network and Management Plan
 - Plan for Mobility and Access
 - The preferred transportation network plan
 - Plan to Manage and Operate
 - Establish benchmarks for Operations and State of Good Repair
- D. Implementing and Evaluating the Plan
 - Plan to Build
 - Transportation Investment Plan, including timing and phases for capital investments
 - Plan to Fund
 - Plan for building, operating and maintain responsibly
 - Plan must be financially constrained
 - Enduring Relevance
 - Reporting
 - Updates

8. What are the decision intersections?

- Explain iteration & overlap
 - Identify commonality and conflicts
- Board decides priorities and trade-offs
- Public Outreach [critical component for development and delivery]
- Align with ongoing Metro efforts:
 - Equity
 - Strategic Plan
 - 10-year Budget
 - NextGen Bus Study
 - Goods Movement Strategic Plan
 - Countywide BRT Vision and Principles Study
 - Early Project Delivery
 - Transit Oriented Communities (TOC) Policy
 - Other

LRTP – Orientation & Context Module

Planning and Programming – Item #18

April 11, 2018



LRTP Orientation & Context Module Framework












Planning and Programming – Item #18

April 11, 2018

- Serves as a introduction & roadmap for the Long Range Transportation Plan (LRTP)
- Frames one of seven LRTP Modules
- Describes the distinct modules, which fit within four major groups:
 - Baseline Understanding
 - Values Framework
 - Transportation Network and Management Plan
 - Implementing and Evaluating the Plan

Modules & Guiding Themes

Connect Throughout LRTP Development

| MODULES | THEMES | | | |
|---|--|--|---|--|
| |  PUBLIC ENGAGEMENT AND ANALYTICAL RIGOR |  EQUITY, ENVIRONMENT AND HEALTH |  FINANCIAL DISCIPLINE AND ECONOMIC DEVELOPMENT |  INNOVATIONS, RESILIENCY AND ADAPTABILITY |
|  1 THE VISION | | | | |
|  2 ORIENTATION & CONTEXT | | | | |
|  3 BASELINE UNDERSTANDING | | | | |
|  4 VALUES FRAMEWORK | | | | |
|  5 TRANSPORTATION NETWORK & MANAGEMENT PLAN | | | | |
|  6 IMPLEMENTING THE PLAN | | | | |
|  7 ENDURING RELEVANCE | | | | |

Orientation & Context

Framework Introduces the LRTP

- Who is Metro?
- Who are our partners?
- Who do we serve?
- What is the LRTP and why do we do it?
- How does the LRTP relate to the Strategic Plan?

Orientation & Context

Framework Introduces the LRTP

- What are our Guiding Themes?
- How do modules fit to form the LRTP?
- What are the decision intersections and other coordinated Metro efforts?



Board Report

File #: 2017-0928, File Type: Plan

Agenda Number: 19.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
APRIL 11, 2018

SUBJECT: BLUE LINE FIRST/LAST MILE PLAN

**ACTION: APPROVE BLUE LINE FIRST/LAST MILE PLAN
AND AUTHORIZE PURSUIT OF GRANT FUNDING**

RECOMMENDATION

CONSIDER:

- A. ADOPTING Blue Line First/Last Mile Plan, and
- B. AUTHORIZING the Chief Executive Officer to seek grant funding for Plan implementation.

ISSUE

The Blue Line First/Last Mile Plan (Plan) documents community-identified first/last mile (FLM) improvements around all 22 Metro Blue Line (MBL) stations. The high-level improvements in the Plan align with Metro policy and are being further analyzed for feasibility and prioritization for implementation. An upcoming funding opportunity to implement the Plan is the State Active Transportation Program (ATP) Cycle 4 and other funding opportunities for implementing the Plan may become available in the future.

The full Plan can be accessed via the web at this link:

<https://www.metro.net/projects/transit-oriented-communities/blue-line-flm/>. The Executive Summary is included as Attachment A to this board report.

DISCUSSION

Background

As part of efforts to increase ridership by improving transit riders' ability to safely and conveniently access a transit station, on May 26, 2016 the Board established new FLM activities and expanded FLM planning and implementation through Board Motion 14.1, Directors Garcetti, Bonin, Kuehl, Solis, Dubois, and Najarian; and Board Motion 14.2, Directors Butts, Dubois, Knabe, and Solis (Attachments B and C). The Plan is one of the first components identified in that board action, and is a critical first FLM planning exercise because it: a) is the first opportunity to comprehensively plan

FLM improvements for a transit corridor; b) aligns with Metro's current work to improve MBL performance and safety; c) will substantially inform future work for the FLM program; and d) aligns closely with the principles of the Metro Equity Platform Framework recently adopted by the Board.

Metro received an ATP Cycle 1 grant from the State to conduct FLM planning for all 22 MBL stations. The Plan was completed in March 2018 and includes planning-level, community-identified pedestrian and bicycle improvements within walking (1/2-mile) and biking (3-mile) distance of each MBL station. The Plan describes the collaborative approach and process for arriving at the improvements, which represent a range of walking and bicycling access improvements including new or improved crosswalks, curb ramps, and sidewalks; facilities to improve bicycle connections to stations; pedestrian-scale lighting; and wayfinding signage among others. Community engagement led by community-based organizations (CBOs) was instrumental in developing the Plan and represents new approaches consistent with direction outlined in Metro's Equity Platform. In anticipation of funding opportunities to implement projects identified in the Plan, feasibility analyses and a process of prioritization with local jurisdictions is underway this spring.

There is great need for FLM improvements around MBL stations. The Plan puts forth a Pathway Network and FLM project ideas to address this need in a complex setting. Wide-ranging conditions exist along the line and are described in the Plan; for example, a walkable urban core exists around some stations compared to low density residential and light industrial in other areas around stations. Another complexity in the areas around the stations is multiple converging jurisdictions; for example, there are four jurisdictions within 1/2 mile of the Slauson Station. Mode compatibility issues also exist along the MBL (e.g. pedestrians having to cross a freight line or goods movement corridor to access a MBL station).

Process

Development of the Plan started in October 2016 with kick-off of a consultant contract. In addition to consulting firms, the contracted project team included seven CBOs, which represent communities along the MBL including (in alphabetical order):

- API Forward Movement
- East Side Riders Bike Club
- Healthy Active Streets
- Los Angeles County Bicycle Coalition
- MultiCultural Communities for Mobility
- Ride On! Bike Co-op
- T.R.U.S.T. South LA

In addition to the CBOs listed above, Los Angeles Conservation Corps provided their support and services to the project, per ATP Cycle 1 requirements.

The project team executed the methodology from the First Last Mile Strategic Plan (adopted 2014). This included walk audits of every station area, development of draft Pathway Networks and project ideas, community engagement events, finalization of Pathway Networks and project ideas.

The project team reached out to all of the communities along the MBL through an extensive and unique community engagement process. The approach to community engagement is described in the Plan in detail and aligns with Metro's Equity Platform. The CBOs led 22 walk audits for all the station areas and spearheaded 11 community events to gather input from the wider community. The CBOs were also instrumental in the project in other ways; contributing the voice of history and community memory that was valuable in shaping conversations, project materials, community engagement events, and ultimately the final Plan. Additionally, throughout the process of developing the Plan, the CBOs and other community members underscored the importance of addressing wide-ranging concerns; topics that are not traditionally under the purview of Metro or treated in Metro plans, but that should be acknowledged and addressed in a coordinated way when discussing first/last mile improvements. For example, considerations related to crosswalk safety or safe bicycle facilities cannot be disentangled from concerns community members have about feeling safe and secure. The CBOs also raised that discussing first/last mile improvements brought up fears about gentrification and displacement. A summary of the history and concerns of the communities along the MBL is included in the Plan.

The full Plan can be accessed via the web at this link:

[<https://www.metro.net/projects/transit-oriented-communities/blue-line-flm/>](https://www.metro.net/projects/transit-oriented-communities/blue-line-flm/). The Executive Summary is included as Attachment A to this board report.

Local Jurisdiction Coordination and ATP Cycle 4 Grant Application(s)

First/last mile projects typically fall outside Metro-controlled right-of-way, therefore close coordination and buy-in from local jurisdictions is critical for implementation. During development of the Plan, staff met with nine local jurisdictions within the ½-mile walking distance and 3-mile biking distance around each MBL station. Jurisdictions commented on the community-identified project ideas that fall within their right-of-way. Cities along the MBL and the County have been supportive of the types of projects identified in the Plan.

The State ATP is an appropriate and opportune funding source to implement first/last mile improvements. ATP Cycle 4 application deadline is summer 2018. On October 26, 2017, the Board approved the ATP Cycle 4 Priorities Framework, which identified the MBL first/last mile plan as a priority for grant assistance. A competitive ATP application would demonstrate extensive community engagement and local buy-in, and serve State-designated Disadvantaged Communities; the Plan does that and therefore staff recommends applying for ATP Cycle 4.

Partnering with local jurisdictions is crucial to move forward with an ATP application or package of applications. Metro staff continues to meet with local jurisdiction staff about project prioritization, implementation approach, and local match commitments to support an ATP grant application(s). While local match is not a requirement for ATP, providing local match does increase competitiveness. Metro staff has initiated discussion with local jurisdictions about their capacity to provide a local match for the ATP application, subject to requisite approvals.

"Lessons Learned" and Applicability to First/Last Mile Program

Now that the Plan is complete, the project team is pursuing an evaluative step to look back at the process to develop the Plan, identify opportunities to refine and improve the FLM methodology, and determine how "lessons learned" can be applied to in-process and upcoming projects in the FLM

program. We expect that lessons learned will cover both technical- and process-oriented topics, including the following categories, among others:

- Technical methodology including walk audits and data analysis
- Approaches to define the Pathway Network and refine project ideas
- Community engagement: breadth of issues, budget, participation incentives, materials

Lessons learned will likely have broader applicability beyond FLM projects, and will be coordinated with other Metro projects and staff, notably Metro's Equity Platform efforts and the Long Range Transportation Plan.

DETERMINATION OF SAFETY IMPACT

One key objective of the Plan is to improve safety for transit riders and non-riders alike who walk, bike, or roll near transit stations through pedestrian and bicycle infrastructure improvements. Further feasibility analysis will identify projects in locations with the highest potential to address safety issues for pedestrians and bicyclists.

FINANCIAL IMPACT

Any commitment of Metro funds for improvements identified in the Plan would be subject to future board action. Metro anticipates that, if awarded, Metro will pass through the grant monies to local jurisdictions for implementation. ATP is a reimbursable grant and a local match is not required. However, grant competitiveness is enhanced by committing local match, and Metro is working with jurisdictions along corridor to identify local sources of match that might be brought to bear as part of the application for projects in their station areas.

Impact to Budget

Approval of this item has no impact to the FY 2018 Budget.

ALTERNATIVES CONSIDERED

The Board could decide not to approve the Plan or authorize the CEO to seek grant funding to implement it. This is not recommended; first/last mile improvements are needed for the areas around the MBL stations, which is supported by the community and local jurisdictions. The Board has previously identified expanding Metro's FLM program, starting with the MBL. Further, if the Board decides not to authorize the CEO to seek grant funding, that would not align with October 26, 2017 Board action approving the ATP Cycle 4 Priorities Framework, which identified the MBL first/last mile plan as a priority for grant assistance.

NEXT STEPS

Upon approval, staff would develop an ATP Cycle 4 grant application or package of applications and seek other funding options as appropriate for implementation of the Plan.

Feasibility analysis and a prioritization process will continue so that projects in the Plan can be easily

identified for inclusion in the ATP grant application(s). Additionally, staff will continue working with jurisdictions along the MBL to secure matching funds.

As was noted in the First/Last Mile Motion Response presented to the Board in November 2016, the Blue Line Corridor First/Last Mile Plan was originally funded with a state Active Transportation Program (ATP) grant, and was the prototype for the recommendation that similar FLM plans be eventually done for 254 stations across the network. These stations included all existing rail lines, and the top 100 bus stops (by usage). However, this was not the only implementation element outlined in the combined response to Motions 14.1 and 14.2. The complete list included:

- Transit Capital project Guidelines, to ensure incorporation of FLM elements in major transit projects prior to construction;
- Purple Line section 2 and 3 FLM planning and design, and also Gold Line Phase 2B
- Countywide First/Last Mile Planning (the 254 station sites)
- Grant/funding Technical assistance, and
- Development of a Matching Grant program.

Staff can report in the near future on the overall status of each of these elements. Consistent with direction from the Board, staff has prioritized the first two bulleted items, as these are time sensitive to complete in order for corridor jurisdictions to consider FLM elements as part of related Measure M 3% required local contributions. As well, grant funding has been secured for local jurisdictions seeking technical assistance with state Active Transportation Program grant applications. These priorities fully commit dedicated FLM staff resources through FY 19.

