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Agenda - Final

Wednesday, August 17, 2022

10:30 AM

To give written or live public comment, please see the top of page 4

Planning and Programming Committee

Ara J. Najarian, Chair

Eric Garcetti, Vice Chair

James Butts

Jacquelyn Dupont-Walker

Fernando Dutra

Hilda Solis

Gloria Roberts (Interim), non-voting member

Stephanie Wiggins, 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 must be submitted electronically using the tablets available in the Board Room lobby. Individuals requesting to speak will be allowed to speak for a total of three (3) minutes per meeting on agenda items in one minute increments per item. For individuals requiring translation service, time allowed will be doubled. The Board shall reserve the right to limit redundant or repetitive comment.

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 one (1) minute during this Public Comment period or at the discretion of the Chair. Speakers will be called according to the order in which their requests are submitted. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

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.

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.

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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 Committee and Board Meetings. All other languages must be requested 72 hours in advance of the meeting by calling (213) 922-4600 or (323) 466-3876. Live Public Comment Instructions can also be translated if requested 72 hours in advance.



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x2 *Español (Spanish)*

x3 *中文 (Chinese)*

x4 *한국어 (Korean)*

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x7 *русский (Russian)*

x8 *Հայերէն (Armenian)*

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

Live Public Comment Instructions:

Live public comment can only be given by telephone.

The Committee Meeting begins at 10:30 AM Pacific Time on August 17, 2022; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-251-2949 and enter
English Access Code: 8231160#
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Public comment will be taken as the Board takes up each item. To give public comment on an item, enter #2 (pound-two) when prompted. Please note that the live video feed lags about 30 seconds behind the actual meeting. There is no lag on the public comment dial-in line.

Instrucciones para comentarios publicos en vivo:

Los comentarios publicos en vivo solo se pueden dar por telefono.

La Reunion de la Junta comienza a las 10:30 AM, hora del Pacifico, el 17 de Agosto de 2022. Puedes unirse a la llamada 5 minutos antes del comienzo de la junta.

Marque: 888-251-2949 y ingrese el codigo
Codigo de acceso en ingles: 8231160#
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Los comentarios del público se tomaran cuando se toma cada tema. Para dar un comentario público sobre una tema ingrese # 2 (Tecla de numero y dos) cuando se le solicite. Tenga en cuenta que la transmisión de video en vivo se retrasa unos 30 segundos con respecto a la reunión real. No hay retraso en la línea de acceso telefónico para comentarios públicos.

Written Public Comment Instruction:

Written public comments must be received by 5PM the day before the meeting.
Please include the Item # in your comment and your position of "FOR," "AGAINST," "GENERAL COMMENT," or "ITEM NEEDS MORE CONSIDERATION."
Email: BoardClerk@metro.net
Post Office Mail:
Board Administration
One Gateway Plaza
MS: 99-3-1
Los Angeles, CA 90012

CALL TO ORDER

ROLL CALL

APPROVE Consent Calendar Items: 5 and 6.

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

CONSENT CALENDAR:

5. SUBJECT: COUNTYWIDE CALL FOR PROJECTS

[2022-0447](#)

RECOMMENDATION

CONSIDER:

- A. RECERTIFYING \$16.6 million in existing Fiscal Year (FY) 2022-23 commitments from previously approved Countywide Call for Projects (Call) and AUTHORIZING the expenditure of funds to meet these commitments as shown in Attachment A;
- B. DEOBLIGATING \$0.65 million of previously approved Call funding, as shown in Attachment B, and hold in RESERVE;
- C. AUTHORIZING the Chief Executive Officer (CEO) or their designee to:
 - 1. negotiate and execute all necessary agreements and/or amendments for previously awarded projects; and
 - 2. amend the FY 2022-23 budget, as necessary, to include the 2022 Countywide Call Recertification and Extension funding in the Subsidies budget;
- D. APPROVING changes to the scope of work for:
 - 1. City of Bell - Florence Avenue Pedestrian Improvements (#F7634); and
- E. RECEIVING AND FILING:
 - 1. time extensions for 69 projects shown in Attachment D; and
 - 2. reprogram for five projects shown in Attachment E.

- Attachments:**
- [Attachment A - FY 2022-23 Countywide Call Recertification](#)
 - [Attachment B - FY 2021-22 Countywide Call Deobligation](#)
 - [Attachment C - Background Discussion of Each Recommendation](#)
 - [Attachment D - FY 2020-21 Countywide Call Extensions](#)
 - [Attachment E - FY 201-22 Countywide Call Reprogram](#)
 - [Attachment F - Result of Metro TAC Appeals Process](#)
 - [Attachment G - Call and Equity Focused Communities Map](#)

6. **SUBJECT: MEASURE M 3% LOCAL CONTRIBUTION GUIDELINES REVISIONS** [2022-0445](#)

RECOMMENDATION

APPROVE the release of the draft revised Measure M 3% Local Contribution Guidelines (Attachment A).

- Attachments:**
- [Attachment A - 3% Measure M Guidelines Draft Revisions](#)
 - [Attachment B - Motion 35](#)

NON-CONSENT

7. **SUBJECT: HIGH DESERT CORRIDOR JOINT POWERS AGENCY** [2022-0338](#)

RECOMMENDATION

APPROVE Metro participation in the Joint Powers Agreement creating the High Desert Corridor Joint Powers Agency.

- Attachments:**
- [Attachment A - HDC JPA Agreement](#)

(ALSO ON EXECUTIVE MANAGEMENT COMMITTEE)

8. **SUBJECT: CMAQ FUNDING UPDATE** [2022-0448](#)

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILE the Congestion Mitigation and Air Quality (CMAQ) Funding Update; and
- B. ADOPT Modification to Financial Stability Policy to prioritize available CMAQ Program federal grants to the greatest extent possible for any eligible operations costs.

- Attachments:**
- [Attachment A - Metro Board Report # 2022-0124](#)
 - [Attachment B - Modified Financial Stability Policy](#)

9. **SUBJECT: RAIL TO RIVER ACTIVE TRANSPORTATION CORRIDOR - SEGMENT B** [2022-0129](#)

RECOMMENDATION

CONSIDER:

- A. RECEIVING the Rail to River Segment B Supplemental Alternative Analysis Study Findings; and
- B. APPROVING the recommendation to maintain Randolph Street as the preferred alignment and continue coordination with Corridor Cities and Related Projects.

Attachments: [Attachment A - Map of Segment B & WSAB Overlay](#)
[Attachment B - SAA Executive Summary](#)
[Attachment C - Map of Rail to Rail-River Active Transportation Corridor](#)
[Attachment D - Map of 2016 Segment B Alternatives Studied](#)
[Attachment E - Map of Study Area](#)
[Attachment F - Map of Four Alternatives Studied in SAA](#)
[Attachment G - Letters of Support](#)
[Attachment H - SAA Recommended Randolph Improvements Presentation](#)

10. **SUBJECT: SR 14 TRAFFIC SAFETY IMPROVEMENT PROJECT MOTION** [2022-0520](#)

RECOMMENDATION

APPROVE Motion by Directors Najarian, Butts, and Barger that the CEO direct staff to work with Caltrans to find a path forward to correct sub-standard configurations for the 3 locations ready for environmental clearance, including a funding plan, and provide monthly progress updates to the Board beginning October 2022.

SUBJECT: GENERAL PUBLIC COMMENT [2022-0477](#)

RECEIVE 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



Board Report

File #: 2022-0447, File Type: Program

Agenda Number: 5.

PLANNING AND PROGRAMMING COMMITTEE AUGUST 17, 2022

SUBJECT: COUNTYWIDE CALL FOR PROJECTS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. RECERTIFYING \$16.6 million in existing Fiscal Year (FY) 2022-23 commitments from previously approved Countywide Call for Projects (Call) and AUTHORIZING the expenditure of funds to meet these commitments as shown in Attachment A;
- B. DEOBLIGATING \$0.65 million of previously approved Call funding, as shown in Attachment B, and hold in RESERVE;
- C. AUTHORIZING the Chief Executive Officer (CEO) or their designee to:
 - 1. negotiate and execute all necessary agreements and/or amendments for previously awarded projects; and
 - 2. amend the FY 2022-23 budget, as necessary, to include the 2022 Countywide Call Recertification and Extension funding in the Subsidies budget;
- D. APPROVING changes to the scope of work for:
 - 1. City of Bell - Florence Avenue Pedestrian Improvements (#F7634); and
- E. RECEIVING AND FILING:
 - 1. time extensions for 69 projects shown in Attachment D; and
 - 2. reprogram for five projects shown in Attachment E.

ISSUE

Each year the Board must recertify funding for projects that were approved through prior Calls in order to release the funds to the project sponsors. The Board must also approve the deobligation of lapsing project funds after providing project sponsors with the opportunity to appeal staff's preliminary deobligation recommendations to Metro's Technical Advisory Committee (TAC). The Board must also receive and file the extensions and reprogrammed funds granted through previously delegated Board authority. The background and discussion of each of these recommendations can be found in

Attachment C.

BACKGROUND

The Call, an existing competitive grant program dating back to the early 1990s, programs transportation funds to local jurisdictions for regionally significant projects that are often beyond the fiscal capabilities of local sponsors. The latest Call cycle, including all funding commitments and project scopes of work, was approved by the Metro Board in September 2015.

The Call process implements Metro's multi-modal programming priorities and the adopted Long Range Transportation Plan (LRTP). The 2022 Call Recertification and Deobligation process reinforces the annual authorization and timely use of funds policies. Specifically, Board policy calls for the consideration of deobligation of funding from project sponsors who have not met lapsing deadlines or have formally notified Metro that they no longer wish to proceed with the project (cancellation).

DISCUSSION

Technical Advisory Committee (TAC) Appeals

On June 1, 2022, TAC heard sponsor appeals on the deobligation of funding from five projects (Attachment F). TAC recommended one-year or two-year extensions with certain reporting conditions. Staff concurs with these recommendations. Therefore, no projects would involuntarily lose funding due to the lapsing schedule and would have the timeline to completion lengthened under this proposed Board action.

Additionally, all proposed deobligated funds included in Attachment B are due to project cancellation requested by the project sponsors and would not be involuntarily deobligated by this proposed Board action, as further described in the attachment.

Active Call for Projects as of June 30, 2022

In August 2020 and July 2021, Metro staff reported the completed assessments of the past and current recipient performance in project delivery (2007 to 2015 Call cycles). We updated the table as of June 30, 2022 (see below). There are approximately 178 active and/or upcoming Call projects totaling \$385.2 million yet to be fully implemented. Since July 2021, project sponsors have completed 42 projects with total expenditures of \$55.3 million. Staff will continue working with the project sponsors to expedite those projects' delivery.

Cycle	# of Awarded Projects	Original Programming Years	Total Prog Amount (\$000')	# of Active/Upcoming Projects	Remaining Balance (\$000')
2007 Call	169	FY08 - FY13	\$ 454,520	26	\$ 51,023
2009 Call	133	FY12 - FY15	337,551	26	70,226
2011 Call	72	FY15 - FY17	123,516	21	35,118
2013 Call	96	FY15 - FY19	199,390	43	91,682
2015 Call	88	FY17 - FY21	201,923	62	137,150
	558		\$1,316,900	178	\$385,199

DETERMINATION OF SAFETY IMPACT

The 2022 Call Recertification and Deobligation will not have any adverse safety impacts on Metro’s employees or patrons.