ATTACHMENTS

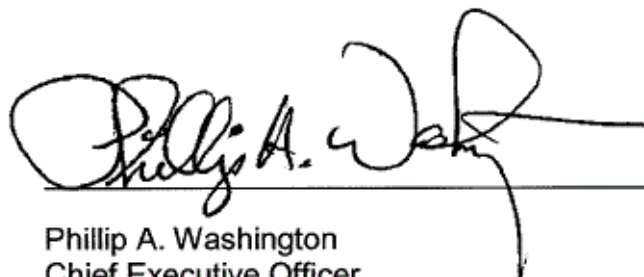
Attachment A - Blue Line First/Last Mile Plan Executive Summary

Attachment B - Board Motion 14.1

Attachment C - Board Motion 14.2

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



Phillip A. Washington
Chief Executive Officer



First/Last Mile: A Community-Based Process and Plan

March 2018



Metro®

Project Team

Los Angeles Metro

Transit Oriented Communities

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Jacob Lieb, Senior Director

Katie Lemmon, Transportation Planning Manager

Community / Consultants

Fehr & Peers

Here Design Studio (Here LA)

Gensler

LA County Bicycle Coalition

T.R.U.S.T South LA

Asian Pacific Islander Forward Movement

Multicultural Communities for Mobility

Ride On! Bike Co-op

East Side Riders Bike Club

Healthy Active Streets

Pueblo (primary Plan author)

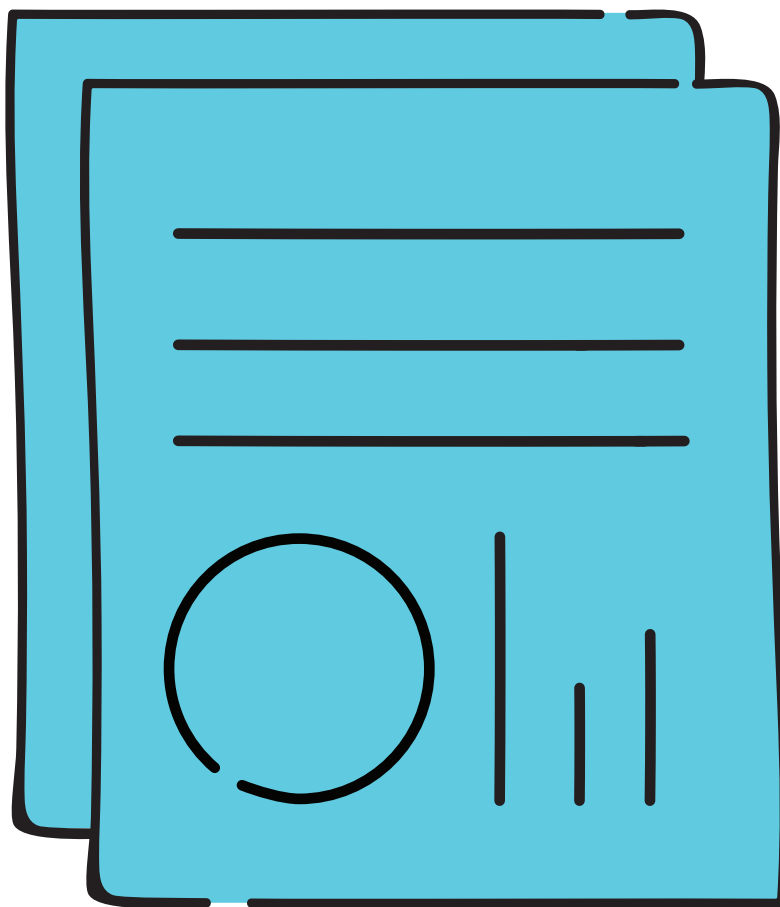
Sumire Gant Consulting (primary Plan author)

ProForma

This report represents over a year of work by Metro and the project team. Special thanks to the Community Groups listed to the right, who were invaluable members of the project team.



EXECUTIVE SUMMARY



This First/Last Mile (FLM) Plan, prepared for all 22 stations on the Metro Blue Line (MBL), is a groundbreaking effort for Metro and its project team, composed of transportation planners and Community-Based Organizations (CBOs). While it represents a first-of-its-kind effort to plan comprehensive access improvements for an entire transit line, its greater innovation is in piloting an inclusive, equity-focused community engagement process. As part of the consultant team for this effort, Metro partnered with a coalition of CBOs to lead outreach efforts on the project, and to help shape the overall direction of this plan.

The coalition consists of:

- Los Angeles County Bicycle Coalition
- T.R.U.S.T. South LA
- Asian Pacific Islander Forward Movement
- Multicultural Communities for Mobility
- Ride On! Bike Co-op
- East Side Riders Bike Club
- Healthy Active Streets

Fehr and Peers served as the transportation consultant and prime contractor on the project. This structure achieved its original intent of enabling broad participation that identified community-driven concerns for transit riders accessing the system. It also emerged that this more open and inclusive outreach can potentially set new templates for Metro, especially as the agency increasingly underscores equity as a key consideration in planning and investment decisions. In order to realize that potential, however, it is also necessary to capture lessons learned from this effort, including opportunities and challenges in pursuing new working relationships. As such, this plan does not read like a typical planning document; it presents a variety of voices that are distinct from a typical Metro or public agency planning document. Several chapters (“Introduction”, “Process”, “Recommendations”,) are generally more typical for public agency plans – describing underlying policy, techniques, results, and action steps. The “Context” and “Lessons Learned” chapters are presented in a unique voice written by our Community-Based Organization partners. Finally, appendices contain detailed findings, including ideas for specific project improvements, for each of the 22 stations on the MBL.

KEY FINDINGS OF THE PLAN

Key findings for the MBL First/Last Mile Plan include:

- There is great importance and further potential for innovative community engagement with CBO partners.
- There is pronounced need for FLM improvements along the MBL, with extensive project need identified through a community-based process around each station.
- There is a range of social, historical, and cultural issues that impact MBL communities including the day-to-day travel experiences within those communities.
- There are clear opportunities to fund, design, and implement first/last mile improvements along the MBL. These further steps must build on the inclusive, community-based process.

CONTENTS OF PLAN

The Plan includes the following sections:

Introduction

This chapter explains the reasons why FLM is important to Metro and its mission. The chapter describes and defines first/last mile planning, along with Metro's various first/last mile policies and commitments. It further summarizes the first/last mile issues and challenges associated with the Blue Line.

Context

This chapter describes the community and historical context along the Blue Line corridor, including a broad range of issues surfaced through community engagement and among the project team. Included in the discussion are issues of historic disinvestment and redlining, displacement and gentrification, and policing and security, among others. The chapter raises the importance of fully understanding the context of a place to be better able to engage on intersectional topics and carry out authentic and meaningful planning and design processes.

Process

This chapter describes the steps in creating the Plan, including walk audits, community events, and report preparation. Of note, this chapter describes the community coalition members' roles, the walk audit methodology, and detailed description of the community events. The 11 community events, in sum, entailed: community bike rides; giveaways such as bike raffles, free food, and TAP cards; live DJs; local artists and live painting; and interactive pop-up elements.

Recommendations

This chapter describes generally the pedestrian and bicycle infrastructure improvements recommended for the areas around MBL stations. The Recommendations chapter also describes the technical process for developing the Station Area Summaries, which are included as appendices.

Implementation

This chapter describes steps to move recommended infrastructure improvements through funding, design, and construction phases, largely focusing on coordination with local jurisdictions along the MBL corridor. The chapter further lays out ways to prioritize projects for implementation. Possible funding sources are also described and they include State Active Transportation Program (ATP), local return dollars from Measure R and M, FLM programs under Measure M, and other State discretionary (competitive) programs.

Lessons Learned

In this chapter, the authors describe strategies and techniques to promote meaningful community engagement and CBO partnerships in Metro planning efforts, reflecting key lessons learned through the experience on this project. Of particular importance, this chapter addresses how to ensure equity in future FLM plans and expands the lessons learned to larger topics such as capturing institutional memory and history of place; intersectionality and transportation funding; budgeting viable partnerships; displacement and community resources; safety considerations; sharing information of Metro actions within the study area; cross-sector approach; and Metro's legislative agenda.

Appendices

Appendices include the 22 Station Area Summaries capturing the Pathway Network and project lists. Further appendix information includes documentation on methodology, particularly related project cost assumptions.

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Metro

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

Board Report

File #:2016-0442, **File Type:**Motion / Motion
Response

Agenda Number:14.1

PLANNING AND PROGRAMMING COMMITTEE MAY 18, 2016

Motion by:

Directors Garcetti, Bonin, Kuehl, Solis, DuBois and Najarian

May 18, 2016

Item 14, File ID 2016-0108; First-Last Mile

According to MTA data, 76 percent of Metro Rail customers and 88 percent of Metro Bus customers arrive at their station or stop by walking, biking, or rolling. To support these customers, MTA staff prepared an Active Transportation Strategic Plan which contains many First-Last Mile improvements that will connect people to MTA's transit network and maximize the benefits from transit investments being made across Los Angeles County.

First-Last Mile elements include, but are not limited to, ADA-compliant curb ramps, crosswalk upgrades, traffic signals, bus stops, carshare, bikeshare, bike parking, context-sensitive bike infrastructure, and signage/wayfinding. The Federal Transit Administration considers First-Last Mile infrastructure to be essential to providing safe, convenient, and practical access to public transportation.

So far, MTA has taken important preliminary steps to implement First-Last Mile projects, including the award-winning 2014 Complete Streets Policy, the Wayfinding Signage Grant Pilot Program, providing carshare vehicles at Metro Rail stations, and pilot First-Last Mile infrastructure at Arcadia, Duarte, Expo/Bundy, and 17th Street/SMC stations.

However, more can be done to support First-Last Mile facilities across all of Los Angeles County.

MTA's award-winning Complete Streets Policy stated that MTA would approach every project as an opportunity to improve the transportation network for all users. However, in practice, there is a needlessly narrow approach to major transit projects that has resulted in many missed opportunities to deliver First-Last Mile elements.

Outside of major transit projects, it will typically not be MTA's role to deliver First-Last Mile projects that are the purview of local jurisdictions. However, MTA can take steps to meaningfully facilitate and help local jurisdictions deliver First-Last Mile projects through a variety of means.

To support regional and local transit ridership across Los Angeles County, it is time for MTA to reaffirm its dedication to the delivery of First-Last Mile facilities across all of Los Angeles County.

APPROVE Motion by Garcetti, Bonin, Kuehl, Solis, DuBois and Najarian that the Board adopt the Active Transportation Strategic Plan (Item 14); and,

WE FURTHER MOVE that the Board direct the CEO to:

- A. Designate streets within the Active Transportation Strategic Plan's 661 transit station areas as the Countywide First-Last Mile Priority Network;
- B. To support regional and local transit ridership and facilitate build-out of the Countywide First-Last Mile Priority Network, including, but not limited to, ADA-compliant curb ramps, crosswalk upgrades, traffic signals, bus stops, carshare, bikeshare, bike parking, context-sensitive bike infrastructure (including Class IV and access points for Class I bike infrastructure), and signage/wayfinding:
 1. Provide technical and grant writing support for local jurisdictions wishing to deliver First-Last Mile projects on the Countywide First-Last Mile Priority Network, including providing technical assistance and leadership to jurisdictions to help and encourage the implementation of subregional networks that serve the priority network;
 2. Prioritize funding for the Countywide First-Last Mile Priority Network in MTA grant programs, including, but not limited to, the creation of a dedicated First-Last Mile category in the Call for Projects;
 3. Create, and identify funding for, a Countywide First-Last Mile Priority Network Funding Match Program, separate from existing MTA funding and grant programs, for local jurisdictions wishing to deliver First-Last Mile projects on the Countywide First-Last Mile Priority Network;
 4. To support the Active Transportation Strategic Plan, dedicate funding for the Countywide First-Last Mile Priority Network in the ongoing Long-Range Transportation Plan update, including a review of First-Last Mile project eligibility for all Prop A, Prop C, and Measure R capital funding categories;
 5. Building on MTA's underway effort to conduct First-Last Mile studies for Blue Line stations, conduct First-Last Mile studies and preliminary design for First-Last Mile facilities for all MTA Metro Rail stations (existing, under construction, and planned), all busway stations, the top 100 ridership Los Angeles County bus stops, and all regional rail stations;
 6. Incorporate Countywide First-Last Mile Priority Network project delivery into the planning, design, and construction of all MTA transit projects ~~starting with the Purple Line Extension~~

~~Section 2~~ project. These Countywide First-Last Mile Priority Network elements shall not be value engineered out of any project; and staff to report back at the June Planning and Programming Committee on the Purple Line Extension Section 2 Project.

C. Report on all the above during the October 2016 MTA Board cycle.

AMENDMENT by Solis to include Foothill Gold Line Phase 2B Extension to Claremont.



Board Report

File #:2016-0451, **File Type:**Motion / Motion
Response

Agenda Number:

PLANNING AND PROGRAMMING COMMITTEE MEETING MAY 18, 2016

Motion by:

Directors Butts, DuBois, Knabe and Solis

May 18, 2016

Relating to Item 14.1, File ID 2016-0442; Active Transportation Plan

The preamble of Motion 14.1 states an excellent case for how important the Active Transportation Strategic Plan will be for local jurisdictions, especially for those jurisdictions through which the rail system is running with stations lying therein.

The fact that half of all trips are three miles or less highlights the need to focus on enhancing access to and from Metro transit stations and Motion 14.1 underscores those issues.

The co-authors address the connection in Sections B-4 and B-6 in reaffirming Metro's dedication to the delivery of First-Last Mile facilities and the need to leverage funding opportunities and Metro resources by incorporating "...Countywide First-Last Mile Priority Network project delivery into the planning, design, and construction of all MTA transit projects..."

Motion 14.1 further points out that "...outside of major transit projects, it will typically not be MTA's role to deliver First-Last Mile projects that are the purview of local jurisdictions. However, MTA can take steps to meaningfully facilitate and help local jurisdictions deliver First-Last Mile projects through a variety of means."

We believe that the existing practice of encouraging local jurisdictions to contribute up to 3% of a rail project's budget should be included among that "variety of means" as an appropriate vehicle to facilitate the leveraging of Metro and local jurisdictions' resources towards the goals contained in the ATSP and section B-6 of Motion 14.1.

APPROVE Motion by Butts, DuBois, Knabe and Solis to amend Motion 14.1 under subsection B-6 to specify that, henceforth, Metro would negotiate in a standardized MOU with the respective contributing jurisdiction(s) that up to 100% 50% of a local jurisdiction's 3% local contribution can go towards underwriting ATP, First-Last Mile, bike and pedestrian and street safety projects that contribute to the accessibility and success of the stations in the respective jurisdictions.