FINANCIAL IMPACT

The amount of \$55.6 million is included in the FY 2022-23 Adopted Budget in Cost Centers 0441 (Subsidies to Others) and 0442 (Highway Subsidies) for the Countywide Call. Since these are multi-year projects, the cost center managers and Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

The sources of funds for these activities are Proposition C 25%, State Repayment of Capital Project Loan Funds, Congestion Mitigation and Air Quality (CMAQ), and Regional Surface Transportation Program (RSTP). The Proposition C 25% funds are not eligible for Metro bus and rail operating and capital expenditures.

CMAQ funds can be used for both transit operating and capital. Los Angeles County must strive to fully obligate its share of CMAQ funding by May 1 of each year, otherwise it risks its redirection to other California Regional Transportation Planning Agencies by Caltrans. Staff recommends the use of long lead-time CMAQ funds as planned to insure utilizing Metro’s federal funds.

RSTP funds in this action could be used for Metro’s transit capital needs. Also, while these funds cannot be used directly for Metro’s bus or rail operating needs, these funds could free up other such eligible funds by exchanging the funds used for Metro’s paratransit provider, Access Services Incorporated. Since these RSTP funds originate in the Highway portion (Title 23) of MAP-21, they are among the most flexible funds available to Metro and are very useful in meeting Call projects’ requirements.

EQUITY PLATFORM

The projects (and scopes) included in this action predate the Equity Platform (adopted in 2018). As

such, Equity Platform criteria were not included in the evaluation of these projects. However, the third pillar of the Equity Platform, “Focus and Deliver” is applicable to these community-driven projects. Given that no equity analysis occurred during the initial grant process, staff is now working to evaluate the equity impacts to the existing grants. The Equity Focus Communities (“EFCs”, adopted as part of the 2020 Long Range Transportation Plan, updated in May 2022 for equity evaluation) are being applied to all current Call grants to support the first pillar of the Equity Platform “Define and Measure.” Specifically, the EFCs are a mapping tool that have been added to the Call administration database since July 2021. The analysis of the EFC layer to the Call grants (within a 1-mile radius) provides information about the make-up of the communities being served by these projects. See Attachment G for details regarding the 85.9% of the remaining 178 projects in EFCs and other demographic details.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the following goals of the Metro Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling by alleviating the current operational deficiencies and improving mobility along the projects.

Goal 4: Transform LA County through regional collaboration with the subregions and local jurisdictions in implementation of the projects.

ALTERNATIVES CONSIDERED

The Board could cancel all or some of the FY 2022-23 funding commitments rather than authorize their continued expenditures. This would be a change to the previous Board-approved Countywide Calls programming commitments and would disrupt ongoing projects that received multi-year funding.

With respect to deobligations, the Board could choose to deobligate funds from one or more project sponsors whose projects are beyond the lapse dates and are not moving forward consistent with the adopted Revised Lapsing Policy rather than extending the deadlines. A much stricter interpretation of the Revised Lapsing Policy might encourage project sponsors in general to deliver them in a more timely fashion. However, this would be disruptive to the process of delivering the specific projects currently underway, many of which are now very close to being delivered. On balance, the appeals process between the project sponsors and the Metro TAC is a significant reminder to project sponsors that these funded projects should not be further delayed thus ensuring policy objectives are achieved in expending the funds as intended by the Call program.

NEXT STEPS

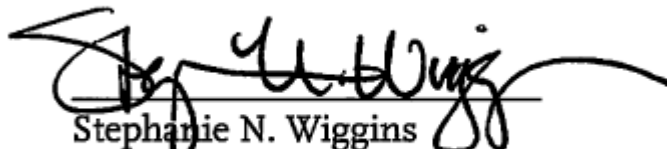
With Board approval of the 2022 Countywide Call Recertification, Deobligation and Extension process, project sponsors will be notified. Amendments to existing Funding Agreements and Letter of Agreements will be completed for those sponsors receiving time extensions. Project sponsors whose funds are being deobligated and those receiving date-certain time extension deadlines for executing their agreements will be formally notified of the Board action.

ATTACHMENTS

Attachment A - FY 2022-23 Countywide Call Recertification
Attachment B - FY 2021-22 Countywide Call Deobligation
Attachment C - Background/Discussion of Each Recommendation
Attachment D - FY 2021-22 Countywide Call Extensions
Attachment E - FY 2021-22 Countywide Call Reprogramming
Attachment F - Result of TAC Appeals Process
Attachment G - Call and Equity Focused Communities Map

Prepared by: Fanny Pan, Deputy Executive Officer, (213) 547-4312
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Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Stephanie N. Wiggins
Chief Executive Officer


Metro

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2022-23 CALL FOR PROJECTS RECERTIFICATION
(\$000')

PROJ #	AGENCY	PROJECT TITLE	PROG \$ FY 2022-23
1 8002	SGV COG	ALAMEDA CORRIDOR EAST	\$ 5,000
2 8075/F1209	LA CITY	CESAR CHAVEZ AVE./LORENA ST/INDIANA ST INTERSECTION IMPROV.	3,140
3 F5310	LA COUNTY	RAMONA BOULEVARD/BADILLO STREET/COVINA BOULEVARD TSSP/BSP	1,317
4 F5315	LA COUNTY	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	441
5 F5316	LA COUNTY	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	1,496
6 F9302	LA COUNTY	SGV FORUM 2015 TRAFFIC SIGNAL CORRIDORS PROJECT	1,000
7 F9303	LA COUNTY	SOUTH BAY FORUM 2015 TRAFFIC SIGNAL CORRIDORS PROJECT	1,000
8 F9304	LA COUNTY	GATEWAY CITIES FORUM 2015 TRAFFIC SIGNAL CORRIDORS PROJECT	2,000
9 F9305	LA COUNTY	NORTH COUNTY TRAFFIC SIGNAL COMMUNICATIONS PROJECT	800
10 F9800	LA COUNTY	BIKE AIDE STATIONS	426
TOTAL			\$ 16,620



LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
 FY 2021-22 CALL FOR PROJECTS DEOBLIGATION RECOMMENDATIONS
 (\$000')

PROJ #	AGENCY	PROJECT TITLE	FUNDING SOURCE	MODE	DOLLARS PROGRAMMED AND FISCAL YEARS					\$ EXPD/OBLG	TOTAL DEOB	REASON	
					Prior	FY 17	FY 18	FY 19	FY 20				
1	F7517	ARCADIA	BICYCLE AND FACILITY IMPROVEMENTS	LTF	BIKE				\$ 136		\$ -	\$ 136	CANCELLED
2	F5108	COMMERCE	GARFIELD AVENUE/WASHINGTON BLVD MULTIMODAL INTERSECTION	PC25	RSTI	\$ 239	\$ 299				26	512	CANCELLED
					TOTAL	\$ 239	\$ 299	\$ -	\$ 136	\$ -	\$ 26	\$ 648	

TOTAL DEOBLIGATION RECOMMENDATION BY MODE	
REGIONAL SURFACE TRANSPORTATION IMPROVEMENTS (RSTI)	\$ 512
BICYCLE IMPROVEMENTS (BIKE)	136
TOTAL	\$ 648

Background/Discussion of Each Recommendation

A. Recertify

The \$16.6 million in existing FY 2022-23 Board approved commitments and programmed through previous Countywide Call processes are shown in Attachment A. The action is required to ensure that funding continues in FY 2022-23 for those on-going projects for which Metro previously committed funding.

B. Deobligate

Attachment B shows the \$0.65 million of previously approved Countywide Calls funding that is being recommended for deobligation. This represents cancelled projects requested by the project sponsors.

C. Authorize

Projects receiving their first year of funding are required to execute Funding Agreements or Letter of Agreements with Metro. And Projects receiving time extensions are required to execute Amendments with Metro. This recommendation will authorize the CEO or their designee to negotiate and execute any agreements and/or amendments with the project sponsors, based on the project sponsors showing that the projects have met the Project Readiness Criteria and timely use of funds policies.

D. Approve Project Scope Change

1. The City of Bell – Florence Avenue Pedestrian Streetscape Improvements (#F7634) was programmed through the 2013 Call. As approved, the project includes pedestrian improvements, including crosswalk improvements, safety lighting, street trees and bell towers on Florence Avenue. The City is requesting to revise the scope of work by adding monument signage, bike racks, wayfinding signage, bus shelters and other streetscape elements while removing proposed bell towers. After execution of project Funding Agreement, City staff found the proposed bell towers were infeasible within project limits. Per community input, City staff is pursuing monument signs at either end of project limits for a placemaking effect, coupled with new bike racks and bus shelters to enhance the experience of pedestrians connecting to other modes of transportation. Staff has evaluated the proposed change in scope and found that it is consistent with the intent of the original scope of work. Metro will maintain its funding commitment of \$2,220,304, and the City will maintain its local match commitment of \$555,076 (20%). In addition, the City is committed to cover any future project cost overruns, if occurs.

E. Receive and File

1. During the 2001 Countywide Call Recertification, Deobligation and Extension, the Board authorized the administrative extension of projects based on the following reasons:
 - 1) Project delay due to an unforeseen and extraordinary circumstance beyond the control of project sponsor (federal or state delay, legal challenge, Act of God);

- 2) Project delay due to Metro action that results in a change in project scope, schedule or sponsorship that is mutually agreed; and
- 3) Project is contractually obligated, however, a time extension is needed to complete construction that is already underway (capital projects only).

Based on the above criteria, extensions for the 69 projects shown in Attachment D are being granted.

2. Since the March 2016 Metro TAC approval of the Proposed Revised Call Lapsing Policy, several project sponsors have informed staff that their projects will not be able to be completed within the one-time, 20-month extension. Through the 2016 Call Recertification and Deobligation process, Board delegated authority to reprogram currently programmed Call funds to a later year. Reprograms for the five projects shown in Attachment E are being granted.

Reason for Extensions:

1. Project delay due to an unforeseen and extraordinary circumstance beyond the control of the project sponsor (federal or state delay, legal challenge, Act of God, etc.);
2. Project delay due to Metro action that results in a change in project scope, schedule, or sponsorship that is mutually agreed; and
3. Project is contractually obligated, however, a time extension is needed to complete construction that is already underway (capital projects only).



LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2021-22 CALL FOR PROJECTS EXTENSION LIST
AS OF JUNE 30, 2022
(\$000')

PROJ #	AGENCY	PROJECT TITLE	FUNDING SOURCE	LAPSING FUND YR(S)	TOTAL PROG \$	TOTAL \$ EXP/ OBLIG	AMT SUBJECT TO LAPSE	RECOM EXT MONTHS	REASON FOR EXT 1, 2 OR 3	NEW REVISED LAPSE DATE
1 F7600	ALHAMBRA	ALHAMBRA PED IMPROVEMENT/WALKING VIABILITY PROJECT ON VALLEY	LTF	2018	\$ 665	\$ 531	\$ 134	12	3	2/28/2023
2 F9600	AVALON	CITY OF AVALON FIVE-CORNER COMPREHENSIVE PEDESTRIAN PROJECT	LTF	2018 2019 2020	1,736	342	1,394	20	3	2/29/2024
3 F3507	BALDWIN PARK	SOUTH BALDWIN PARK COMMUTER BIKEWAY PROJECT	LTF	2020	484	-	484	20	3	2/29/2024
4 F7634	BELL	FLORENCE AVE PED IMPROVEMENTS	LTF	2018	2,159	2,036	123	12	3	2/28/2023
5 F7120	BELL GARDENS	FLORENCE AVENUE RSTI PROJECT (SEE MR306.30 FOR FUND MATCH)	PC25	2017 2018	2,200	577	1,623	12	3	2/28/2023
6 F9602	BEVERLY HILLS	PEDESTRIAN IMPROVEMENTS AT SELECTED CROSSWALKS WITHIN BEVERLY HILLS	LTF	2020	392	-	392	20	3	2/29/2024
7 F1502	BURBANK	SAN FERNANDO BIKEWAY	CMAQ	2019	6,173	532	5,641	12	3	6/30/2023
8 F7506	BURBANK	CHANDLER BIKEWAY EXTENSION	CMAQ	2017 2018	2,639	456	2,183	12	1	6/30/2023
9 F9605	CUDAHY	CUDAHY CITY WIDE COMPLETE STREETS IMPROVEMENT PROJECT	PC25	2017 2020	2,135	4	2,131	20	1	2/29/2024
10 F3175	CULVER CITY	CULVER BOULEVARD REALIGNMENT PROJECT (MERGE PROJECT #E1707)	PC25	2015 2018	2,856	2,716	140	12	3	2/28/2023
11 F3317	CULVER CITY	BUS SIGNAL PRIORITY IN CULVER CITY	PC25	2018	2,200	1,697	503	12	3	2/28/2023
12 F7303	CULVER CITY	NETWORK-WIDE SIGNAL SYNCH WITH VID AND ARTERIAL PERFORMANCE ME	PC25	2017	989	840	149	12	3	2/28/2023
13 F7507	CULVER CITY	BALLONA CREEK BIKE PATH CONNECTIVITY PROJECT AT HIGUERA BRIDGE	LTF	2016 2018	616	54	562	12	3	2/28/2023
14 F7118	DOWNEY	FLORENCE AVE. BRIDGE OVER SAN GABRIEL RIVER	CMAQ	2016 2017	1,917	-	1,917	12	1	6/30/2023
15 F7520	EL MONTE	EL MONTE REGIONAL BICYCLE COMMUTER ACCESS IMPROVEMENTS	LTF	2017 2018	987	60	927	12	3	2/28/2023
16 F3306	GARDENA	GARDENA MUNICIPAL BUS LINES LINE 1 TSP PROJECT	PC25	2018	675	326	349	12	3	2/28/2023
17 F7200	INDUSTRY	SR57/60 CONFLUENCE:WB SR60/NB SR57 GRAND OFF-RAMP INTERCHG	PC25	2018	9,448	4,031	5,417	12	3	2/28/2023
18 8046	LA CITY	BURBANK BLVD. STREET IMPROVEMENTS - LANKERSHIM BLVD. TO CLEON AVE. *	RSTP	2018	5,043	5,042	1	12	3	6/30/2023

Reason for Extensions:
 1. Project delay due to an unforeseen and extraordinary circumstance beyond the control of the project sponsor (federal or state delay, legal challenge, Act of God, etc.);
 2. Project delay due to Metro action that results in a change in project scope, schedule, or sponsorship that is mutually agreed; and
 3. Project is contractually obligated, however, a time extension is needed to complete construction that is already underway (capital projects only).



**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
 2021-22 CALL FOR PROJECTS EXTENSION LIST
 AS OF JUNE 30, 2022
 (\$000'**

PROJ #	AGENCY	PROJECT TITLE	FUNDING SOURCE	LAPSING FUND YR(S)	TOTAL PROG \$	TOTAL \$ EXP/ OBLIG	AMT SUBJECT TO LAPSE	RECOM EXT MONTHS	REASON FOR EXT 1, 2 OR 3	NEW REVISED LAPSE DATE	
19	F1205	LA CITY	OLYMPIC BL AND MATEO STREET GOODS MOVEMENT IMP-PHASE II	PC25	2018	2,874	2,313	561	12	3	2/28/2023
20	F1520	LA CITY	IMPERIAL HIGHWAY BIKE LANES	CMAQ	2019	1,506	-	1,506	12	1	6/30/2023
21	F1609	LA CITY	MAIN STREET BUS STOP AND PEDESTRIAN IMPROVEMENTS	CMAQ	2020	658	130	528	12	1	6/30/2023
22	F3514	LA CITY	EXPOSITION-WEST BIKEWAY-NORTHVALE PROJECT (LRTP PROGRAM)	CMAQ	2014 2015	4,416	1,732	2,684	12	1	6/30/2023
23	F3516	LA CITY	LA CITY RIVER BIKE PATH PHASE IV - CONSTRUCTION	CMAQ	2019	1,827	-	1,827	12	1	6/30/2023
24	F3630	LA CITY	MAIN STREET PEDESTRIAN ENHANCEMENTS	CMAQ	2020	827	165	662	12	1	6/30/2023
25	F3643	LA CITY	BOYLE HEIGHTS CHAVEZ AVE STREETScape/PEDESTRIAN IMPROV.	CMAQ	2020	2,788	140	2,648	12	1	6/30/2023
26	F3646	LA CITY	ARTS DISTRICT/LITTLE TOKYO GOLD LINE STATION LINKAGES	MR	2016	869	729	140	12	3	2/28/2023
27	F3726	LA CITY	FIRST AND LAST MILE TRANSIT CONNECTIVITY OPTIONS	CMAQ	2013 2014	1,313	105	1,208	12	3	6/30/2023
28	F5519	LA CITY	BICYCLE FRIENDLY STREETS (BFS)	CMAQ	2015 2016	586	110	476	12	1	6/30/2023
29	F5525/ F5709	LA CITY	BICYCLE CORRAL PROGRAM LAUNCH	CMAQ	2016 2017	972	190	782	12	1	6/30/2023
30	F5624	LA CITY	WASHINGTON BLVD PEDESTRIAN TRANSIT ACCESS(HOOPER/ALAMEDA) II	CMAQ	2019	1,492	178	1,314	12	1	6/30/2023
31	F5821	LA CITY	VALENCIA TRIANGLE LANDSCAPE BEAUTIFICATION PLAZA	RSTP	2020	553	111	442	24	1	6/30/2024
32	F7109	LA CITY	SOTO STREET COMPLETE STREETS PROJECT	RSTP	2020	4,000	-	4,000	12	3	6/30/2023
33	F7123	LA CITY	MAGNOLIA BLVD. (NORTH) - CAHUENGA BLVD. TO VINELAND AVE. **	RSTP	2017 2018	5,461	975	4,486	12	3	6/30/2023
34	F7205	LA CITY	ALAMEDA ST. WIDENING FROM ANAHEIM ST. TO 300 FT SOUTH OF PCH	RSTP	2017 2018	5,874	1,014	4,860	24	1	6/30/2024
35	F7207	LA CITY	FARRAGUT AVE. TO DOMINGUEZ CHANNEL (MR312.51 - MATCH)	RSTP	2018	3,141	642	2,499	12	1	6/30/2023
36	F7636	LA CITY	BROADWAY STREETScape IMPLEMENTATION (8TH-9TH)	CMAQ	2019	2,384	426	1,958	12	1	6/30/2023

Reason for Extensions:
 1. Project delay due to an unforeseen and extraordinary circumstance beyond the control of the project sponsor (federal or state delay, legal challenge, Act of God, etc.);
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 3. Project is contractually obligated, however, a time extension is needed to complete construction that is already underway (capital projects only).



**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
 2021-22 CALL FOR PROJECTS EXTENSION LIST
 AS OF JUNE 30, 2022
 (\$000'**

PROJ #	AGENCY	PROJECT TITLE	FUNDING SOURCE	LAPSING FUND YR(S)	TOTAL PROG \$	TOTAL \$ EXP/ OBLIG	AMT SUBJECT TO LAPSE	RECOM EXT MONTHS	REASON FOR EXT 1, 2 OR 3	NEW REVISED LAPSE DATE	
37	F9204	LA CITY	SLAUSON AVENUE - VERMONT AVENUE TO CRENSHAW BLVD	CMAQ	2018 2020	1,930	-	1,930	20	1	2/29/2024
38	F9308	LA CITY	ATSAC ATCS/TPS/LRT/HRI/CMS SYSTEM RELIABILITY AND EFF.	PC25	2020	2,160	1,046	1,114	20	3	2/29/2024
39	F9311	LA CITY	ATSAC TRAFFIC SURVEILLANCE VIDEO TRANSPORT SYSTEM ENHAN.	PC25	2019 2020	1,708	687	1,021	20	3	2/29/2024
40	F9520	LA CITY	MID-CITY LOW STRESS BICYCLE ENHANCEMENT CORRIDORS	CMAQ	2020	1,807	312	1,495	20	1	2/29/2024
41	F9527	LA CITY	CHANDLER CYCLETRACK GAP CLOSURE PROJECT	CMAQ	2019	3,177	459	2,718	20	1	2/29/2024
42	F1311	LA COUNTY	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	PC25	2020	6,939	6,784	155	20	3	2/29/2024
43	F7412	LA COUNTY	LA COUNTY/USC MEDICAL CENTER TRANSIT VEHICLE	CMAQ	2016	282	-	282	12	3	6/30/2023
44	F9412	LA COUNTY	ATHENS SHUTTLE AND LENNOX SHUTTLE TRANSIT VEHICLES	CMAQ	2019	750	-	750	20	3	2/29/2024
45	F9504	LA COUNTY	E. PASADENA & E. SAN GABRIEL VALLEY BIKEWAY ACCESS IMPROVEMENTS	CMAQ	2017 2018	1,802	-	1,802	20	1	2/29/2024
46	F9511	LA COUNTY	BIKEWAY ACCESS IMPROVEMENTS (MR315.64 MATCH)	CMAQ	2018 2020	3,191	-	3,191	20	1	2/29/2024
47	F9310	LANCASTER	CITY OF LANCASTER TRANSPORTATION MANAGEMENT CENTER	PC25	2019 2020	578	230	348	20	3	2/29/2024
48	F7314	LONG BEACH	SANTA FE AVENUE SYNCHRONIZATION ENHANCEMENT PROJECT	PC25	2016 2017 2018	1,920	62	1,858	12	3	2/28/2023
49	F9314	LONG BEACH	MID-CITY SIGNAL COORDINATION IN LONG BEACH	PC25	2019 2020	2,606	48	2,558	20	3	2/29/2024
50	F9628	LONG BEACH	1ST STREET PEDESTRIAN GALLERY	PC25	2019 2020	2,717	-	2,717	20	1	2/29/2024
51	F9402	LONG BEACH TRANSIT	LBT PURCHASE OF ZERO EMISSION BUSES	CMAQ	2020	2,111	-	2,111	20	3	2/29/2024
52	8211	MONROVIA	HUNTINGTON DRIVE PHASE II PROJECT (OLD TOWN PEDESTRIAN IMPROVEMENTS)	RSTP	2017	1,242	-	1,242	12	3	6/30/2023
53	F9502	MONTEREY PARK	MONTEREY PASS ROAD COMPLETE STREETS BIKE PROJECT	PC25	2018 2019 2020	1,994	-	1,994	20	1	2/29/2024
54	F1300	PALMDALE	NORTH COUNTY TRAFFIC FORUM ITS EXPANSION	PC25	2018 2019 2020	12,424	8,507	3,917	20	3	2/29/2024

Reason for Extensions:
 1. Project delay due to an unforeseen and extraordinary circumstance beyond the control of the project sponsor (federal or state delay, legal challenge, Act of God, etc.);
 2. Project delay due to Metro action that results in a change in project scope, schedule, or sponsorship that is mutually agreed; and
 3. Project is contractually obligated, however, a time extension is needed to complete construction that is already underway (capital projects only).