File #:2016-0451, **File Type:**Motion / Motion
Response

Agenda Number:

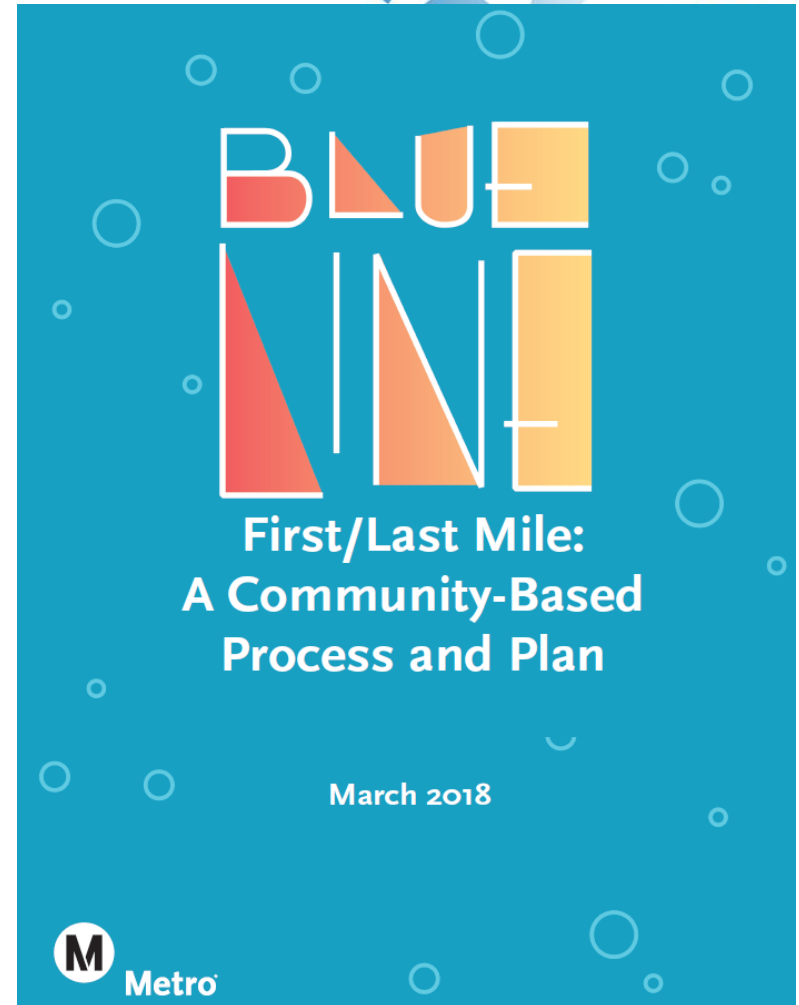
AMENDMENT by Solis to include Foothill Gold Line Phase 2B Extension to Claremont.

Blue Line First/Last Mile: A Community-Based Process and Plan

Planning and Programming Committee
April 11, 2018

Recommendation

- A. Adopt Blue Line First/Last Mile Plan
- B. Authorize CEO to seek grant funding for implementation



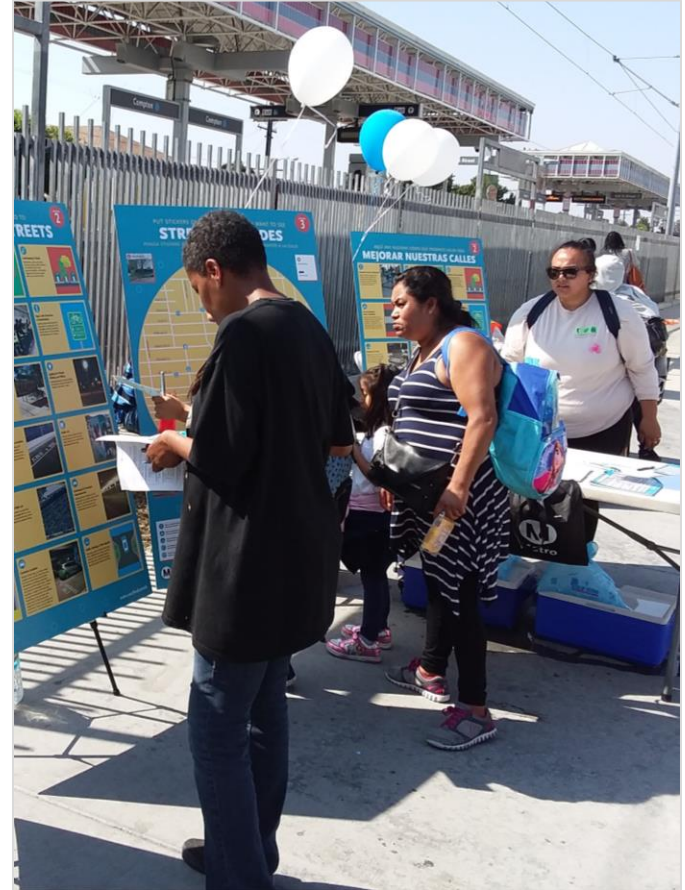
Context

- First/Last Mile (FLM) planning for all 22 Blue Line stations
- Supports Metro's goals to:
 - Increase ridership
 - Improve safety and convenience of walking and bicycling to station
- Complex setting; varying existing conditions
- Multiple jurisdictional boundaries



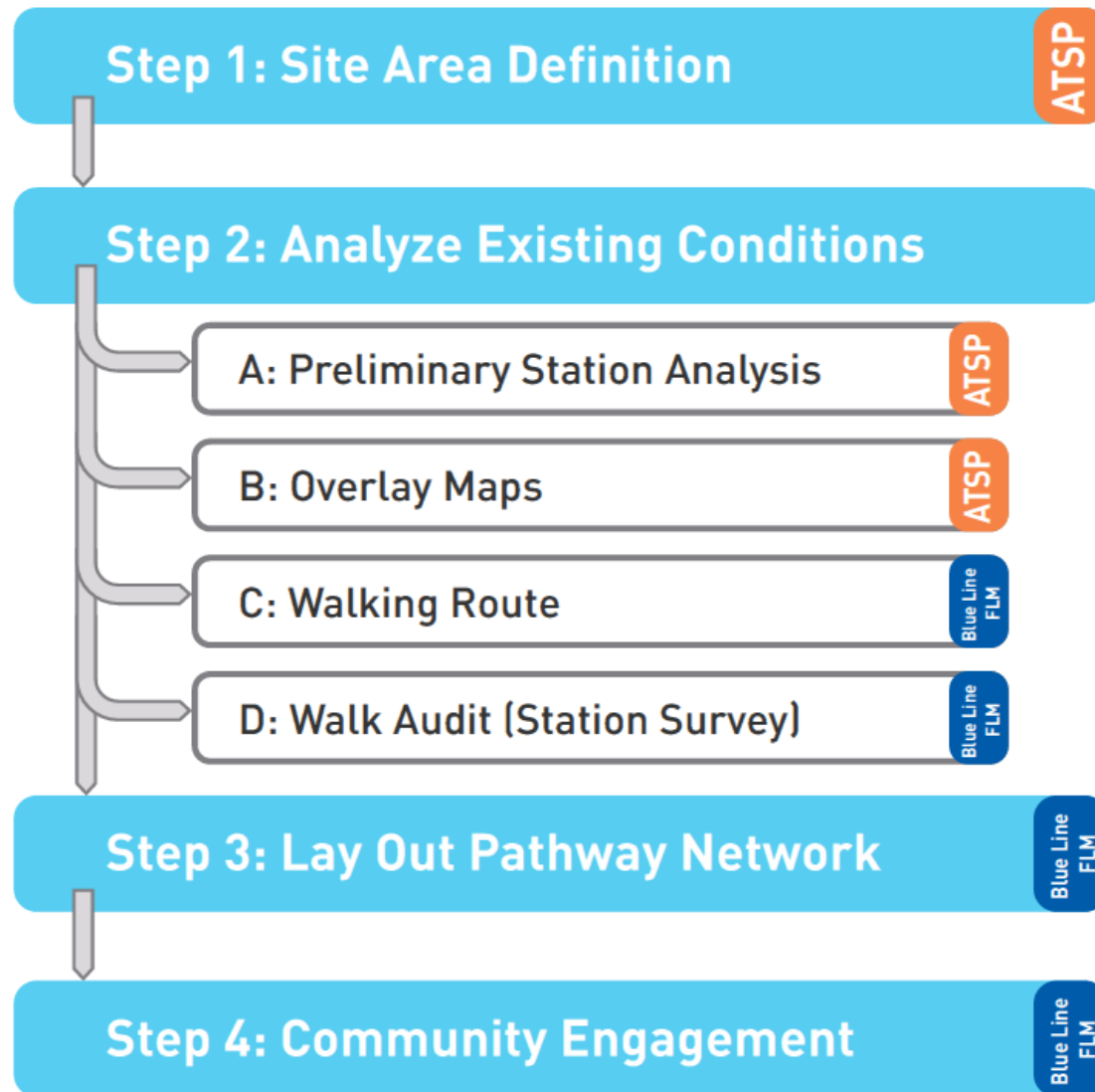
Community-based Process

- First-of-its-kind effort
- Community-Based Organizations part of consultant team (alphabetical order):
 - API Forward Movement
 - East Side Riders Bike Club
 - Healthy Active Streets
 - Los Angeles County Bicycle Coalition
 - MultiCultural Communities for Mobility
 - Ride On! Bike Co-op
 - T.R.U.S.T. South LA
- Piloted an inclusive, equity-focused process



-

Process



Community Engagement

- CBO-led engagement
- Executed FLM methodology
 - 22 station area walk audits
 - 11 innovative community events featuring:
 - Community bike rides
 - Giveaways
 - Live DJs and live painting by artists
 - Pop-up and interactive elements



Lessons Learned

- Exploratory process
- Described in the Plan
- Apply to future FLM planning processes



Next Steps

- Pursue ATP Cycle 4 (due July 31, 2018):
 - Feasibility analysis
 - Grant application development
- Continue coordination with local jurisdictions
- Continue coordination with community
- Pursue future funding for implementation, as available



Thank You



Board Report

File #: 2018-0099, File Type: Program

Agenda Number: 20.

PLANNING AND PROGRAMMING COMMITTEE APRIL 11, 2018

**SUBJECT: METROLINK SAN BERNARDINO LINE (SBL)
25 PERCENT FARE DISCOUNT SIX-MONTH PILOT
PROGRAM**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING the Metrolink San Bernardino Line 25% Fare Discount Six-month Pilot Program;
- B. PROGRAMMING up to \$2 Million in prior year Proposition C 10% surplus funds for FY 2018-19 funding only for the Metrolink SBL 25% Fare Discount Six-month Pilot Program; and
- C. AUTHORIZING the CEO to enter into all agreements necessary to implement the Metrolink SBL 25% Fare Discount Pilot Program.

ISSUE

In January 2018, Directors Solis, Najarian, Barger, Krekorian and Fasana directed the Chief Executive Officer to work with the Southern California Regional Rail Authority (SCRRA) and San Bernardino County Transportation Authority (SBCTA) to develop a strategic plan to implement a Fare Discount Pilot Program to better understand the potential impact to ridership and demand for additional service on SBL and report back in 90 days (refer to Attachment A-Metro Board Motion #44). In partnership with SBCTA and collaboration with SCRRA, staff is returning to the Board with recommendations to implement a six-month 25% “across-the-board” Fare Discount Pilot Program on the Metrolink San Bernardino Line (SBL), to start as early as July 2018.

DISCUSSION

The Metrolink SBL had the highest ridership in the Metrolink regional commuter rail system historically until 2016. Since then, over the past five years, the SBL has continued to experience a steady decline with an average drop of 16% in ridership. Currently, there is an excess seating capacity of up to 69% during non-peak weekday period and up to 75% on weekends. Factors contributing to ridership loss on the Metrolink SBL include low fuel prices, increased car ownership, service reliability and on-time performance issues, in addition to a 27% ridership loss at the Metrolink

Covina Station since the Gold Line was extended to Azusa in March 2016.

| METROLINK AVERAGE WEEKDAY BOARDINGS BY FISCAL YEAR | | | | | | | |
|--|---------------|---------------|---------------|---------------|--------------|--------------|------------------------|
| Line | FY 13 | FY 14 | FY 15 | FY 16 | FY 17 | FY 18 * | CHANGE FY 18 VS. FY 13 |
| San Bernardino | 11,426 | 10,796 | 10,436 | 10,443 | 9,721 | 9,580 | -16% |
| Ventura County | 4,608 | 4,454 | 4,434 | 4,383 | 4,377 | 4,410 | -4% |
| Antelope Valley | 5,460 | 5,156 | 4,978 | 5,731 | 6,044 | 6,332 | 16% |
| Riverside | 4,625 | 4,409 | 4,148 | 4,109 | 4,050 | 4,091 | -12% |
| Orange County | 9,918 | 9,649 | 9,697 | 10,147 | 10,369 | 10,414 | 5% |
| IEOC | 4,558 | 4,961 | 4,866 | 5,158 | 5,111 | 4,943 | 8% |
| 91/PVL | 2,777 | 2,715 | 2,674 | 2,866 | 3,258 | 3,282 | 18% |
| Total: | 43,372 | 42,140 | 41,233 | 42,837 | 42,930 | 43,052 | -1% |
| * budgeted/projected | | | | | | | |

Metrolink SBL 25% Fare Discount Six-month Pilot Program

In response to the continued ridership loss on the SBL, SCRRA staff has been considering a multi-pronged customized ridership strategy for the SBL, to consist of: 1) fare reductions; 2) service enhancements; and, 3) improving the customer experience.

In partnership with SBCTA, staff worked with SCRRA to prepare a fare reduction feasibility proposal for the Metrolink SBL that consists of 25%, 20%, 15% and 10% discounts with an increase of ridership projections for each level of discount. Due to the highest potential increase of ridership and given the success a similar discount program on the Metrolink Antelope Valley Line, staff is recommending a 25% fare discount program with a projected ridership increase of approximately 413,000 new riders in the first year.

| SAN BERNARDINO LINE FARE REDUCTION IMPACT (SCRRA Analysis) | | | | |
|--|------------------|------------------|------------------|------------------|
| Revenue (millions) | 25% | 20% | 15% | 10% |
| FY 19 Base (pre-discount revenue) | \$ 20.39 | \$ 20.39 | \$ 20.39 | \$ 20.39 |
| Revenue Loss From Discount | \$ (5.10) | \$ (4.08) | \$ (3.06) | \$ (2.04) |
| New Rider Revenue | \$ 2.37 | \$ 1.93 | \$ 1.47 | \$ 0.99 |
| Total Discount Effect | \$ (2.73) | \$ (2.15) | \$ (1.59) | \$ (1.05) |
| Program Expenses | \$ (0.43) | \$ (0.43) | \$ (0.43) | \$ (0.43) |
| Subsidy Required (millions) | \$ (3.16) | \$ (2.58) | \$ (2.02) | \$ (1.48) |
| Ridership (thousands) | 25% | 20% | 15% | 10% |
| FY 19 base (pre-discount ridership) | 2,667.8 | 2,667.8 | 2,667.8 | 2,667.8 |
| New Riders (FY 19) | 412.7 | 314.9 | 225.8 | 144.3 |
| Post-Discount Ridership | 3,080.5 | 2,982.7 | 2,893.6 | 2,812.1 |
| Change (thousands) | 412.7 | 314.9 | 225.8 | 144.3 |
| Assumptions: | | | | |
| discount valid for all SBL station pairs | | | | |
| no fare reciprocity with Riverside Line | | | | |
| changes in revenue and ridership from Riverside Line switching to the SBL and unknown at this time and not accounted for | | | | |
| elasticity calculations based on CH2M analysis | | | | |

To date, SCRRA has implemented two 25% fare discount pilot programs, the Metrolink Antelope Valley Line (AVL) in Los Angeles County and the Metrolink Perris Valley Line in Riverside County.

Based on the success of these two fare discount programs, the SBCTA Transit Committee approved the SBL 25% Fare Discount Pilot Program with a recommendation for approval to their Board of Directors on April 4, 2018.

With the recommended approval, staff will work with SBCTA and SCRRA to develop a work plan and implement a temporary promotional 25% fare discount for six months to begin as early as July 2018. Staff will also work with SCRRA and SBCTA to evaluate a federal Title VI study that requires all fare changes to be evaluated for equity impacts should the promotional 25% fare discount extend beyond the six-month pilot period. Depending upon preliminary ridership and revenue impacts, staff will report to the Board by February 2019 with a recommendation to terminate, modify or extend the Metrolink SBL 25% Fare Discount Six-month Pilot Program.

Motion #44 acknowledged the success of the AVL 25% Fare Discount Pilot Program, as an opportunity to implement a similar program to increase ridership and revenues on the SBL.

Metrolink AVL 25% Fare Discount Pilot Program

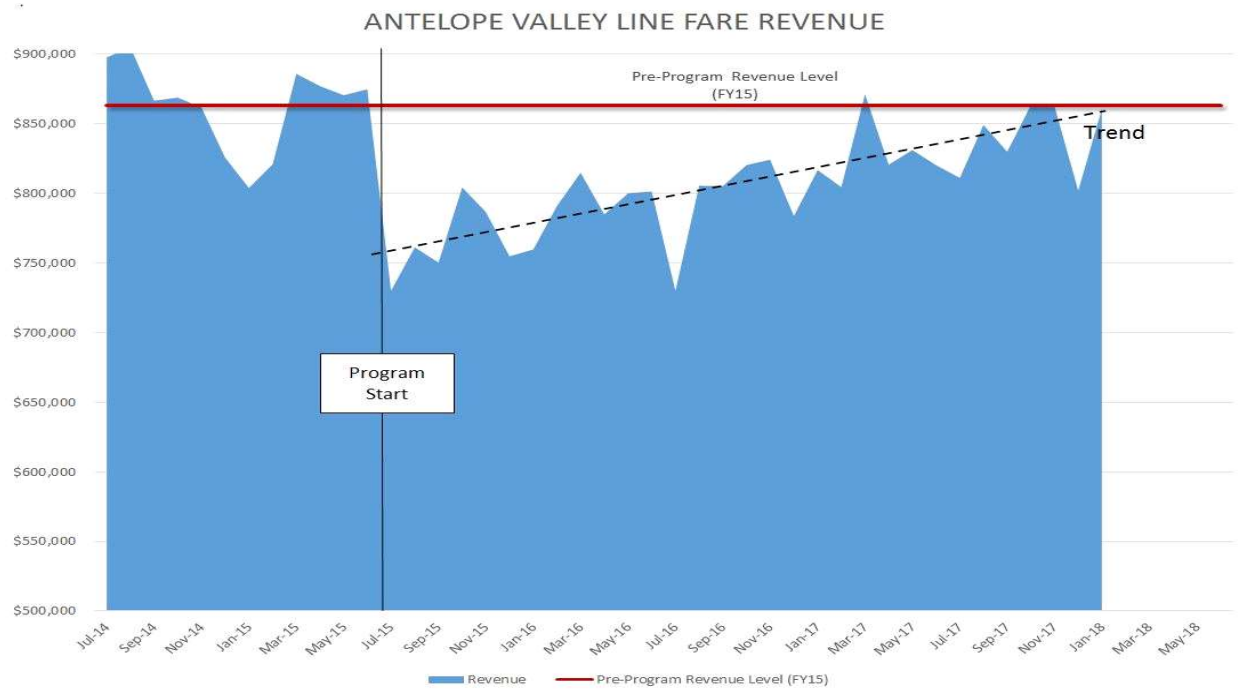
In April 2015, the Board approved a motion to reduce fares 25% on the Metrolink AVL. Since that program's launch in July 2015, the AVL Fare Discount Pilot Program has been successful in growing ridership on the AVL, with a projection of up to 33% higher ridership than pre-program levels by June 2018.

| ANTELOPE VALLEY LINE 25% FARE DISCOUNT PROGRAM – RIDERSHIP | | | | |
|--|----------------|-----------|-----------|-----------|
| 25% Fare Subsidy | FY 15 (Before) | FY 16 | FY 17 | FY 18 * |
| Annual Ridership | 1,338,121 | 1,553,019 | 1,701,353 | 1,776,695 |
| % change from FY 15 | | 16% | 27% | 33% |
| * projected | | | | |

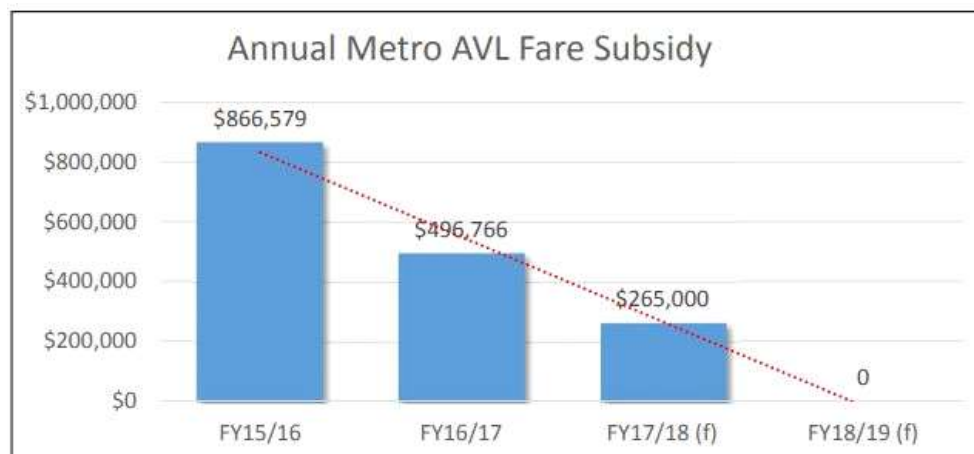
Several key findings have emerged regarding the growth in AVL ridership:

- The strongest response has been from infrequent riders, with an increase in one-way and round trip sales of 23%
- Many of the new riders have become regular riders. Monthly pass sales are up at a higher rate than the overall growth rate on the AVL.
- Student and youth ridership continues to be very strong, up 35% in FY 16 and an additional 18% in FY 17.
- Short distance ridership (less than 20 miles) increased 12% in FY 17.

Due to the strong ridership growth on the AVL, fare revenue is almost at pre-program levels, and is projected to break even by Summer 2018.



Although Metro has programmed \$5.462 million for the AVL Fare Discount Program, Metro has spent less than \$2 million and is not anticipating any further subsidy in FY 19.



Attachment B provides a Metrolink evaluation of the AVL Fare Discount Pilot Program, 30 months since the program's implementation.

DETERMINATION OF SAFETY IMPACT

This is a programming and fare reduction action which has no impact on safety.

FINANCIAL IMPACT

The recommended approval authorizes a six month pilot program, July 2018 through December 2018 with a cost not to exceed \$2 million for FY 19. Based upon the success of the AVL 25% Fare Discount Pilot Program and fare elasticity analysis conducted by SCRRA, staff anticipates that ridership will grow the first year at 15% and continue to grow thereafter. Due to the revenue growth associated with strong ridership, the revenue loss will be less per year, FY 19 thru FY 22, until breaking even, and then starting to generate positive revenue in FY 23. Should the SBL 25% Fare Discount Six-month Pilot Program be approved by the SCRRA board to go forward as an ongoing program, the four-year cost to Metro is anticipated to be \$4,190,969 before the program breaks even, and no additional Metro subsidy would be required thereafter.

| SAN BERNARDINO LINE 25% FARE DISCOUNT PILOT PROGRAM – PROJECTION FROM METROLINK | | | | | | |
|---|----------------|----------------|----------------|---------------|---------------|--|
| | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 19 - FY 22 REQUIRED SUBSIDY TOTAL |
| Pre-Discount Revenues | \$ 20,390,386 | \$ 20,390,386 | \$ 20,390,386 | \$ 20,390,386 | \$ 20,390,386 | \$ 81,561,544 |
| Post-Discount Revenues | \$ 17,658,592 | \$ 18,364,936 | \$ 19,099,533 | \$ 19,863,515 | \$ 20,658,055 | \$ 74,986,576 |
| Effect of Discount | \$ (2,731,794) | \$ (2,025,450) | \$ (1,290,853) | \$ (526,871) | \$ 267,669 | \$ (6,574,968) |
| Program Expenditures * | \$ (431,000) | \$ - | \$ - | \$ - | \$ - | \$ (431,000) |
| Subsidy Required | \$ 3,162,794 | \$ 2,025,450 | \$ 1,290,853 | \$ 526,871 | \$ (267,669) | \$ 7,005,968 |
| Metro Subsidy (59.82%) | \$ 1,891,983 | \$ 1,211,624 | \$ 772,188 | \$ 315,174 | \$ (160,120) | \$ 4,190,969 |
| SBCTA Subsidy (40.18%) | \$ 1,270,811 | \$ 813,826 | \$ 518,665 | \$ 211,697 | \$ (107,549) | \$ 2,814,999 |

* marketing, TVM programming, Title VI analysis

SBCTA Cost-Sharing

The operating costs and revenues for the SBL are shared between Metro and SBCTA. Metro provides 59.82% of the costs to operate the SBL, and SBCTA provides 40.18% of the costs to operate the SBL. Per the Board motion, Metro and SBCTA staff worked closely to collaborate and partner on the cost sharing for the SBL Fare Discount Six-month Pilot Program. The SBCTA Board is supportive of the 25% Fare Discount Six-month Pilot Program, and has recently allocated funds for the SBL Fare Discount Six-month Pilot Program (Attachment C).

Impact to Budget

Staff is proposing to fund the SBL 25% Fare Discount Six-month Pilot Program from prior year deferred revenues and operating surpluses that are currently on hand with Metrolink. Currently Metrolink has \$14.9 million of Metro surplus funds. After applying the \$2 million in funds for the SBL 25% Fare Discount Six-month Pilot Program, approximately \$12.9M would remain in deferred revenues that can be used to fund extension of the program, Metrolink Operations, rehabilitation/state of good repair, or other items the Metro board may deem to be of high priority.

| METRO DEFERRED REVENUES CURRENTLY ON HAND WITH SCRRA | |
|--|----------------------|
| FY 16 Operations Surplus | \$ 5,326,925 |
| FY 17 Operations Surplus | \$ 3,529,011 |
| Misc. Prior Year Deferred Revenue | \$ 6,047,072 |
| Subtotal: | \$ 14,903,008 |
| SBL 25% Fare Reduction Six Month Pilot Program | \$ 2,000,000 |
| Total Remaining that can be reprogrammed for TBD: | \$ 12,903,008 |

Metro is currently carrying a negative fund balance of Proposition C 10% and Measure M 1% funds available to support Metrolink Operations. This negative fund balance is projected to continue until it

grows positive in FY 25. Funding for Metrolink Operations is constrained, and the deferred revenue funds could be used to offset the negative funding balance for Metrolink Operations.

ALTERNATIVES CONSIDERED

One alternative is to not implement a SBL Fare Discount Six-month Pilot Program. This is not recommended due to the success of the AVL Fare Discount Pilot Program, the anticipated ridership growth, and the funding support of SBCTA.

A second option is to offer a reduced discount program of 20%, 15% or 10%. This is not recommended since SBCTA has approved their 25% discount commitment and ridership growth will be significantly less than 25% discount.

NEXT STEPS

Metro will work with Metrolink staff to initiate a marketing campaign to promote the SBL 25% Fare Discount Six-month Pilot Program. The pilot program is targeted to start on July 1, 2018. Ridership, revenues and other impacts will be monitored monthly by SCRRA staff.

Staff will continue to provide updates to ridership and revenues via the Regional Rail Quarterly Report this Fall. Depending upon preliminary ridership and revenue impacts, staff will report back to the Board by February 2019 with a recommendation to terminate, modify or extend the Metrolink SBL 25% Fare Discount Six-month Pilot Program.