**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
 2021-22 CALL FOR PROJECTS EXTENSION LIST
 AS OF JUNE 30, 2022
 (\$000')**

PROJ #	AGENCY	PROJECT TITLE	FUNDING SOURCE	LAPSING FUND YR(S)	TOTAL PROG \$	TOTAL \$ EXP/ OBLIG	AMT SUBJECT TO LAPSE	RECOM EXT MONTHS	REASON FOR EXT 1, 2 OR 3	NEW REVISED LAPSE DATE	
55	F7304	PALMDALE	NORTH COUNTY ITS - PALMDALE EXTENSION	CMAQ	2017 2018 2019	3,000	-	3,000	12	1	6/30/2023
56	F3302	PASADENA	INTELLIGENT TRANSPORTATION SYSTEM (ITS) PHASE III	PC25	2015	4,235	4,012	223	12	3	2/28/2023
57	F7204	PORT OF LONG BEACH	PIER B STREET FREIGHT CORRIDOR RECONSTRUCTION	RSTP	2018 2019	10,955	-	10,955	12	1	6/30/2023
58	F9203	PORT OF LONG BEACH	PIER B STREET FREIGHT CORRIDOR RECONSTRUCTION	CMAQ	2019 2020	5,354	-	5,354	20	1	2/29/2024
59	F3502	REDONDO BEACH	REDONDO BEACH BICYCLE TRANSPORTATION PLAN IMPLEMENTATION	CMAQ	2016	1,559	-	1,559	12	3	6/30/2023
60	F5301	REDONDO BEACH	GRANT AVENUE SIGNAL IMPROVEMENTS	PC25	2017	1,222	-	1,222	12	3	2/28/2023
61	F3307	SAN DIMAS	INTERSECTION IMPROVEMENTS ON BONITA AVE. AT CATARACT AVE.	PC25	2018	1,339	1,002	337	12	3	2/28/2023
62	F1505	SAN FERNANDO	SAN FERNANDO PACOIMA WASH BIKE PATH	CMAQ	2019	1,513	-	1,513	12	3	6/30/2023
63	F9313	SAN FERNANDO	SAN FERNANDO CITYWIDE SIGNAL SYNCH AND BUS SPEED IMPRV.	PC25	2018 2019 2020	775	-	775	20	3	2/29/2024
64	F1804	SAN GABRIEL	LAS TUNAS DRIVE STREETScape ENHANCEMENT PROJECT	CMAQ	2019	641	-	641	12	1	6/30/2023
65	F9306	SANTA CLARITA	ITS PHASE VII	PC25	2018	2,123	1,858	265	12	3	2/28/2023
66	F7320	SANTA MONICA	SANTA MONICA SIGNAL SYNC IMPROVEMENTS	PC25	2018	541	540	1	12	3	2/28/2023
67	F5516	SOUTH EL MONTE	CIVIC CENTER AND INTERJURISDICTIONAL BICYCLE LANES (PLUS MM4703.09)	CMAQ	2016	485	-	485	12	3	6/30/2023
68	F3124	SOUTH GATE	FIRESTONE BOULEVARD CAPACITY IMPROVEMENTS	PC25	2015	7,071	6,002	1,069	12	3	2/28/2023
69	F5308	SOUTH PASADENA	SOUTH PASADENA'S ATMS, CENTRAL TCS AND FOIC FOR FAIR OAKS AV	PC25	2017	464	90	374	12	3	2/28/2023
					TOTAL	\$ 175,470	\$ 59,843	\$ 115,627			

* Project previously known as Burbank Bl Widening from Lankershim to Cleon Avenue
 ** Project previously known as Magnolia Bl Widening (North Side) - Cahunega Bl to Vineland



**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2021-22 CALL FOR PROJECTS REPROGRAMMING
(\$000')**

Reprogrammed Years are listed in Bold and Italic

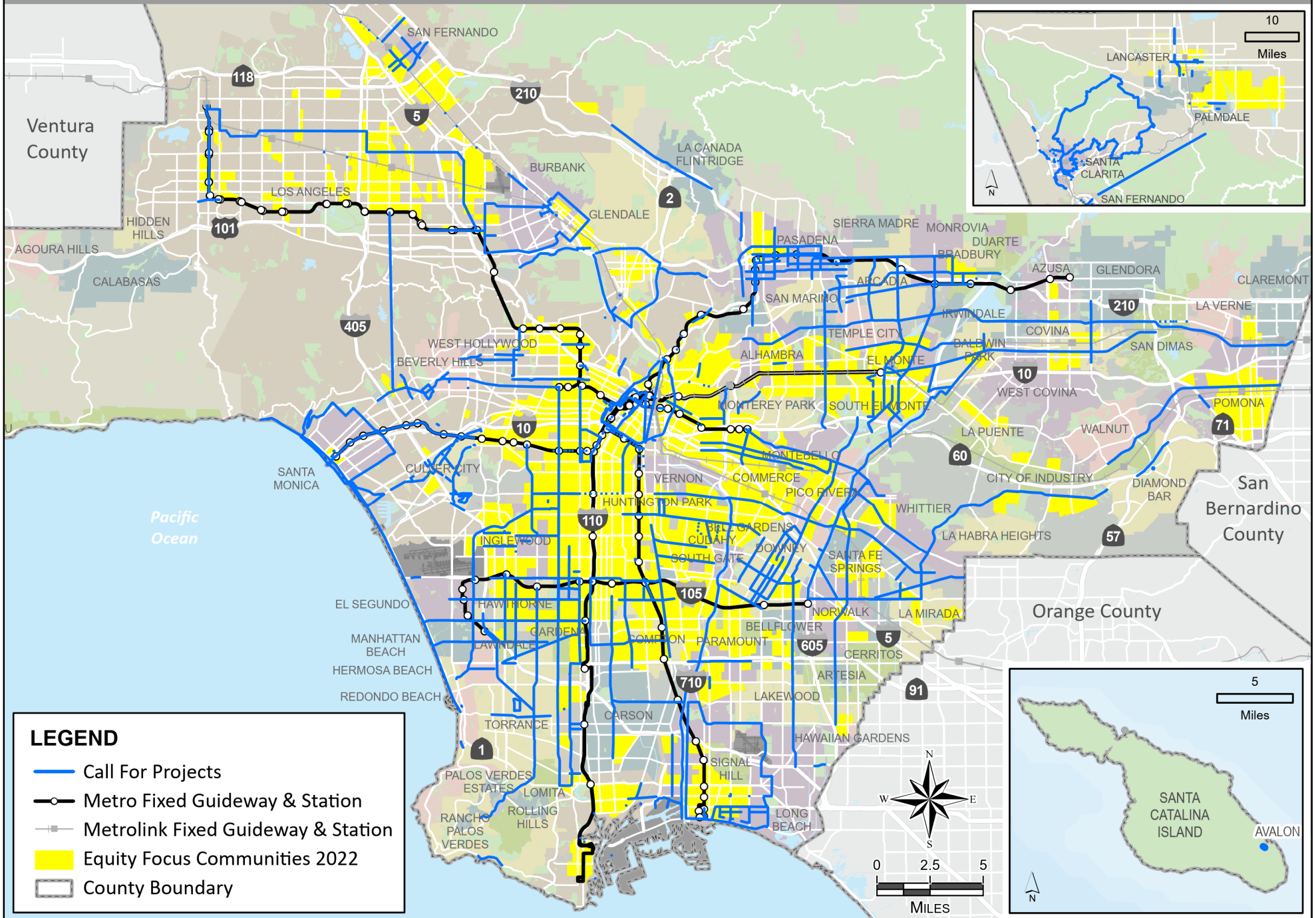
	PROJ	AGENCY	PROJECT TITLE	DOLLARS PROGRAMMED AND FISCAL YEARS					TOTAL	FUND SOURCE
				2019-20 & Prior	2020-21	2021-22	2022-23	2023-24		
1	8075/ F1209	LA CITY	CESAR CHAVEZ AVE./LORENA ST/INDIANA ST INTERSECTION IMPROV.	7,107					7,107	PC25
				3,967			3,140		7,107	
2	F5315	LA COUNTY	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	1,241					\$ 1,241	PC25
					200	600	441		1,241	
3	F9800	LA COUNTY	BIKE AIDE STATIONS	426	2,533				2,959	PC25
							426	2,533	2,959	
4	F7105	SANTA CLARITA	13TH STREET/DOCKWEILER DRIVE EXTENSION	104	5,795				5,899	PC25
								5,899	5,899	
5	F9118	SANTA CLARITA	Dockweiler Drive Gap Closure	3,267	2,208				5,475	PC25
								5,475	5,475	

ORIGINAL PROGRAMMED AMOUNT	\$ 5,038	\$ 10,536	\$ -	\$ -	\$ -	\$ 15,574
REPROGRAMMED AMOUNT	\$ -	\$ 200	\$ 600	\$ 867	\$ 13,907	\$ 15,574
DELTA	5,038	10,336	(600)	(867)	(13,907)	-



June 2022 Metro Technical Advisory Committee (TAC) Appeals
Sorted by Agency
(\$000')

PROJ #	AGENCY	PROJECT TITLE	FUND SOURCE	PROG YR(S)	TOTAL METRO PROG \$	LAPSING FUND YR(S)	PROG \$ SUBJECT TO LAPSE	TOTAL YRS EXT	REASON FOR APPEAL	TAC RECOMMENDATIONS	METRO RESPONSE	
1	F7118	DOWNEY	FLORENCE AVE. BRIDGE OVER SAN GABRIEL RIVER	CMAQ	2016 2017	\$ 1,917	2016 2017	\$ 1,917	3	Did not meet Lapsing Policy & Status Update per June 2021 TAC Appeal	One-year extension to June 30, 2023.	Concur with TAC recommendation.
2	F3514	LA CITY	EXPOSITION-WEST BIKEWAY-NORTHVALE PROJECT	CMAQ	2013 2014 2015	4,416	2014 2015	2,684	6	Did not meet Lapsing Policy & Status Update per June 2020 TAC Appeal	One-year extension to June 30, 2023.	Concur with TAC recommendation.
3	F7205	LA CITY	ALAMEDA ST. WIDENING FROM ANAHEIM ST. TO 300 FT SOUTH OF PCH	RSTP	2017 2018	5,874	2017 2018	4,860	3	Did not meet Lapsing Policy	Two-year extension to June 30, 2024. Project Sponsor must provide a project status update at the 2023 TAC appeals.	Concur with TAC recommendation.
4	F7304	PALMDALE	NORTH COUNTY ITS - PALMDALE EXTENSION	CMAQ	2017 2018 2019	3,000	2017 2018 2019	3,000	3	Did not meet Lapsing Policy	One-year extension to June 30, 2023.	Concur with TAC recommendation.
5	F3124	SOUTH GATE	FIRESTONE BOULEVARD CAPACITY IMPROVEMENTS	PC25	2012 2013 2014 2015	7,071	2015	1,069	7	Did not meet Lapsing Policy	One-year extension to February 28, 2023.	Concur with TAC recommendation.



LEGEND

- Call For Projects
- Metro Fixed Guideway & Station
- Metrolink Fixed Guideway & Station
- Equity Focus Communities 2022
- County Boundary



Board Report

File #: 2022-0445, File Type: Policy

Agenda Number: 6.

PLANNING AND PROGRAMMING COMMITTEE AUGUST 17, 2022

SUBJECT: MEASURE M 3% LOCAL CONTRIBUTION GUIDELINES REVISIONS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

APPROVE the release of the draft revised Measure M 3% Local Contribution Guidelines (Attachment A).