ATTACHMENTS

Attachment A - Metro Board Motion #44

Attachment B - Metrolink Staff Report/Evaluation of AVL Fare Discount Program

Attachment C - SBTCA Staff Report

Prepared by:

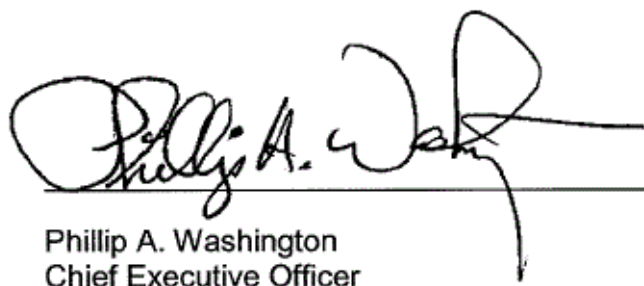
Jay Fuhrman, Manager, Transportation Planning, (213) 418-3179

Jeanet Owens, Senior Executive Officer, Project Management, (213) 418-3189

Reviewed by:

Nalini Ahuja, Chief Financial Officer (213) 922-3088

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



Phillip A. Washington
Chief Executive Officer

Attachment A

Metro

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



Metro

Board Report

File #:2017-0901, File Type:Motion / Motion
Response

Agenda Number:44.

PLANNING AND PROGRAMMING COMMITTEE JANUARY 17, 2018

Motion by:

Solis, Najarian, Barger, Krekorian, and Fasana

Item 44: Metrolink San Bernardino Line Fare Discount Pilot Program

Over the past several years, Metrolink has made tremendous strides to attract more riders to its system and become a more viable option for Southern California residents. Since introducing the 25% Fare Discount Program on the Antelope Valley Line (AVL) in July of 2015, ridership has grown 27% in FY 2016-17 compared to FY 2014-15. The increased ridership and associated fare revenues has resulted in recovering more than 80% of funds originally allocated to the program. Assuming the upward ridership trend continues, the AVL Fare Discount Program is projected to "break even" by the summer of 2018.

In December of 2016, the Riverside County Transportation Commission (RCTC) funded and replicated the discount program to stimulate ridership growth at four new stations along the 24-mile Perris Valley Line (PVL) extension. Due to initial success, RCTC is seeking to offer the discounted fare for an extended period of time.

While the AVL and PVL are realizing a ridership uptick resulting from the program, Metrolink's most heavily used line, the San Bernardino Line (SBL) is steadily declining. Over the past five years, the SBL has experienced an 11% drop in ridership with an excess of seating capacity throughout the line, including all peak hour trains. Moreover, the population density and intense congestion on the I-10 and I-210 freeways that parallel the SBL corridor are strong indicators that Metrolink has the potential to maximize ridership on the San Bernardino Line. Given the available seats to fill and the need to retain and grow ridership on the SBL

**SUBJECT: MOTION BY SOLIS, NAJARIAN, BARGER,
KREKORIAN AND FASANA**

METROLINK SAN BERNARDINO LINE FARE DISCOUNT PILOT PROGRAM

WE THEREFORE MOVE that the Board direct the CEO to work with the Southern California Regional Railroad Authority (SCRRA) and the San Bernardino County Transportation Authority (SBCTA) to develop a strategic plan to implement a Fare Discount Pilot Program to better understand the potential impact to ridership and demand for additional service on the San Bernardino Line.

WE FURTHER MOVE that the CEO report back in 90 days.

Attachment B



METROLINK.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

metrolinktrains.com/meeting

TRANSMITTAL DATE: March 16, 2018

MEETING DATE: March 23, 2018 **ITEM 16**

TO: Board of Directors

FROM: Arthur T. Leahy *ATL*

SUBJECT: Antelope Valley Line Fare Reduction Program Evaluation

Issue

In July 2015 the Antelope Valley Line (AVL) Fare Reduction Program was launched with the funding support from Los Angeles County Metropolitan Transportation Authority (Metro) to help increase ridership on AVL. This item provides the Board with an evaluation of the continued success of this program through December 2017.

Recommendation

The Board may receive and file this report.

Strategic Goal Alignment

This report aligns with the strategic goal to *retain and grow ridership*. Past experience has shown that fare reductions are one of several effective strategies to grow ridership and win market share.

Background

Between FY2011-12 and FY2014-15, the AVL experienced a ridership decline of 13%, from 5,726 average weekday boardings to 4,978. In an effort to halt ridership losses, on April 10, 2015, the Board approved a pilot program with reduced fares for AVL riders to test how ridership on that line responded to lower fares.

Two successive pilot programs were implemented. The first pilot consisted of a 25% fare reduction and a \$2 one-way fare to the next station. It was funded through revenue shortfall funding provided by Metro in an amount of up to \$2.5 million during FY2015-16. Only trips with both origin and destination stations on the AVL, which includes the section that overlaps with the Ventura County Line (Los Angeles Union Station to Burbank-Downtown) were eligible for the reduced fares. Fares that included a transfer to another line were not discounted.

The second pilot launched in January 2016 and replaced the \$2 station fare with a \$3 station fare that was launched system-wide.¹

Ridership Response

Ridership analysis was conducted based on actual ticket sales for the Antelope Valley Line stations. This allows an accurate evaluation of ridership response to the fare reduction and helps account for ridership on the shared line segment between Los Angeles Union Station and Burbank which is served by Ventura County, AVL, and Burbank Airport Line trains.

Following up on prior Board reports with program updates on December 11, 2015 and February 26, 2016, the latest results show that ridership growth has continued into the third year of the program. December 2017, the latest month for which data are available, shows a 37% ridership increase over the same month in 2014 prior to the program launch. Comparing the six-month period July-December 2017 with the same period in 2014, ridership grew by 32.7% which reflects a compounded annual growth rate of 9.9% (Figure 1).

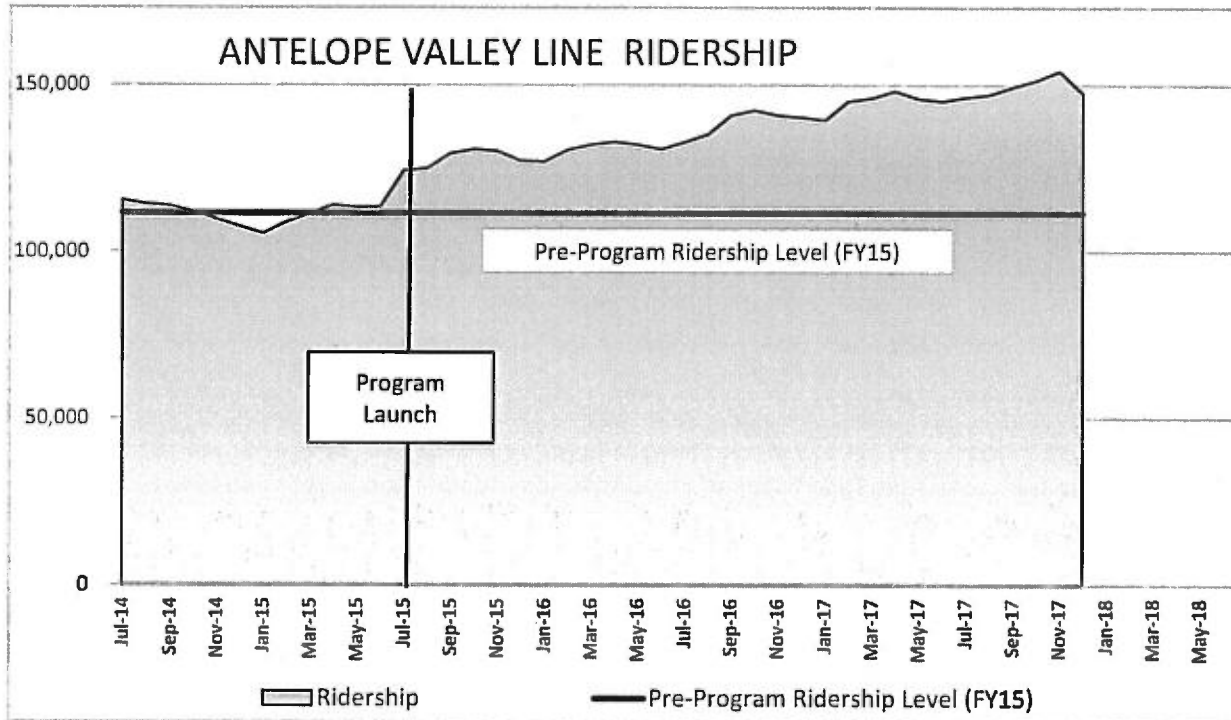
Figure 1. Ridership Growth

| Period | Ridership |
|-------------------------------|------------------|
| July-Dec 2014 | 671,938 |
| July-Dec 2017 | 891,759 |
| Compounded Annual Growth Rate | 9.9% |

As indicated above, when the AVL Fare Reduction Pilot was launched it had two program components: a 25% fare reduction and \$2 (later \$3) station fare. Whereas the station fare was available for one-way tickets only, the 25% fare discount was available on all ticket types (with the exception of already discounted Weekend Day Passes). Of the two promotional discounts, the 25% discount was the more effective one. A 2016 fare study by CH2M determined that the 25% fare discount accounted for 85% of the increase in ridership.

Since launch of the program the ridership response has exceeded expectations. Analysis of ticket sales show a strong ridership response during the first several months driven by increases in one-way and roundtrip ticket sales, followed by a flattening in the growth rate (Figure 2).

¹ The one-way station fare ticket was replaced July 1, 2016 with restructured short distance fares that reduced the cost of short distance travel for all ticket types throughout the system.

Figure 2. Antelope Valley Line Ridership Trend

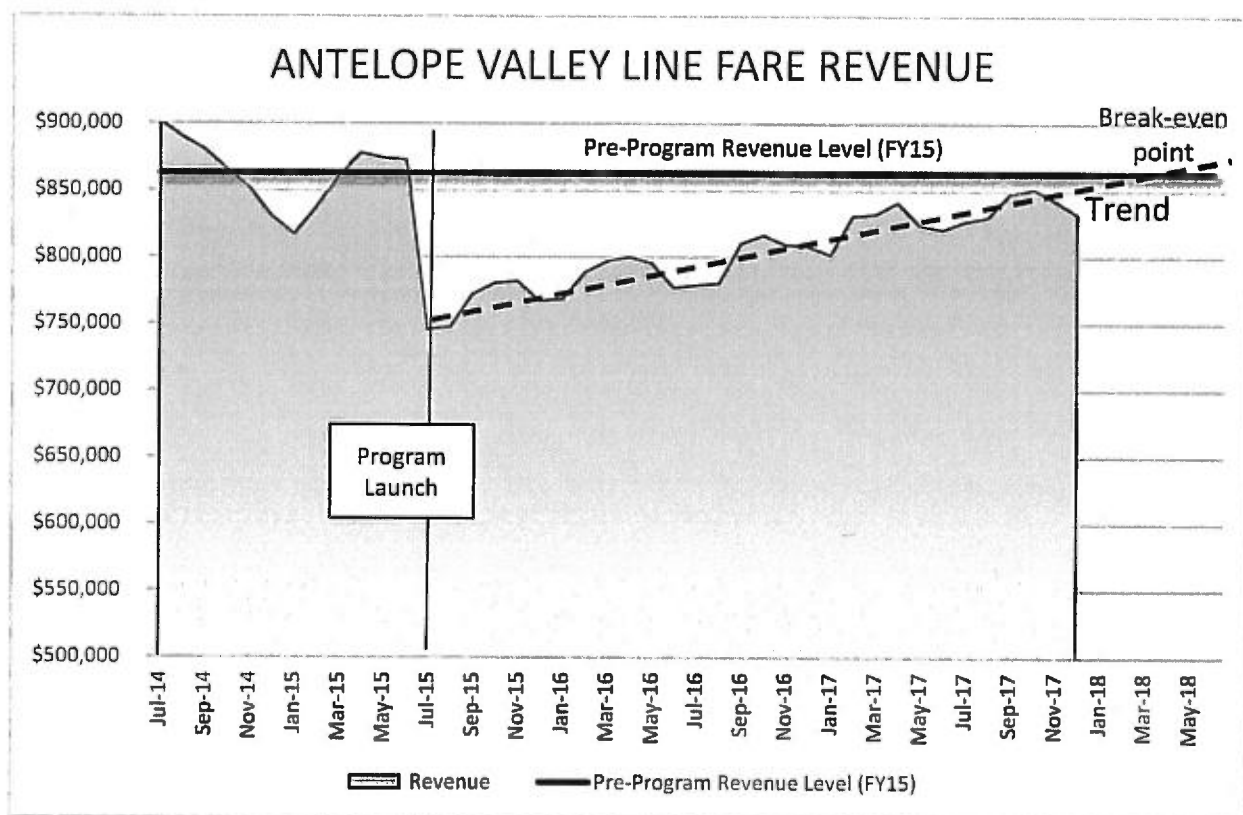
Ridership growth started to accelerate again into the second year and continues its upward momentum even in the absence of additional fare promotions. Several key findings have emerged:

- The strongest response to the lower fares came from infrequent riders: one-way and roundtrip ticket sales increased by 23% during the first year of the pilot.
- There is some evidence that many of the new riders that were attracted by the pilot have become regular commuters. In FY17 pass ridership grew by 5.9% over the prior year, exceeding the overall ridership growth on the Antelope Valley Line (5.4%) and also matching the rate of growth for one-way and roundtrip tickets (5.8%).
- Student and youth ridership continued to exhibit the fastest rate of growth in FY17 (up 17.8% from the prior year). That follows a 35% increase in FY16 when the student and youth fare discount was increased to 25%.
- The growth in short-distance ridership (trips of less than 20 miles one-way distance) reached 12% in FY17.