ISSUE

In April 2022 the Board approved Motion 35 (Attachment B), authored by Directors Hahn, Garcetti, Butts, and Dutra titled 3% Contribution, which in part directed Staff to revise the Measure M Guidelines, Section VIII. - 3% Local Contribution to Major Transit Projects. Staff reported back to the Construction Committee in June 2022 on the response to the motion (2022-0331) and committed to requesting Board approval to release for public review revised Guidelines in August 2022.

BACKGROUND

The Measure M Ordinance (Ordinance) requires that local jurisdictions pay three percent (3%) of the total project cost of new major rail projects. In advance of Metro notifying jurisdictions of their local contribution obligations for several rail capital projects, the Board requested that Staff revise the Guidelines to be consistent with the Ordinance, confirm several aspects of the calculation, and clarify and provide additional flexibility on sources available to jurisdictions to satisfy the 3% contribution. This action is required because making draft Guidelines revisions available for public comment is consistent with Metro's past practice (e.g. 2021-0008) and may generate constructive input from jurisdictions and other stakeholders to be affected by the proposed changes.

DISCUSSION

Staff has revised the Guidelines in response to direction from Motion 35. The revisions reflect a change in the cost allocation approach, the exclusion from the total project cost of the First/Last Mile (FLM) expenses incurred by jurisdictions, and the availability of FLM credit in situations when Metro is withholding local return funds in alignment with the Board direction in Motion 35. Staff can implement the direction from Motion 35 immediately, with the Guidelines revisions formalizing the changes in the approach to the 3% local contribution.

DETERMINATION OF SAFETY IMPACT

The proposed approval will not have any adverse safety impacts on employees or patrons.

FINANCIAL IMPACT

Impact to Budget

Approving the recommendations will have no impact on the FY 2022-23 Budget.

EQUITY PLATFORM

Per the equity assessment of the Guidelines revisions in June 2022 (2022-0331), the 3% local contribution is one of the financial resources supporting Metro's major rail transit projects program in the Measure M Expenditure Plan. These projects will benefit communities by adding new high-quality reliable transit service, many of which will increase mobility, connectivity, and access to opportunities for the historically underserved and transit-dependent communities. Metro will continue to conduct outreach and provide technical assistance on the 3% contribution requirement to affected jurisdictions as we proceed with project planning. Staff will also analyze how each project might impact equity and Equity Focused Communities. These analyses will be included in future Board items (e.g. notifying the Board of the 3% contribution amount by jurisdiction based on 30% design) on a project-by-project basis.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project supports the following strategic plan goals identified in Vision 2028: Goal 1: Provide high-quality mobility options that enable people to spend less time traveling, Goal 3: Enhance communities and lives through mobility and access to opportunity and Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization.

ALTERNATIVES CONSIDERED

The Board could elect not to approve the public release of the revised Guidelines. This is not recommended as the proposed revisions resulted from Board direction and will ensure consistency between Metro's published guidance and the Measure M Ordinance.

NEXT STEPS

Metro will release the Draft Revised Measure M Guidelines Section VIII - 3% Local Contribution to Major Transit Projects, if approved by the Board, for a 60-day public review period beginning August 26, 2022. Metro will circulate the draft revisions to Councils of Governments (COGs) and notify the public via The Source or other appropriate outreach methods. The Guidelines will be posted on the Metro website, and there will be a place at the same location for people to submit comments. Following public input and comment, the final revised Guidelines will be presented to the Board in January 2023 for adoption.

ATTACHMENTS

Attachment A - 3% Measure M Guidelines Draft Revisions

Attachment B - Motion 35

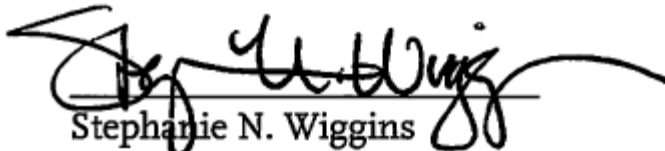
Prepared by: Adam Stephenson, Senior Director, Countywide Planning & Development, (213) 547-4322

Fanny Pan, DEO, Countywide Planning & Development, (213) 547-4312

Shawn Atlow, Executive Officer, Countywide Planning & Development, (213) 547-4315

Laurie Lombardi, SEO, Countywide Planning & Development, (213) 418-3251

Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Stephanie N. Wiggins
Chief Executive Officer

REVISED MEASURE M GUIDELINES, SECTION VIII. 3% LOCAL CONTRIBUTION TO MAJOR TRANSIT PROJECTS

The following shall replace Section VIII. in its entirety.

INTRODUCTION

The Measure M Ordinance includes a provision for 3% local contribution to major rail transit capital projects. The rationale for the contribution is that local communities with a rail station receive a direct benefit due to the increased access to high-quality transit service that is above and beyond the project's benefit to the County as a whole. Countywide, the 3% local funding contribution represents more than \$1 billion in funding to support the project delivery identified in the Expenditure Plan. The 3% local funding contribution is a critical element of a full funding plan for these rail transit projects. The Ordinance includes provisions that allow development of a mutual agreement between a jurisdiction and Metro, and a default payment mechanism if such an agreement cannot be reached. The agreements shall be in accordance with these guidelines.

PROGRAM METHODOLOGY

The Ordinance calculates the local contribution based upon the percent of project total centerline track miles to be constructed within a local jurisdiction's borders if one or more new stations are to be constructed within that jurisdiction. These guidelines reflect the nexus between mobility benefits provided to a jurisdiction based on the presence of a new station within the jurisdiction. The local contribution will be calculated by distributing 3% of the total project cost, estimated at the conclusion of thirty percent (30%) of final design, to jurisdictions based on centerline track miles per the Ordinance. For projects along a larger transit corridor with more than one operable segment, each operable segment will have its own "total project cost" for purposes of calculating the 3% local contribution for each segment. Jurisdictions will incur a 3% local contribution obligation only for operable segments that include station construction within their borders. Other arrangements agreed upon by every local jurisdiction in a project corridor with a local contribution obligation are also acceptable, provided that the total of all jurisdictions' contributions equals 3% of the estimated total project cost. A list of jurisdictions that may be affected, subject to changes determined by the environmental process, is included as Appendix A.

An agreement approved by both Metro and the governing body of the jurisdiction shall specify the total project cost as determined at the conclusion of thirty percent (30%) of final design, the amount to be paid by the local jurisdiction, and a schedule of payments. Once approved, the amount to be paid by the local jurisdiction shall not be subject to future cost increases.

Eligible Fund Contributions

Eligible fund sources to satisfy 3% local contribution include any funds controlled by the local agency or local agencies (e.g., General Fund, State Gas Tax Subventions, Prop. A, Prop. C and Measure R and Measure M Local Return Funds, Measure M Subregional Program Funds), or any funds awarded from non-Metro competitive grant process funding. Measure M Subregional Program Fund contributions must be accompanied by documented agreement from all jurisdictions that would otherwise be eligible for those sub-regional funds. In-kind contributions eligible to satisfy 3% local contribution include, but are not limited to, project specific right-of-way, waiver of permitting fees, local agency staff time (incurred and forecast) and other subregional investments that support a Metro transit corridor if those costs are specifically included in the project cost and contribution amount by the conclusion of thirty percent (30%) of final design.

Betterments

Betterments are defined consistent with existing policy adopted by the Metro Board on Supplemental Modifications to Transit Projects (October 2013). A “betterment” is defined “as an upgrade of an existing city or utility’s facility or the property of a Third Party, be it a public or private entity, that will upgrade the service capacity, capability, appearance, efficiency or function of such a facility or property of a third party.” Once the 30% design project scope and cost have been determined as the basis of the 3% contribution calculation, subsequent betterments cannot be included in that calculation, nor counted toward a jurisdiction’s eligible contribution. However, they may be included in the project scope if carried at the jurisdiction’s expense.

Active Transportation and First/Last Mile Investments

These guidelines reflect provisions adopted by the Board that allow for local jurisdictions, through an agreement with Metro, to meet all or a portion of their 3% local contribution obligation through first/last mile (FLM) investments. All local FLM improvements must be consistent with station area plans that will be developed by Metro in coordination with the affected jurisdiction(s). The criteria for local FLM investments for FLM contributions are being developed by Metro, specifically to carry out

integration of FLM within transit capital projects. FLM improvements consistent with this section will not be considered “betterments” for the purposes of these Guidelines and are eligible to satisfy local contribution obligations in lieu of Metro withholding up to 15 years of Measure M Local Return.

Local Contribution Limits

The 3% local contribution will only be calculated against the overall project scope and cost determined at the conclusion of thirty percent (30%) of final design and will not include costs for FLM improvements delivered by entities other than Metro. Local agencies cannot count other transportation investments that are not included in the project scope and cost estimate after the conclusion of thirty percent (30%) of final design. Metro staff will provide written notice to the affected jurisdiction(s) and a report to the Metro Board after the completion of thirty percent (30%) of final design.

Contributions for calculations assigned to the County of Los Angeles are to be determined by the County.

Opt-Out Option

Metro will withhold up to 15 years of Measure M Local Return Funds from local agencies that fail to reach a timely agreement with Metro on their 3% contribution prior to the award of any contract authorizing construction of the project within the borders of that jurisdiction. Local return funds from Proposition A, Proposition C, and Measure R are not subject to withholding. In some cases, principally in smaller cities, the default withholding of 15 years of local return from Measure M Local Return Funds will be less than a full 3% contribution. In these cases, Metro may establish in an agreement with the city either amount as the 3% contribution. The cities that fulfill the 3% contribution requirement through the Local Return withholding mechanism, including offsets for approved FLM improvements, will suffer no further impact.

AUDIT REQUIREMENTS

Use of Measure M funds will be subject to audit and oversight, and all other applicable state and local laws.

REPORTING REQUIREMENTS

Metro will provide annual reports to the Measure M Independent Taxpayer Oversight Committee describing how uses of the Measure M Funds are contributing to accomplishing the program objectives.

REVISIONS TO PROGRAM GUIDELINES

These program guidelines may be revised by the Metro Board of Directors.



Metro

Board Report

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

File #: 2022-0258, **File Type:** Motion / Motion Response

Agenda Number: 35.

CONSTRUCTION COMMITTEE APRIL 21, 2022

Motion by:

DIRECTORS HAHN, GARCETTI, BUTTS, AND DUTRA

3% Contribution Motion

The Measure M ordinance requires local jurisdictions to pay three percent (3%) of the total project cost of a major Measure M rail project. According to Section 7.f of the Measure M ordinance, each jurisdiction's obligation is calculated "based upon the percent of project total centerline track miles to be constructed within that jurisdiction's borders if one or more stations are to be constructed within the borders of said jurisdiction." This requirement is generally referred to as the "3% Contribution."

Clarifications are necessary to ensure that local jurisdictions fully understand their 3% Contribution calculation and that Metro fully incentivizes local jurisdictions to make First-Last Mile improvements that will benefit Metro projects and increase transit ridership, consistent with Board policy.

First, the Measure M Guidelines (Board File 2017-0280) differ from the Measure M ordinance on how Metro calculates the 3% Contribution. While the Measure M ordinance applies the 3% Contribution only to local jurisdictions where a new station is to be constructed, the Measure M Guidelines extend this obligation to all local jurisdictions within a half-mile of a new station. To ensure clarity, Metro should revise the Measure M Guidelines to be consistent with the Measure M ordinance.

Additionally, not all jurisdictions are presently incentivized to make First-Last Mile investments. Existing Metro Board policy (Board Files 2016-0451 and 2020-0365) seeks to incentivize local jurisdictions to make First-Last Mile investments by allowing the value of those investments to count toward all of a jurisdiction's 3% Contribution obligation. However, as detailed below, this incentive is currently not available to all jurisdictions.

In cases where a jurisdiction's 3% Contribution exceeds 15 years of their Measure M Local Return, per the Measure M ordinance Metro may withhold their Measure M Local Return for up to 15 years. To preserve these jurisdictions' incentive to deliver First-Last Mile investments, Metro should allow withheld funds to satisfy the 3% contribution via an agreement with the jurisdiction such that the value of First-Last Mile investments delivered by that jurisdiction count against their up-to 15-year Measure M Local Return withholding, so long as those investments are consistent with established Metro procedures (such as the First-Last Mile Guidelines). This will ensure First-Last Mile incentives are fully available to all jurisdictions.

Further, to ensure that local jurisdictions are not over-charged for their 3% Contribution, the Board should clarify that a transit corridor's "total project cost" (calculated at 30% design to determine a jurisdiction's 3% Contribution) should refer only to the transit project and related elements delivered by Metro itself. First-Last Mile improvements delivered by local jurisdictions should not be included in the "total project cost" from which Metro calculates a jurisdiction's 3% Contribution.

Finally, the Measure M Guidelines provide that a transit corridor's total 3% Contribution may be met through in-kind contributions or "other arrangements agreed upon by every local jurisdiction in a project corridor." The Board should reaffirm that subregional investments that support a Metro transit corridor should be eligible to count toward a project's total 3% Contribution under this provision.

Following determination of the "total project cost" at 30% design, the manner in which a local jurisdiction shall fulfill its 3% obligation should be generally understood by the time a Metro project reaches construction contract award, pending final agreement between Metro and that jurisdiction.

SUBJECT: 3% CONTRIBUTION MOTION

RECOMMENDATION

APPROVE Motion by Directors Hahn, Garcetti, Butts, and Dutra that the Board direct the CEO to update the Measure M Guidelines and First-Last Mile Guidelines in accordance with the following:

- A. Revise the Measure M Guidelines 3% Contribution calculation to be consistent with the Measure M ordinance;
- B. In cases where Metro withholds 15 years of Measure M Local Return, clarify that Metro will allow withheld funds to satisfy the 3% contribution via an agreement with the jurisdiction, that jurisdictions may spend withheld funds on First-Last Mile investments, and that those expenses shall be eligible to credit toward a jurisdiction's 15-year total Measure M Local Return obligation in accordance with established Metro procedures, such as the First-Last Mile Guidelines and Measure M Guidelines;
- C. Confirm that the cost of First-Last Mile improvements delivered by local jurisdictions shall not be included in the "total project cost" from which Metro calculates the 3% Contribution;
- D. Consistent with precedent from the Purple Line Extension, confirm that jurisdictions along segments of a larger transit corridor will incur a 3% Contribution obligation only for project segments that include station construction within their jurisdiction; and,
- E. Reaffirm that in-kind contributions and subregional investments that support a Metro transit corridor may count toward a project's total 3% Contribution under existing provisions of the Measure M Guidelines.

WE FURTHER MOVE that the Board direct the CEO to report back on all the above to the Construction Committee in June 2022.



Board Report

File #: 2022-0338, **File Type:** Agreement

Agenda Number: 7.

**PLANNING AND PROGRAMMING COMMITTEE
AUGUST 17, 2022
EXECUTIVE MANAGEMENT COMMITTEE
AUGUST 18, 2022**

SUBJECT: HIGH DESERT CORRIDOR JOINT POWERS AGENCY

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE Metro participation in the Joint Powers Agreement creating the High Desert Corridor Joint Powers Agency.

ISSUE

On March 1, 2022, San Bernardino County voted to withdraw its membership in the High Desert Corridor Joint Powers Authority (HDC JPA), resulting in the HDC JPA being dissolved effective June 30, 2022. A new High Desert Corridor Joint Powers Agency (Agency) comprised of new membership has been created to replace the HDC JPA to continue the planning for the future High Desert Corridor Rail Project. Metro, as a major partner in the planning and funding for the project, is being requested to join the new Agency.

BACKGROUND

In 2006, Los Angeles and San Bernardino Counties entered a Joint Powers Agreement creating the HDC JPA. Representatives from the counties of Los Angeles and San Bernardino; the cities of Palmdale, Lancaster, Adelanto, Victorville; and the Town of Apple Valley were appointed by the counties to serve on the HDC JPA Board of Directors. Metro was not a JPA member but was considered a potential candidate to join an expanded HDC JPA after the passage of Measure R in 2008, which included \$33 million for the development of an environmental document for the corridor.

The HDC JPA, a project-specific Joint Powers Authority, was formed to develop transportation options between the Antelope Valley in Los Angeles County and the Victor Valley in San Bernardino County. The HDC JPA initially considered a new freeway/expressway/tollway connecting SR-14 to I-15, but expanded the scope to include rail, bicycle lanes, and other improvements, ultimately becoming the High Desert Multi-Purpose Corridor (HDMC). In 2016, the HDMC received CEQA clearance, and it was determined that the Locally Preferred Alternative would be a multi-modal corridor with a highway and a high-speed rail line in the median connecting the two valleys. At the

time, Metro's role was to fund the CEQA study.

In December 2020, due to litigation and funding issues, Caltrans eliminated the highway portion of the HDMC, but allowed for the possibility of a highway later.

HDC Rail Project

Upon elimination of the highway component of the HDMC, the HDC Rail Project moved forward. The HDC Rail Project would link the Metrolink/California High Speed Rail Authority (CHSRA) station in Palmdale with an anticipated high-speed rail station in Apple Valley, which would connect to the planned Brightline West, a privately-funded high-speed rail line to Las Vegas.

The HDC Rail Project will service major employment centers and regional destinations, reduce greenhouse gas emissions, and provide a passenger rail alternative to the congested I-15 corridor between Southern California and Las Vegas.

Travel time on the 54-mile HDC Rail Project from Palmdale to Apple Valley will be 30 minutes, at speeds traveling up to 180 miles per hour. Travel time on the 190-mile Brightline West corridor from Apple Valley to Las Vegas will be 95 minutes, at speeds traveling up to 180 miles per hour.

The HDC Rail Project is estimated to initially carry 3.1 million riders annually and grow to 14 million riders annually by 2050 based upon the 2015 ridership modeling study and connectivity to the future CHSRA service from Los Angeles to Northern California.

The HDC Rail Project is consistent with CHSRA, Brightline West, the California State Rail Plan, and the Metrolink commuter rail network. The Metro Measure M Expenditure Plan and the Metro Long-Range Transportation Plan have committed \$170 million for the HDC, with funds for engineering and right-of-way acquisition. Additionally, \$1.8 billion in future Measure M funds has been committed in 2063 - 2067 for HDC Rail Project construction.

Metro Service Development Plan

In August 2020, the Metro Board programmed \$5,000,000 in Measure M HDMC funds for Metro to lead a High Desert Corridor Intercity Rail Corridor Service Development Plan (SDP) effort [File #2020-0046]. Starting in early 2021, Metro has been working with key stakeholders to complete detailed ridership and revenue forecasts, conduct operations modeling, Palmdale Transportation Center station planning, conceptual engineering, and financial analysis to advance the HDC Rail Project to the 15% design level. The SDP is expected to be completed in summer 2022.

CEQA/NEPA Environmental Update

Concurrent with the SDP, environmental work for the HDC Rail Project has continued. In April 2021, Metro programmed \$400,000 in Proposition C 25% funds to the HDC JPA for additional NEPA work for the HDC Rail Project to address changes to the rail alignment, station location and other related infrastructure changes. In 2021 the HDC JPA requested that the Federal Railroad Administration (FRA) act as the lead agency for NEPA compliance and that the FRA issue a Record of Decision

(ROD) for the HDC Rail Project and revalidate the results of the previous 2016 CEQA environmental approvals. In 2022 the FRA agreed to become the NEPA lead agency for the HDC Rail Project. The FRA also requested that the NEPA environmental document closely align with the SDP, requiring additional engineering analysis. An ROD is expected in late 2022/early 2023.

Metro Board Action in April 2022

In April 2022, the Metro Board programmed \$1,236,500 in FY 2022-23 Measure M HDMC funds to the HDC JPA to complete the CEQA and NEPA environmental documents for the HDC Rail Project and other related activities related to the HDC JPA governance, including JPA management, planning and administrative coordination, for FY 2022-23.

DISCUSSION

On March 1, 2022, San Bernardino County voted to withdraw its membership in the HDC JPA effective June 30, 2022. Since the HDC JPA consists of only two members, Los Angeles County and San Bernardino County, the withdrawal of San Bernardino County dissolved the HDC JPA as of June 30, 2022.

The new Agency will replace the HDC JPA and complete the federal and state environmental review process, pursue grant funding and facilitate the planning, design, construction, financing, operations, and maintenance of the HDC Rail Project, which is subject to funding availability. Metro was not a member of the original Joint Powers Authority. Metro's participation in the new Agency is timely and appropriate now that the HDMC has evolved into the development of the HDC Rail Project, which has linkages with the LA County regional rail network; Metro is currently leading the development of the SDP; and Metro is funding the completion of the CEQA/NEPA document.

The agreement for this new Agency (Attachment A) eliminates San Bernardino County as a member and adds Metro plus the cities of Palmdale, Lancaster, Adelanto, and Victorville as direct members of the Agency Board of Directors. Each member agency will appoint a representative to the Agency's Board of Directors, with each Director receiving one vote. Metro will be represented on the new Agency by the Metro Board North County/San Fernando Valley Sector appointee, currently Chair Ara Najarian. The six voting members and their dates of approval to join the new Agency is as follows:

High Desert Corridor Joint Powers Agency Member	Governing Board Action
Los Angeles County	June 28, 2022
Metro	August 25, 2022
City of Palmdale	July 20, 2022
City of Lancaster	June 14, 2022
City of Adelanto	June 8, 2022
City of Victorville	July 19, 2022

The County Counsel of Los Angeles County will serve as the Agency's legal adviser. The Auditor-Controller of Los Angeles County will serve as the Agency's auditor. The Treasurer of Los Angeles

County will serve as the Agency's Treasurer. An annual budget will be established after the new Agency meets, likely to occur in fall 2022.

DETERMINATION OF SAFETY IMPACT

The HDC Rail Project will reduce automobile trips along the SR-138/SR-18 corridor and the I-15 freeway between Southern California and Las Vegas. This project will reduce vehicle accidents and improve safety by moving some people in automobiles along the I-15 corridor to a high-speed rail train, among the safest transportation modes. The HDC Rail Project will be designed to the latest safety standards established by the FRA and other regulatory agencies.

FINANCIAL IMPACT

The previous Metro Board action in April 2022 programmed funds to complete the HDC Rail Project environmental work and fund the management and administration of the new Agency for FY 2022-23. Future year Agency budgets will be established annually by the Agency Board thereafter. Measure M HDMC funds, currently \$166 million, are a potential source of funds for Metro's portion of the Agency operations, dues, etc.

EQUITY PLATFORM

The HDC Rail Project will improve mobility for residents in the North Los Angeles County by providing a high-quality, environmentally friendly, safe, and efficient transportation option to the communities to access jobs, health care, education, other services, and economic opportunities offered at major urban and employment centers in Los Angeles and Las Vegas.