Fare Revenue Impact

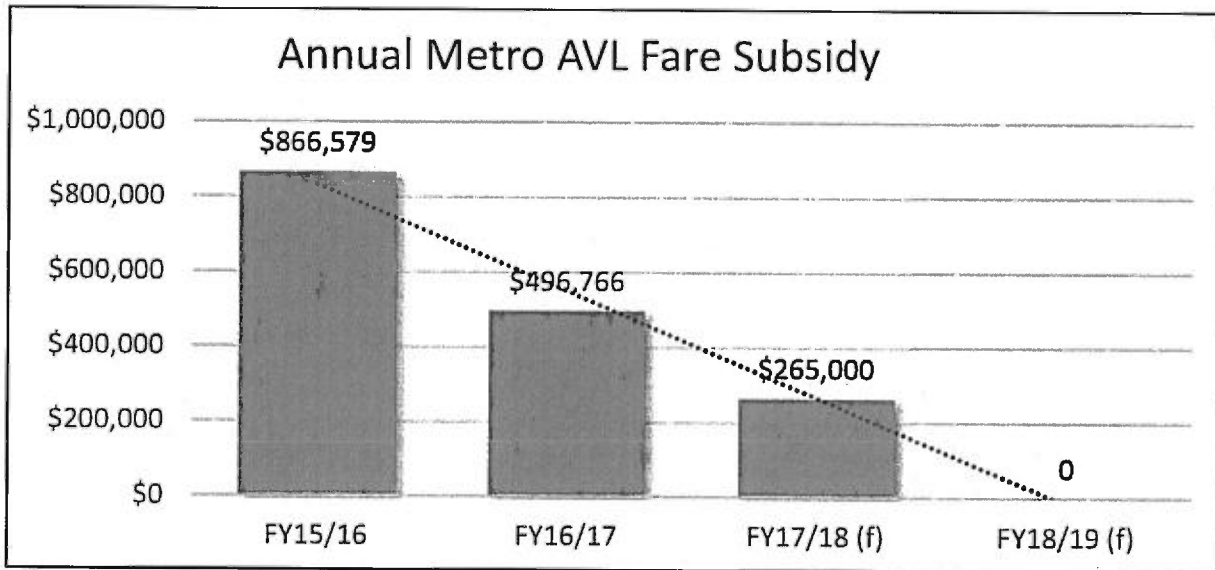
Changes to fares and the resulting ridership change directly impact fare revenue. Given the demand elasticity to changes in fares it was expected that the increase in ridership would not be sufficient to off-set the lower fares. Immediately following the fare reduction in July 2015, fare revenue fell by nearly 20%. But as ridership continued to grow during the following months fare revenue grew as well. Based on the current trend fare revenue is expected to reach the break-even point with pre-program fare revenue levels in Spring 2018 (Figure 3).

Figure 3. Antelope Valley Line Fare Revenue Trend



When the Board approved the fare reduction pilot in 2015 it also included up to \$2.5 million in revenue shortfall funding from Metro during FY2015-16. Only \$866,000 of that was actually required to offset the lower fare revenue on the AVL during the first year. During the following year as ridership continued to grow only \$497,000 in fare subsidy was required. In FY2017-18 the fare subsidy will further decline until no fare subsidy will be required anymore for FY2018-19 (Figure 4).

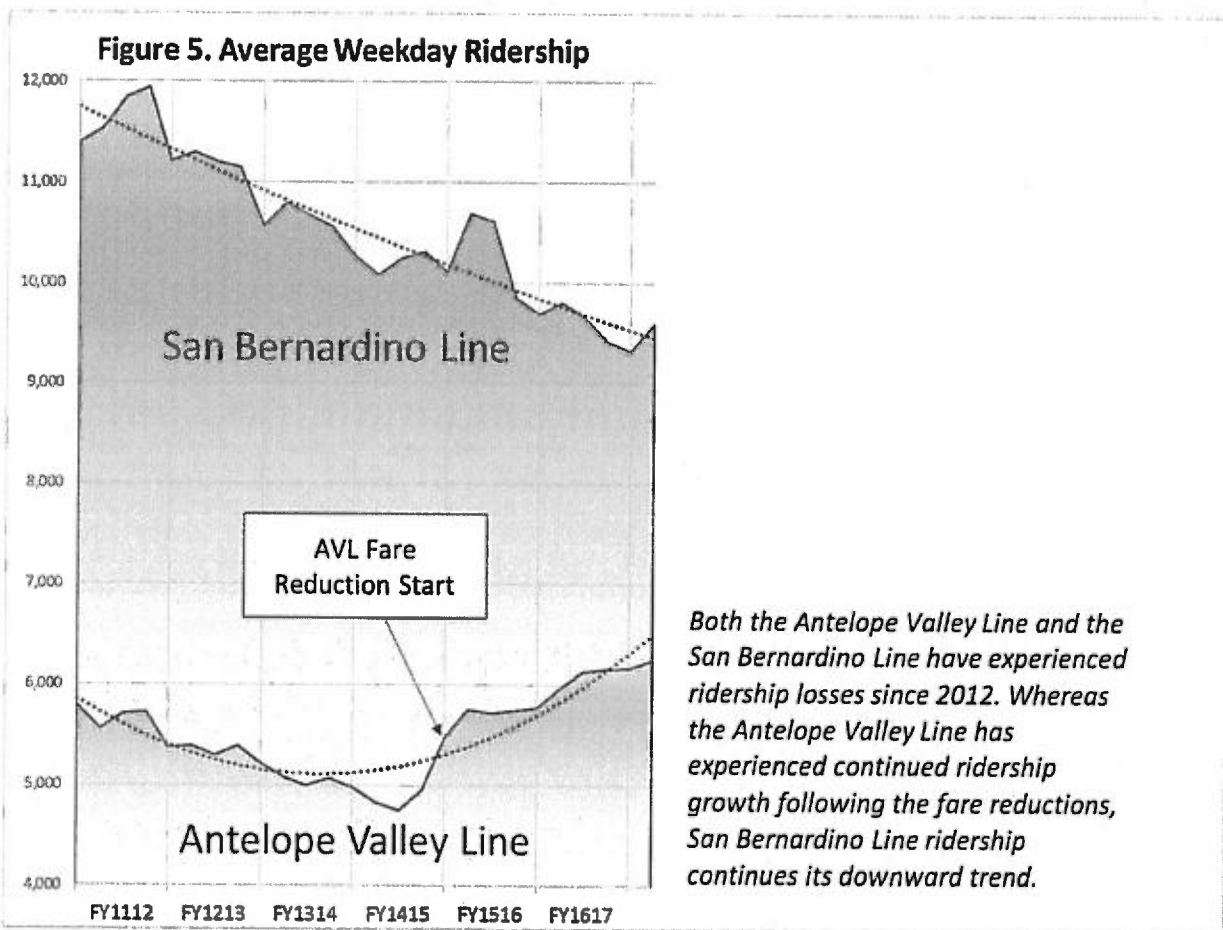
Figure 4. Shrinking Fare Subsidy Requirement



Next Steps

Staff is evaluating "lessons learned" from the AVL Fare Reduction Program and how they may be applied to other lines. Of particular interest is the San Bernardino Line which, like the AVL, has experienced ridership losses since FY2011-12. But whereas the AVL has seen continued ridership increases since the fare reduction, San Bernardino Line ridership continues to decline (Figure 5). Staff is considering a more customized ridership strategy for the San Bernardino Line that may consist of a multi-pronged approach with:

1. Fare reductions
2. Service enhancements
3. Improving the customer experience



Budget Impact

There is no budgetary impact as a result of this report.

Prepared by: Roderick Diaz, Director, Planning and Development
Henning Eichler, Planning Manager II

Kimberly Yu
Deputy Chief Operating Officer
(Planning and Project Delivery)

Gary Lettengarver
Chief Operating Officer

Attachment C

Minute Action

AGENDA ITEM:

Date: April 4, 2018

Subject:

San Bernardino Line Fare Discount Program & Allocation

Recommendation:

That the Board, acting as the San Bernardino County Transportation Authority:

A. Allocate \$2 million of available Mobile Source Air Pollution Reduction Program grant funds and \$814,999 of Metrolink generated State Transit Assistance – Operator Share funds to a Metrolink San Bernardino Line Fare Discount Pilot Program.

B. Authorize staff to develop a work plan and implement the 25% fare discount in partnership with the Los Angeles County Metropolitan Transportation Authority and the Southern California Regional Rail Authority which operates Metrolink.

C. Authorize the Executive Director to execute an agreement between SBCTA, LA Metro, and SCRRA for the implementation of the 25% fare discount program, upon concurrence from General Counsel.

Background:

Historically, the San Bernardino Line (SBL) has been one of the most heavily used lines throughout the regional Metrolink system. However, over the past five (5) years, the line has experienced an average 11% drop in ridership, as well as an excess seating capacity of 68.6% during non-peak periods on weekdays and, 74.6% on weekends between July and December 2017. In addition to other factors such as increases in car ownership and low fuel costs, the timing of the drop in ridership correlates with a 2013 fare increase. While Metrolink retains a farebox recovery rate of approximately 41% to 44.4%, the resulting drop in revenue has had an impact to San Bernardino County Transportation Authority (SBCTA) and Los Angeles County Metropolitan Transportation Authority (LA Metro) subsidies. In an attempt to re-build ridership and to support Metrolink service, the LA Metro Board directed their staff to work with Southern California Regional Rail Authority (SCRRA) and SBCTA to develop a strategic plan to implement a SBL Fare Discount Pilot Program, and better understand the price elasticity of demand, as well as the potential for increasing ridership on the SBL moving forward. SBCTA provides an annual operating subsidy to SCRRA, with Local Transportation Funds (LTF) being the primary fund-source. The proposed Fiscal Year 2018/2019 operating subsidy requested by SCRRA consists of a 2.2% cost increase which is reasonable; however, when coupled with a drop in expected fare revenue, the cost increase results in a 5.5% net increase over the Fiscal Year 2017/2018 operating subsidy which is unsustainable. In addition, the Fund Administration Department recently completed an independent analysis of LTF projections by an outside consultant which indicated a need for more conservative revenue projections. As LTF is the primary fund-source for both SCRRA and Omnitrans operations, this impacts SBCTA's ability to sustainably fund San Bernardino County's share of Metrolink's cost on a long-term basis. While SBCTA staff continues to review funding alternatives, the decline in LTF sales tax revenue, combined with the reduction in fare revenue due to ridership decline, requires SBCTA to strategically review opportunities to grow ridership and thus reduce the long-term subsidy need. The availability of the Mobile Source Air Pollution Reduction Program (MSRCP) and State Transit Assistance Operator Share funding, in conjunction with LA Metro's desire to move forward with a SBL Fare Discount Program, provides the opportunity to mitigate the dropping fare revenue through implementation of a fare discount pilot program that ultimately grows ridership.

Entity: San Bernardino County Transportation Authority

The Metrolink regional rail system has implemented two (2) different discount programs along two (2) lines in recent years, both of which achieved an increase in ridership. In July 2015, LA Metro introduced a 25% discount along the Antelope Valley Line (AVL), and by Fiscal Year 2016/2017, ridership grew by 21% as compared to Fiscal Year 2014/2015. To date, the increase in ridership and associated fare revenues have resulted in a recovery of approximately 90% of funds allocated to the program. LA Metro projects the break-even point to be assumed in summer 2018. In December 2016, the Riverside County Transportation Commission (RCTC) funded a similar discount structure on the new Perris Valley Line (PVL) with the goal of stimulating ridership across the four (4) new stations along the 24-mile line extension. Although the PVL scenario differs from AVL in that it is a new extension that lacks a history of ridership numbers to serve as a base line, to date, RCTC has not had to increase operating subsidies.

Due to the success of the two fare discount pilot programs implemented in Los Angeles and Riverside Counties and in partnership with LA Metro, SBCTA is supportive of a similar program along the SBL. However, due to operating subsidy constraints, funding is needed to move forward with the program. SBCTA has identified \$2 million in grant funding from the MSRC Clean Transportation Funding that is available on a one-time basis with San Bernardino County being guaranteed a fair-share amount based on geographic equity. By using these funds, in addition to State Transit Assistance Operator Share monies for this purpose, SBCTA can provide San Bernardino County residents with a fare discount that is consistent with that of Los Angeles County, with the goal of increasing ridership and associated revenues in the future.

A cost and implementation analysis of the proposed SBL Fare Discount Pilot Program, which includes discount scenarios of 25%, 20%, 15%, and 10%, is provided in Attachment A, and serves as a basis for continued discussions with LA Metro and SCRRA. In accordance with the cost analysis, an allocation of \$2 million in MSRCP funds, with the remaining balance of \$814,999 funded by State Transit Assistance Operator Share, would sufficiently fund SBCTA's projected share of the "across the board" 25% discount scenario. Additionally, Metrolink Fare Policy indicates the existence of reciprocity between the Metrolink San Bernardino and Riverside lines due to the higher frequency of service along the San Bernardino Line. Reciprocity will be addressed during the development of a strategic work plan.

SBCTA staff would like to develop a work plan in partnership with LA Metro, who is to report back to their Board in April. The allocation of the \$2 million of MSRCP funds to the San Bernardino Line Fare Discount Program allows staff to move forward quickly with adequate funds for the program and in alignment with LA Metro. Additionally, the timely allocation of funds provides staff with sufficient amount of time to meet the MSRCP programming deadline of June 2018.

Financial Impact:

This item is consistent with SBCTA Fiscal Year 2017/2018 Budget.

Reviewed By:

This item was reviewed and unanimously recommended for approval by the Transit Committee on March 14, 2018.

Responsible Staff:

Carrie Schindler, Director of Transit and Rail Programs

Approved
Board of Directors
Date: April 4, 2018
Witnessed By:

Metrolink San Bernardino Line 25% Discount Six-Month Pilot Program



Planning and Programming Committee – April 11, 2018 – Item #20

Metrolink San Bernardino Line Fare Discount Pilot Program

In January 2018, Directors Solis, Najarian, Barger, Krekorian and Fasana directed the CEO to report back in 90 days on efforts to develop a strategic plan to implement a fare discount program on the Metrolink San Bernardino Line (SBL).



Metro

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

Board Report

File #:2017-0901, File Type:Motion / Motion
Response

Agenda Number:44.

PLANNING AND PROGRAMMING COMMITTEE JANUARY 17, 2018

Motion by:

Solis, Najarian, Barger, Krekorian, and Fasana

Item 44: Metrolink San Bernardino Line Fare Discount Pilot Program

Over the past several years, Metrolink has made tremendous strides to attract more riders to its system and become a more viable option for Southern California residents. Since introducing the 25% Fare Discount Program on the Antelope Valley Line (AVL) in July of 2015, ridership has grown 27% in FY 2016-17 compared to FY 2014-15. The increased ridership and associated fare revenues has resulted in recovering more than 80% of funds originally allocated to the program. Assuming the upward ridership trend continues, the AVL Fare Discount Program is projected to "break even" by the summer of 2018.

In December of 2016, the Riverside County Transportation Commission (RCTC) funded and replicated the discount program to stimulate ridership growth at four new stations along the 24-mile Perris Valley Line (PVL) extension. Due to initial success, RCTC is seeking to offer the discounted fare for an extended period of time.

While the AVL and PVL are realizing a ridership uptick resulting from the program, Metrolink's most heavily used line, the San Bernardino Line (SBL) is steadily declining. Over the past five years, the SBL has experienced an 11% drop in ridership with an excess of seating capacity throughout the line, including all peak hour trains. Moreover, the population density and intense congestion on the I-10 and I-210 freeways that parallel the SBL corridor are strong indicators that Metrolink has the potential to maximize ridership on the San Bernardino Line. Given the available seats to fill and the need to retain and grow ridership on the SBL.

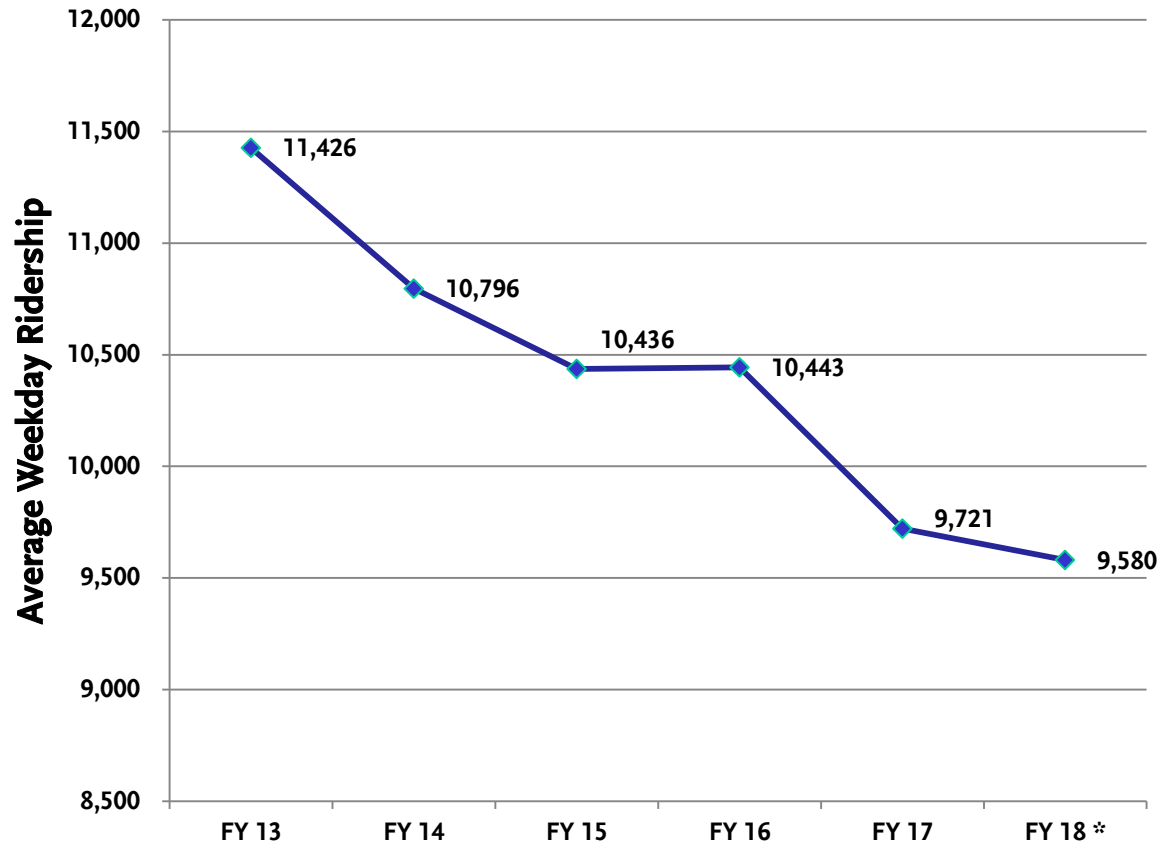
Staff Recommendations

CONSIDER:

1. **APPROVING** the Metrolink San Bernardino Line (SBL) 25% Fare Discount 6-month Pilot Program;
2. **PROGRAMMING** up to \$2 million in prior year Proposition C 10% surplus funds for FY 2018-19 funding for the Metrolink SBL 25% Fare Discount 6-month Pilot Program; and
3. **AUTHORIZING** the CEO to enter into all agreements necessary to implement the Metrolink SBL 25% Fare Discount Pilot Program.

Metrolink San Bernardino Line (SBL) Ridership

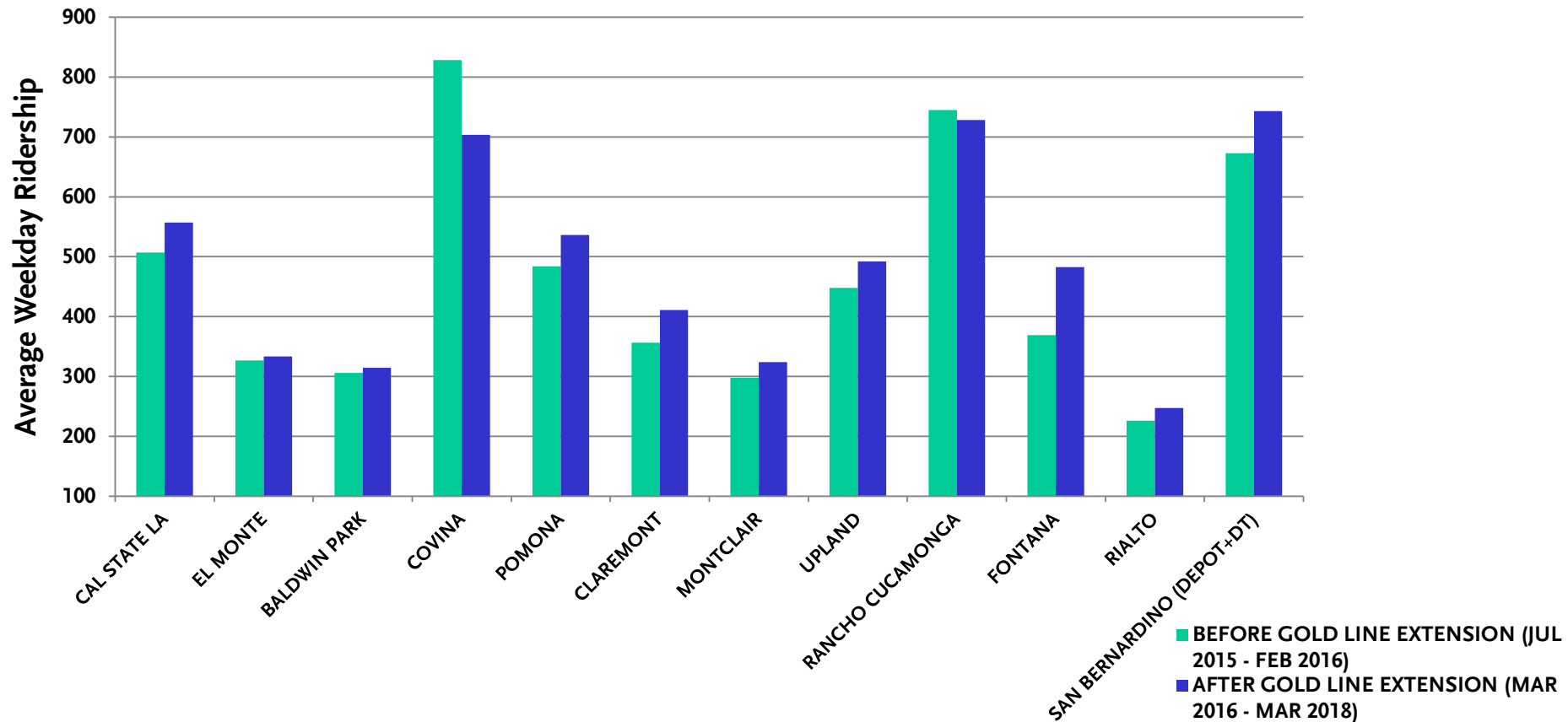
San Bernardino Line Average Weekday Boardings by Fiscal Year



1. SBL has experienced a 16% overall ridership decline from FY 13 to FY 18
2. Factors contributing to the ridership loss:
 - a. Service reduction (42 trains to 38 trains per weekday in 2014)
 - b. Lower fuel prices
 - c. Increased car ownership
 - d. Service reliability and on-time performance
 - e. 27% ridership loss at the Metrolink Covina Station since the Gold Line was extended to Azusa in March 2016.

Metrolink San Bernardino Line (SBL) Ridership

San Bernardino Line Ridership Before and After Gold Line Extension to Azusa
from July 2015 - March 2018



With the Gold Line Phase 2A extension to Azusa, Covina has experienced a 27% ridership loss. Most of the Metrolink Stations have seen an increase in ridership.

Antelope Valley Line (AVL) 25% Fare Reduction Program

Due to the success of the AVL and Perris Valley Line 25% Fare Reduction Programs, the motion seeks to grow the ridership by implementing a similar program on the SBL.

Since the AVL 25% Fare Reduction Program's start in July 2015, **ridership is up 33% and projected to continue to grow.**

Lancaster
Palmdale
Vincent Grade/Acton
Via Princessa
Santa Clarita
Newhall
Sylmar/San Fernando

| ANTELOPE VALLEY LINE 25% FARE DISCOUNT PROGRAM – RIDERSHIP | | | | |
|--|----------------|-----------|-----------|-----------|
| 25% Fare Subsidy | FY 15 (Before) | FY 16 | FY 17 | FY 18 * |
| Annual Ridership | 1,338,121 | 1,553,019 | 1,701,353 | 1,776,695 |
| % change from FY 15 | | 16% | 27% | 33% |
| * projected | | | | |

Sun Valley
Bob Hope Airport/
Hollywood Way
Future Station
Burbank - Downtown
Glendale
L.A. Union Station

Metro has programmed \$5.462 million for the AVL Fare Discount Program, however, due to the steady increase in ridership, Metro is anticipated to spend less than \$2 million with **no additional subsidy by Summer 2019.**

Proposed San Bernardino Line Discount Program

In partnership with SCRRA and SBCTA, staff analyzed 4 options for an across-the-board fare reduction program of 25%, 20%, 15% and 10%.

| SAN BERNARDINO LINE FARE REDUCTION IMPACT (SCRRA Analysis) | | | | |
|--|-----------|-----------|-----------|-----------|
| Revenue (millions) | 25% | 20% | 15% | 10% |
| FY 19 Base (pre-discount revenue) | \$ 20.39 | \$ 20.39 | \$ 20.39 | \$ 20.39 |
| Revenue Loss From Discount | \$ (5.10) | \$ (4.08) | \$ (3.06) | \$ (2.04) |
| New Rider Revenue | \$ 2.37 | \$ 1.93 | \$ 1.47 | \$ 0.99 |
| Total Discount Effect | \$ (2.73) | \$ (2.15) | \$ (1.59) | \$ (1.05) |
| Program Expenses | \$ (0.43) | \$ (0.43) | \$ (0.43) | \$ (0.43) |
| Subsidy Required (millions) | \$ (3.16) | \$ (2.58) | \$ (2.02) | \$ (1.48) |
| | | | | |
| Ridership (thousands) | 25% | 20% | 15% | 10% |
| FY 19 base (pre-discount ridership) | 2,667.8 | 2,667.8 | 2,667.8 | 2,667.8 |
| New Riders (FY 19) | 412.7 | 314.9 | 225.8 | 144.3 |
| Post-Discount Ridership | 3,080.5 | 2,982.7 | 2,893.6 | 2,812.1 |
| Change (thousands) | 412.7 | 314.9 | 225.8 | 144.3 |
| Assumptions: | | | | |
| discount valid for all SBL station pairs | | | | |
| no fare reciprocity with Riverside Line | | | | |
| changes in revenue and ridership from Riverside Line switching to the SBL and unknown at this time and not accounted for | | | | |
| elasticity calculations based on CH2M analysis | | | | |

Consistent with the Board Motion and due to the success of the AVL Fare Discount program, **staff is recommending 25% fare discount program on the Metrolink SBL since it will generate the most ridership growth.**



Metro

Cost Sharing with San Bernardino County Transportation Authority (SBCTA)

Metro shares the cost for the Metrolink SBL with SBCTA where Metro funds 60% and SBCTA funds the remaining 40%. **On March 14 2018, the SBCTA Transit Committee approved the total funding of \$2.815 million for the Metrolink SBL 25% Fare Discount Program.** This item was approved at the SBCTA BOD meeting on April 4, 2018. The anticipated costs shared with SBCTA are shown below:

| SAN BERNARDINO LINE 25% FARE DISCOUNT PILOT PROGRAM – PROJECTION FROM METROLINK | | | | | | |
|---|---------------------|---------------------|-------------------|-------------------|---------------------|--|
| | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 19 - FY 22 REQUIRED SUBSIDY TOTAL |
| Pre-Discount Revenues | \$ 20,390,386 | \$ 20,390,386 | \$ 20,390,386 | \$ 20,390,386 | \$ 20,390,386 | \$ 81,561,544 |
| Post-Discount Revenues | \$ 17,658,592 | \$ 18,364,936 | \$ 19,099,533 | \$ 19,863,515 | \$ 20,658,055 | \$ 74,986,576 |
| Effect of Discount | \$ (2,731,794) | \$ (2,025,450) | \$ (1,290,853) | \$ (526,871) | \$ 267,669 | \$ (6,574,968) |
| Program Expenditures * | \$ (431,000) | \$ - | \$ - | \$ - | \$ - | \$ (431,000) |
| Subsidy Required | \$ 3,162,794 | \$ 2,025,450 | \$ 1,290,853 | \$ 526,871 | \$ (267,669) | \$ 7,005,968 |
| Metro Subsidy (59.82%) | \$ 1,891,983 | \$ 1,211,624 | \$ 772,188 | \$ 315,174 | \$ (160,120) | \$ 4,190,969 |
| SBCTA Subsidy (40.18%) | \$ 1,270,811 | \$ 813,826 | \$ 518,665 | \$ 211,697 | \$ (107,549) | \$ 2,814,999 |

* marketing, TVM programming, Title VI analysis

Staff recommends the Board to approve up to \$ 2 million for FY 19 only, to be paid by Metro's share of SCRRA's surplus operating funds. Staff will return to the Metro Board by February 2019 with recommendations that may include modify, terminate or continue with the Fare Discount Pilot program for the remaining \$2.191 million.