The cities of Adelanto and Victorville are designated as high poverty areas. The multi-modal Palmdale High Speed Rail station will be designed to meet the latest Americans with Disability Act requirements along with commuter rail, bus transit, Access Services, ride share and active transportation needs.

The entire project area falls within the low-income communities and households as defined by AB 1550. A significant portion also falls within the disadvantaged and low-income communities as defined by SB 535. In addition, residents within the HDC project area consist of between 61% and 77% in minority populations, with the highest percentage of minority populations in the City of Palmdale. Many of the minority populations include people with limited English proficiency.

The new Agency will enable the environmental process to continue, leading to the ROD and further engineering, outreach, and eventual construction of the HDC, subject to funding availability.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Metro membership in the new Agency supports Vision 2028 Strategic Plan goals 1, 4 and 5, as follows:

- Goal 1: Invest in a world-class transit system that is reliable, convenient, and attractive to more users for more trips;
- Goal 4: Drive mobility agendas, discussions, and policies at the state, regional and national

levels;

- Goal 5: Exercise good public policy judgement and sound fiscal stewardship.

ALTERNATIVES CONSIDERED

The Board could choose not to participate as a member of the new Agency. This alternative is not recommended as Metro is a major partner in the funding and planning for the HDC, which is funded through the Measures R and M Expenditure Plans. This includes working closely with the new Agency to complete the environmental CEQA/NEPA process and leading the current SDP effort.

Given Metro's large role in funding for the HDC, it is appropriate that Metro participates as a voting member in the new Agency. The recommendation is also consistent with Metro's overall role and responsibility to provide public transportation mobility opportunities throughout Los Angeles County and its creation of a multimodal, integrated planning function that seeks to integrate all modes of transportation in a comprehensive, holistic approach.

NEXT STEPS

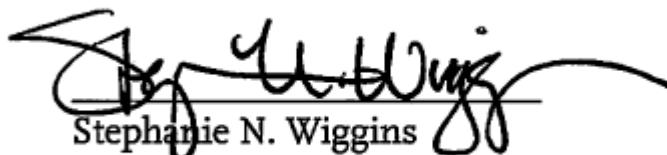
Subject to Board approval of the staff recommendation, the new Agency will convene for its first Board meeting in the fall of 2022. The environmental ROD is anticipated from the FRA in late 2022/early 2023. Staff will work with the new Agency, stakeholders and potential funding partners to advance the HDC Rail Project forward.

ATTACHMENTS

Attachment A - Joint Powers Agreement Creating the High Desert Corridor Joint Powers Agency

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Stephanie N. Wiggins
Chief Executive Officer

JOINT POWERS AGREEMENT

CREATING

THE HIGH DESERT CORRIDOR JOINT POWERS AGENCY

BY AND AMONG

**THE COUNTY OF LOS ANGELES, LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY, THE
CITY OF LANCASTER, THE CITY OF PALMDALE, THE
CITY OF VICTORVILLE, THE CITY OF ADELANTO, AND
THE CITY OF APPLE VALLEY**

HIGH DESERT CORRIDOR JOINT POWERS AGENCY

JOINT POWERS AGREEMENT

This JOINT POWERS AGREEMENT, made in accordance with Chapter 5 of Division 7 of Title 1 of the Government Code of the State of California (commencing with Section 6500), as amended and supplemented from time to time (the "Act"), for convenience dated as of XXXXXXXXX (date), by and among the COUNTY OF LOS ANGELES, LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY, CITY OF LANCASTER, CITY OF PALMDALE, CITY OF VICTORVILLE, CITY OF ADELANTO, and CITY OF APPLE VALLEY, each of which is a body corporate and politic and a political subdivision of the State of California (the "State") (referred to collectively as "Members").

RECITALS:

WHEREAS, pursuant to the Act, the agency created under this Agreement (as defined herein) shall possess such common powers of the Members, and may exercise such powers, as specified in this Agreement and to exercise the additional powers granted to it pursuant to the Act;

WHEREAS, by this Agreement, each Member desires to create and establish the High Desert Corridor Joint Powers Agency for the purposes set forth herein and to exercise the powers provided herein;

WHEREAS, the High Desert Corridor Joint Powers Authority, ("Predecessor JPA"), was created between Los Angeles County and San Bernardino County in November 2006, and shall be dissolved effective July 1, 2022;

WHEREAS, it is the intent of the Members that, to the fullest extent possible, the High Desert Corridor Joint Powers Agency shall be the successor in interest in all ways to the Predecessor JPA, and any other mechanisms or sources with which the Predecessor JPA was funded and any other obligations or benefits derived therefrom, including, without limitation, the proposed April 14, 2022, Funding Agreement between Predecessor JPA and the Los Angeles County Metropolitan Transportation Authority for the High Desert Intercity Rail Corridor Environmental Work, Surface, Transportation Board Filing, and Predecessor JPA Administration costs.

NOW, THEREFORE, the Members, for and in consideration of the mutual agreements and covenants contained herein, do agree as follows:

ARTICLE I

DEFINITIONS

Section 1.01. Definitions. Unless the context otherwise requires, the words and terms defined in this Article I shall, for the purpose hereof, have the meanings herein specified.

"Act" means the Joint Exercise of Powers Act, Articles 1 through 4 (commencing with Section 6500) of Chapter 5, Division 7, Title 1 of the California Government Code.

"Agency" shall mean the High Desert Corridor Joint Powers Agency, the separate agency created by this Agreement.

"Agreement" means this Joint Powers Agreement as the same now exists and as it may from time to time be amended.

"Board" means the Board of Directors of the Agency created by this Agreement.

"Brown Act" means the Ralph M. Brown Act (Chapter 9 of Part 1 of Division 2 of Title 5 of the Government Code of the State of California (Sections 54950 to 54961), and any successor legislation hereinafter enacted.

"Director(s)" means the person(s) appointed to the Board pursuant to Section 2.03.

"Fiscal Year" means the calendar period from July 1st to and including the following June 30th, unless and until changed by a resolution of the Agency.

"Member" means each of the County of Los Angeles, Los Angeles County Metropolitan Transportation Agency, City of Lancaster, City of Palmdale, City of Victorville, City of Adelanto, and City of Apple Valley.

"Members" means all of the Member agencies collectively.

"Predecessor JPA" means the High Desert Corridor Joint Powers Authority.

"PTAC" means the Policy and Technical Advisory Committee.

"State" means the State of California.

ARTICLE II

GENERAL PROVISIONS REGARDING PURPOSE, CREATION AND OPERATION OF THE AGENCY

Section 2.01. Purpose. In accordance with Section 6503 of the Act, the purpose of this Agreement is to provide for the exercise of powers common to each Member, including but not limited to, the creation of the Agency to provide for the financing, planning, design, construction, operation and maintenance of public and/or private transportation and utility corridor(s) (Corridor) from Los Angeles County in the vicinity of the Cities of Palmdale and/or Lancaster to San Bernardino County in the vicinity of the Cities of Victorville, Apple Valley and Adelanto. The activities contemplated by this Agreement include all manner and modes of surface transportation and all manner and modes of utilities including pipelines and conduits, and those substances that may be feasibly conveyed by such.

The Agency is intended to be the successor in interest, to the fullest extent possible, to the High Desert Corridor Joint Powers Authority, which shall be dissolved as of July, 1, 2022.

Section 2.02. Term. This Agreement shall become effective when it has been approved by each of the Members. This Agreement shall continue in full force and effect until terminated by mutual consent of the Members.

Section 2.03. Board of Directors. The Agency shall be governed by a Board of Directors (Board), with each Director receiving one vote. The Board shall be comprised of seven Directors designated as follows:

- A. The County of Los Angeles shall be represented by its Fifth District Supervisor.
- B. Los Angeles County Metropolitan Transportation Authority (“Metro”) shall be represented by the sitting Metro Board Director representing the Northern Los Angeles County Cities Sector seat.
- C. The City of Lancaster shall be represented by an individual selected by the Lancaster City Council.
- D. The City of Palmdale shall be represented by an individual selected by the Palmdale City Council.
- E. The City of Victorville shall be represented by an individual selected by the Victorville City Council.
- F. The City of Adelanto shall be represented by an individual selected by the Adelanto City Council.
- G. The City of Apple Valley shall be represented by an individual selected by the Apple Valley City Council.

Section 2.04. Alternates. Except as provided below, each Member shall appoint an alternate (Alternate) for its Director. The Alternate for Los Angeles County’s Fifth District Supervisor shall be nominated by the Fifth District Supervisor and approved by the County of Los Angeles Board of Supervisors. The Alternate for Metro shall be nominated by the sitting Metro Board Director representing the Northern Los Angeles County Cities Sector seat and approved by the Metro Board of Directors.

Section 2.05. Term of Board of Directors. Each Director and Alternate shall serve at the pleasure of his or her appointing authority.

Section 2.06. Meetings. All meetings of the Board shall be called, noticed, held, and conducted subject to the provisions of the Brown Act. The Board shall meet a minimum of one time per year. The meeting shall take place at a location determined by the Board, but the location must be within the jurisdictional boundaries of either the County of Los Angeles or the County of San Bernardino.

Section 2.07. Minutes. The Secretary shall cause to be kept minutes of the meetings of the Board and shall, as soon as possible after each meeting, cause a copy of the minutes to be forwarded to each Director of the Board, committee members of the PTAC, and the Clerk of the Board of Supervisors, or governing body of each Member.

Section 2.08. Quorum. A majority of the Board shall constitute a quorum for the transaction of business, except that less than a quorum may adjourn from time to time. The affirmative votes of at least a majority of the Directors present at any meeting at which a quorum is present shall be required to take any action by the Board.

Section 2.09. Bylaws. The Board may adopt Bylaws for the conduct of business and as are necessary for the purposes hereof. The Board may adopt additional resolutions, rules, regulations, and policies for the conduct of its business and as are necessary for the purposes hereof in a manner consistent with this Agreement and the Bylaws.

Section 2.10. Annual Budget. The Board shall adopt an annual budget for each fiscal year. The Bylaws may further provide for the presentation and content of the budget.

Section 2.11. Annual Operational and Fiscal Report. The Board shall cause an annual operational report and annual fiscal report to be prepared and provided to each Member.

Section 2.12. Enlargement of the Board of Directors. The Board may increase the number of Directors on the Board from seven Directors by approval by all Directors following ratification by the governing body of each Member.

ARTICLE III

OFFICERS AND EMPLOYEES

Section 3.01. Chair and Vice-Chair. The Board of Directors shall elect from among its Members, a Chair and First and Second Vice-Chairs. The Chair shall sign all contracts on behalf of the Agency, except as otherwise set forth in this Agreement, and shall perform such other duties as may be imposed by the Board in the Bylaws. The First Vice-Chair shall sign contracts and perform all of the Chair's duties in the absence of the Chair, unless the Bylaws of the Agency provide otherwise. The duties of the Second Vice-Chair may be set forth in the Bylaws. Elections for such officers shall be held each year at a regular or special meeting of the Board with terms running concurrent with the Agency's Fiscal Year. The term of office shall be the Fiscal Year or until a successor is elected.

Section 3.02. Secretary. The Board shall appoint a Secretary to the Board. The Secretary shall serve at the pleasure of the Board. The Secretary shall countersign all contracts signed by the Chair or Vice-Chair on behalf of the Agency, unless the Bylaws of the Agency provide otherwise. The Secretary shall cause a notice of this Agreement to be filed with the California Secretary of State pursuant to Section 6503.5 of the Act and Section 53051 of the California Government Code. The Secretary shall be responsible to the Board for the call, noticing and conduct of the meetings pursuant to the Ralph M. Brown Act (Section 54950 et seq. of the California Government Code). The Board may further provide for the duties and responsibilities of the Secretary in the Bylaws.