NEXT STEPS

- 1. Upon Board approval, staff will work with SCRRA and SBCTA to develop a work plan and implement the 6 month Fare Discount Pilot Program to start July 2018.**
- 2. As part of the pilot program, SCRRA will conduct a Title VI analysis.**
- 3. Staff report back to the Metro Board by February 2019 with recommendations to either continue, modify or terminate the program.**



Board Report

File #: 2018-0107, File Type: Program

Agenda Number: 21.

PLANNING AND PROGRAMMING COMMITTEE APRIL 11, 2018

**SUBJECT: STATE ROUTE 138 STATE TRANSPORTATION
IMPROVEMENT PROGRAM (STIP) PROJECTS**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING the pursuit of a State Transportation Improvement Program (STIP) Amendment, pursuant to Assembly Bill (AB) 3090 provisions, to advance local funding for delivery of the State Route 138 highway widening projects described in Attachment A;
- B. PROGRAMMING up to \$44.7 million in federal Surface Transportation Block Grant Program (STBGP) funds for the identified projects; and
- C. AUTHORIZING the CEO to negotiate and enter into an agreement for the future repayment of state funds with Caltrans.

ISSUE

In November 2017, the Board adopted the 2018 Regional Transportation Improvement Program (RTIP) for Los Angeles County, which included programming for three widening projects on State Route (SR) 138. On March 21, 2018, the California Transportation Commission (CTC) adopted the 2018 State Transportation Improvement Program (STIP). The 2018 STIP includes the total RTIP funding requested by Metro for the SR 138 segments, but defers the programming of these STIP funds from Fiscal Year (FY) 2019 to FY 2020, and from FY 2020 to FY 2021 due to STIP funding capacity constraints in FY 2019 and FY 2020 (Attachment B). To avoid project delays and potential cost increases, Staff proposes to initiate what is known as the AB 3090 STIP Amendment process to reclassify the three SR 138 STIP projects as AB 3090 repayments through a STIP Amendment. This process would allow (A) Caltrans to initiate the projects with Metro-controlled federal Surface Transportation Block Grant Program (STBGP) funds and (B) permit Metro to secure the repayment of state funds within the five-year 2018 STIP period.

DISCUSSION

The 2018 STIP is a five-year capital improvement program that covers FY 2019 through FY 2023. In August 2017 the CTC adopted a Fund Estimate of \$2.2 billion in new STIP funding capacity for the 2018 STIP. This new funding capacity allowed Metro to program projects for the \$482 million formula share available for Los Angeles County, including the final three unimproved segments (Segments 4, 6, and 13) of SR 138.

Segments 6 and 13 of SR 138 are Metro's top priority projects in the 2018 STIP-these long-standing STIP projects were deleted from the 2016 STIP due to a funding shortfall of \$754 million, but are now restored in the 2018 STIP. However, due to the significant demand for funds in the first fiscal years of the STIP period, the CTC has deferred the proposed funding for SR 138 Segments 4, 6, and 13 by one or more years within the approved 2018 STIP funding cycle, delaying the funding necessary to initiate the project phases as planned for by Caltrans.

To mitigate the expected cost increases and delayed benefits associated with the expected deferral of STIP funding, Staff recommends that the Board pursue the AB 3090 STIP Amendment process whereby Metro will provide locally-controlled federal STBGP funds to advance the SR 138 project phases and will be reimbursed with the delayed funding identified in the 2018 STIP.

To proceed as proposed, the CTC AB 3090 STIP Amendment Guidelines require the following actions:

- A) Identification of the fund source to be used for project advancement;
- B) Board approval of the proposal to amend the STIP to reclassify these projects as AB 3090 Repayments; and
- C) Execution of a repayment agreement between Metro and Caltrans (to be entered into following CTC approval).

Staff has worked with Caltrans District Seven Program/Project Management staff to both develop the 2018 RTIP and explore options to prevent delay on the SR 138. If the Board approves proceeding with the use of the AB 3090 process to advance the SR 138 projects, Staff will pursue a STIP Amendment with the CTC and Caltrans. The amendment would reclassify the projects as AB 3090 Repayment projects to authorize the use of local funds to commence project phases to be reimbursed later with the STIP funding within the five-year period of the 2018 STIP. Staff seeks to amend the STIP with a required 30-day notice at the May 2018 CTC meeting, and approval at the June 2018 CTC meeting, allowing timely SR 138 work to proceed in FY 2019. Approval of the STIP Amendment and AB 3090 Repayment arrangement is contingent upon a repayment agreement between Caltrans and Metro that outlines the project delivery roles and responsibilities and the schedule for repayment relative to those project delivery activities.

If approved as AB 3090 repayments, the CTC could elect to repay the STIP funding commitment for the three SR 138 projects through a state cash reimbursement, or alternatively by substituting in another project to the 2018 STIP to receive the programmed STIP funding. Either repayment option would allow Metro and Caltrans to commence the projects as planned, without sacrificing the committed STIP funding.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no direct impact on the safety of Metro customers or employees. However, as these projects include safety enhancements, eliminating delay in project delivery would ensure the timely realization of the projects' anticipated safety benefits.

FINANCIAL IMPACT

Adoption of proposed amendment and repayment agreement would have no negative impact to the agency. Keeping the SR 138 Segments 4, 6, and 13 on schedule will help avoid possible cost increases that could arise from delaying the projects. Using locally-controlled federal STBGP funds to advance the delivery of the projects means that the federal funds are not available for other needs until reimbursed by the State. However, this action is revenue neutral and would not impact the delivery of other projects currently planned for delivery with STBGP funds.

Impact to Budget

The approval of this item has no impact to the FY 2018 Budget.

ALTERNATIVES CONSIDERED

The Board could elect to not commit federal STBGP funds, and accept the delay of the State Route 138 highway projects by one to two years. Staff does not recommend this option as delaying the projects' schedules would, defer the benefits of the projects, increase costs, and introduce greater uncertainty around project delivery timelines.

NEXT STEPS

Upon Board approval of the recommendations, staff will proceed with the following:

- Work with Caltrans and CTC staff to obtain repayment agreements for as many of these projects as possible;
- Work with the CTC to notice the proposed STIP amendment at their May CTC meeting, and to place the STIP amendment on the June 2018 CTC meeting agenda for approval by the CTC; and
- Negotiate and enter into repayment agreements, pursuant to the AB 3090 Guidelines, with Caltrans to clearly delineate the roles and responsibilities to ensure timely project delivery and repayment.

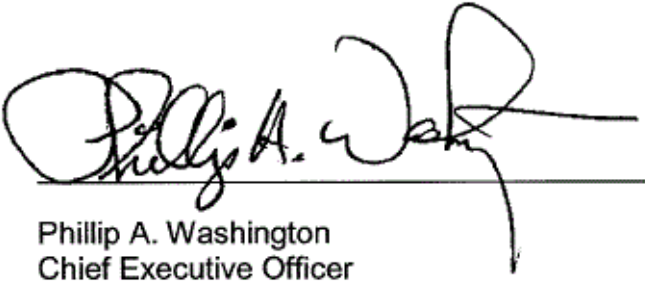
ATTACHMENTS

Attachment A - Project Descriptions for SR 138 Segments 4, 6 and 13

Attachment B - 2018 STIP Programming Adjustments for the SR 138, Segments 4, 6 and 13

Prepared by: Zoe Unruh, Principal Transportation Planner, Countywide Planning & Development, (213) 418-3319
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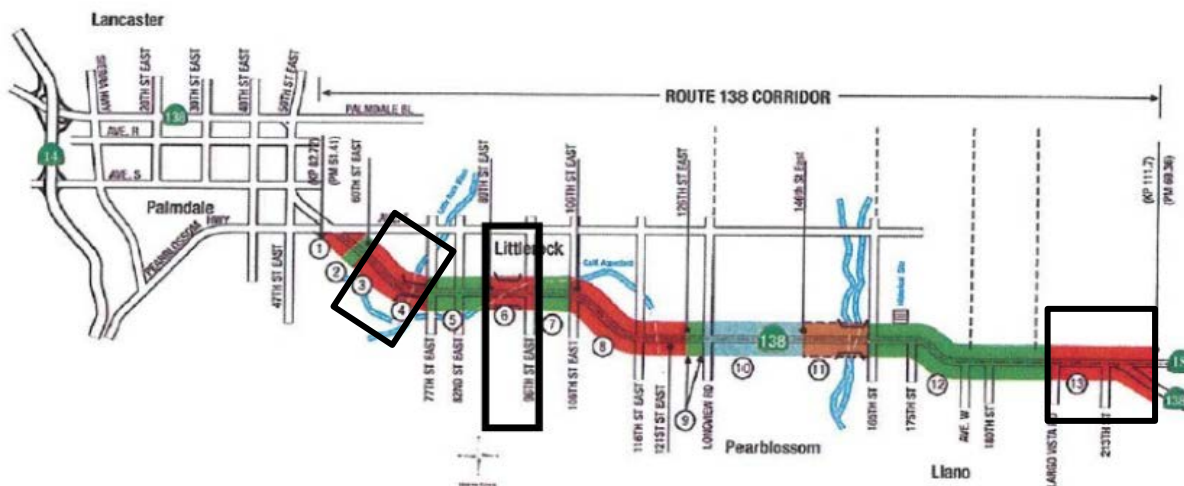
Reviewed by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077



Phillip A. Washington
Chief Executive Officer

Project Descriptions for SR 138 Segments 4, 6 and 13

ROUTE 138 WIDENING PROJECT



State Route 138 from Avenue T to the Junction with State Route 18 in Los Angeles County

Description of Corridor

State Route 138, from Avenue T in the City of Palmdale to its junction with Route 18 in Llano currently consists of one lane of travel in each direction as well as a median lane and standard -width shoulders. The proposed projects will increase the lanes from one to two in each direction.

State Route 138 has been divided into thirteen segments. Segments 1, 2, 5, 7, 9, 10, 11, and 12, are either currently under construction or completed. These projects make up the remaining 3 segments (4, 6 and 13).

SR 138 Segment 4, Project Description

Segment 4 is approximately 1.0 mile (1.61 km) in length, and is located in the community of Littlerock. This segment is a combination of portion of previously identified Segment No. 3 and Segment No. 4. The limits of this segment are from 0.52 mile west of 72th Street East to 77th Street East, PM 53.2 to PM 54.2

SR 138 Segment 6, Project Description

Segment 6 is approximately 1.0 mile (1.6 km) in length, and is located in the community of Littlerock. The limits of this segment are from 87th Street East to 96th Street East, PM 55.2 to PM 56.2.

SR 138 Segment 13, Project Description

Segment 13 is approximately 4.98 miles in length, which consists of 3.98 miles on Route 138 and 1.0 mile on Route 18, and is located in the community of Llano. The limits of this segment will be from 0.4 miles west of 190th Street East to 0.7 miles south

Project Descriptions for SR 138 Segments 4, 6 and 13

of Route 138/18 separation, PM 66.0 to PM 70.0 on Route 138; and from Route 138/18 Separation to 1.0 mile East of Route 138/18 Separation, PM 0.0 to PM 1.0.

2018 STIP Programming Adjustments for the SR 138, Segments 4, 6 and 13

ATTACHMENT B

2018 STIP Programming Adjustments for the SR 138, Segments 4, 6 and 13 (\$s in 1000s)

| STIP Project Detail | | | 2018 STIP Project Programming by Fiscal Year | | | | | |
|------------------------------|---|--|--|----------|----------|----------|----------|-----------------------------------|
| # | Project | Status | FY 18/19 | FY 19/20 | FY 20/21 | FY 21/22 | FY 22/23 | Total Programmed in the 2018 STIP |
| 1 | SR 138, Segment 4 Widen 4-lanes, 72nd St E-77th St E | NEW STIP Project | 0 | 20,950 | 0 | 19,000 | 0 | 39,950 |
| 2 | SR 138, Segment 6 Widen 4-lanes, 87th St E-96th St E | Restored STIP project/ prior deletion | 0 | 19,750 | 0 | 0 | 0 | 19,750 |
| 3 | SR 138, Segment 13 Widen 4-lanes, 190th St E-Rt 18 | Restored STIP project/ prior deletion | 0 | 0 | 4,000 | 0 | 67,000 | 71,000 |
| Total | | | - | 40,700 | 4,000 | 19,000 | 67,000 | 130,700 |
| Total Funding Delayed | | | - | 40,700 | 4,000 | | | 44,700 |

| Legend | |
|--------|---------------------------------|
| | Programming with adjusted years |

2018 STIP Programming Adjustments for the SR 138, Segments 4, 6 and 13, Project Phases Delayed

| # | Projects | Project Phases Delayed |
|---|---|---|
| 1 | SR 138, Segment 4 Widen 4-lanes, 72nd St E-77th St E | Design (PS&E) and Right -of-Way (R/w and R/W Support) |
| 2 | SR 138, Segment 6 Widen 4-lanes, 87th St E-96th St E | Construction (Const and Con Sup) |
| 3 | SR 138, Segment 13 Widen 4-lanes, 190th St E-Rt 18 | Design (PS&E) |