Section 3.03. Treasurer. Pursuant to Section 6505.5 of the Act, the Treasurer of the County of Los Angeles shall serve as the Treasurer of the Agency, unless and until otherwise determined by the Agency. The Treasurer shall be the depository, shall have custody of all of the accounts, funds and money of the Agency from whatever source, shall have the duties and obligations set forth in Sections 6505 and 6505.5 of the Act, and shall assure that there shall be strict accountability of all funds and reporting of all receipts and disbursements of the Agency. The bond of the Treasurer under this Agreement shall be his official bond as the Treasurer of the County of Los Angeles and no additional bond will be required. The monies of the Agency shall be accounted for separately and invested in the same manner and upon the same conditions as local agencies pursuant to Section 53601 of the Government Code, including but not limited to investment in the County treasury pool of Los Angeles County.

Section 3.04. Contract With Certified Public Accountant. The Auditor-Controller of Los Angeles County shall serve as the Auditor of the Agency, unless and until otherwise determined by the Agency. As required by Section 6505 of the Act, the Auditor shall make arrangements or contract with a certified public accountant or firm of certified public accountants for the annual audit of accounts and records of the Agency. In each case, the minimum requirements of the audit shall be those prescribed by the State Controller for special districts under Section 26909 of the Government Code of the State of California and shall conform to generally-accepted auditing standards. When such an audit of accounts and records is made by a certified public accountant, a report thereof shall be filed with each Member and each officer of the Agency. Such a report shall be filed within six months of the end of the fiscal year under examination. Any costs of the audit, including contracts with, or employment of, certified public accountants in making an audit pursuant to this section, shall be borne by the Agency and shall be a charge against any unencumbered funds of the Agency available for that purpose.

Section 3.05. Officers in Charge of Records, Funds and Accounts. Pursuant to Sections 6505.1 of the Act, the Treasurer shall have charge of, handle, and have access to all accounts, funds and money of the Agency and all records of the Agency relating thereto. The Secretary shall have charge of, handle, and have access to all other records of the Agency.

Section 3.06. Legal Advisor. The County Counsel of Los Angeles County ("County Counsel") shall serve as legal advisor and counsel to the Agency. County Counsel may consult with counsel for the other Members as necessary, or as directed.

Section 3.07. Other Employees. The Board shall have the power by adoption of Bylaws to appoint and employ such other employees, consultants, and independent contractors as may be necessary for the purpose of this Agreement.

Section 3.08. Officers and Employees of the Agency. As required by Section 6513 of the Act, all of the privileges and immunities from liability, exemption from laws, ordinances and rules, all pension, relief, disability, workers' compensation, and other benefits that apply to the activities of officers, agents, or employees of a public agency when performing their respective functions shall apply to the officers, agents, or employees of the Agency to the same degree and extent while engaged in the performance of any of the functions and other duties of such offices, agents, or employees under this Agreement with no additional compensation. None of the officers, agents, or employees directly employed by the Board shall be deemed, by reason of their

employment by the Board, to be employed by any of the Members or, by reason of their employment by the Board, to be subject to any of the requirements of the Members.

ARTICLE IV

POWERS

Section 4.01. Creation of a Separate Legal Entity. As required in the Act, the Agency shall be a public entity separate from each of the Members in accordance with the meaning of California Government Code section 6503.5. Accordingly, there is hereby created a separate legal entity, which shall exercise its powers in accordance with the provision of this Agreement and applicable law.

Section 4.02. General Powers. The Agency shall exercise, in the manner herein provided, the powers that are common to each of the Members, or as otherwise permitted under the Act, and as is necessary to the accomplishment of the purpose, as provided in Section 2.01, Purpose, of this Agreement.

Section 4.03. Specific Powers. The Agency is hereby authorized, in its own name, to do all acts necessary for the exercise of the foregoing general powers, including but not limited to, any or all of the following:

- (a) to make and enter into contracts;
- (b) to employ agents or employees;
- (c) to sue and be sued in its own name;
- (d) to acquire, by negotiated purchase or condemnation, construct, manage, maintain or operate any property, building, works, or improvements;
- (e) to acquire, by negotiated purchase or condemnation, hold or dispose of property;
- (f) to incur debts, liabilities or obligations, provided that no such debt, liability, or obligation shall constitute a debt, liability or obligation of the Members;
- (g) to apply for, accept, receive and disburse grants, loans and other aids from any agency of the United States of America or of the State;
- (h) to invest any money in the treasury pool as indicated in Section 3.03 of this Agreement; and
- (i) to carry out and enforce all the provisions of this Agreement.

Section 4.04. Restrictions on Powers. Pursuant to Section 6509 of the Act, the above powers shall be subject to the restrictions upon the manner of exercising the power of one of the Members, which is designated as County of Los Angeles.

Section 4.05. Obligations of Agency. The debts, liabilities and obligations of the Agency shall not be the debts, liabilities and obligations of the Members.

Section 4.06. Successor in Interest to Predecessor JPA. It is the intent of the Members that, to the fullest extent possible, the High Desert Corridor Joint Powers Agency shall be the successor in interest in all ways to the Predecessor JPA, and any other mechanisms or sources with which the Predecessor JPA was funded and any other obligations or benefits derived therefrom, including, without limitation, the proposed April 14, 2022, Funding Agreement between Predecessor JPA and the Los Angeles County Metropolitan Transportation Authority for the High Desert Intercity Rail Corridor Environmental Work, Surface, Transportation Board Filing, and Predecessor JPA Administration costs.

ARTICLE V

POLICY AND TECHNICAL ADVISORY COMMITTEE

Section 5.01. Creation of Committee. There shall exist in the Agency a committee named the Policy and Technical Advisory Committee (PTAC). There shall be fourteen voting members of the PTAC who shall be appointed as follows: two each by the Members.

Section 5.02. Other Agencies. The PTAC may include other non-voting agencies that the Board may deem appropriate, including but not limited to Caltrans, San Bernardino Associated Governments, etc.

Section 5.03. Duties. The PTAC shall provide advice on policy and technical issues to the Board and have such other and further duties as may be set forth in the Bylaws.

ARTICLE VI

CONTRIBUTIONS, ASSETS AND DISTRIBUTION UPON TERMINATION

Section 6.01. Contributions. The Members may make contributions from their treasuries for the purpose set forth in Section 2.01, Purpose, make payments of public funds to defray the cost of such purpose, make advances of public funds for such purpose, and/or use their personnel, equipment, or property in lieu of contributions or advances. The provisions of Section 6512.1 of the Act are hereby incorporated into this Agreement by reference.

Section 6.02. Distribution of Assets upon Termination. Upon termination of this Agreement and after resolution of all debts, liabilities and obligations, all money and other property, both real and personal, of the Agency shall, pursuant to Sections 6511 and 6512 of the Act, be divided among the Members proportional to the contributions made by the respective Members.

ARTICLE VII

LIABILITY, INDEMNIFICATION AND INSURANCE

Section 7.01. Agency Liability and Indemnification. The debts, liabilities, and obligations of the Agency shall not be the debts, liabilities, and obligations of the Members. The Board of Directors of the Agency, and the officers, employees, and staff of the Agency shall use ordinary care and reasonable diligence in the exercise of their powers and in the performance of their duties pursuant to this Agreement. They shall not be liable for any mistakes of judgment or any other action made, taken, or omitted by them in good faith, including without limitation, investment of Agency funds, or failure to invest. No member of the Board of Directors, and no officer or employee of the Agency, shall be responsible for any action taken or omitted by any other director, officer or employee. No director, officer or employee shall be required to give a bond or other security to guarantee the faithful performance of his or her duties pursuant to this Agreement, except as otherwise provided in Section 3.03. The Agency shall indemnify, defend, and hold harmless the individual Board of Director members, and the Agency's officers and employees from any and all claims, actions, losses, damages, and/or liability arising from any actions or omissions taken lawfully and in good faith pursuant to this Agreement. The Agency shall indemnify, defend, and hold harmless each of the Members and their authorized officers, employees, agents, and volunteers from any and all claims, actions, losses, damages, and/or liability arising from the Agency's acts, errors, or omissions and for any costs or expenses incurred by any Member on account of any claim therefor, except where such indemnification is prohibited by law.

Section 7.02. Member Indemnification. Pursuant to the provisions of California Government Code Section 895 et seq., and except as required in Section 7.01, Agency Liability and Indemnification, herein, each Member agrees to defend, indemnify, and hold harmless each other Member from any liability, claim,, or judgment for injury or damages caused by any negligent or wrongful act or omission of any agent, officer, and/or employee of the indemnifying Member that occurs or arises out of the performance of this Agreement.

Section 7.03. Insurance. The Board shall provide for insurance covering liability exposure in an amount as the Board determines necessary to cover risks of activities of the Agency.

Section 7.04. Third Party Beneficiaries. This Agreement and the obligations hereto are not intended to benefit any party other than its Members, except as expressly provided otherwise herein. Only the signatories to this Agreement shall have any rights or causes of action against any party to this Agreement as a result of that party's performance or non-performance under this Agreement, except as expressly stated in this Agreement.

ARTICLE VIII

MISCELLANEOUS PROVISIONS

Section 8.01. Notices. Notices hereunder shall be in writing and shall be sufficient if addressed to the offices listed below and shall be deemed given upon deposit into the U.S. mail, first class, postage prepaid:

Los Angeles County Fifth District Supervisor
869 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, CA 90012

With a copy to: Los Angeles County Counsel
500 West Temple Street, Suite 648
Los Angeles, CA 90012

NOTE: each Member needs to provide contact info for notice

- The County of Los Angeles shall be represented by its Fifth District Supervisor.
- Los Angeles County Metropolitan Transportation Authority (“Metro”) shall be represented by the sitting Metro Board Director representing the Northern Los Angeles County Cities Sector seat.
- The City of Lancaster shall be represented by an individual selected by the Lancaster City Council.
- The City of Palmdale shall be represented by an individual selected by the Palmdale City Council.
- The City of Victorville shall be represented by an individual selected by the Victorville City Council.
- The City of Adelanto shall be represented by an individual selected by the Adelanto City Council.
- The City of Apple Valley shall be represented by an individual selected by the Apple Valley City Council.

The Members may change the above addresses for notice purposes by written notification as provided above to each of the other Members. Said change of address may be filed with the Bylaws. Meeting notices and general correspondence may be served electronically.

Section 8.02. Law Governing. This Agreement is made in the State of California under the constitution and laws of the State, and is to be so construed.

Section 8.03. Amendments. This Agreement may be amended at any time, or from time to time, by unanimous consent of all Members hereto.

Section 8.04. Severability. Should any part, term, or provision of this Agreement be decided by any court of competent jurisdiction to be illegal or in conflict with any law of the State, or otherwise be rendered unenforceable or ineffectual, the validity of the remaining portions or provisions shall not be affected thereby.

Section 8.05. Successors. This Agreement shall be binding upon and shall inure to the benefit of the successors of the Members, respectively. No Member may assign any right or obligation hereunder without the unanimous consent of all Members.

Section 8.06. Section Headings. All Article and Section headings in this Agreement are for convenience of reference only and are not to be construed as modifying or governing the

language in the Section referred to or to define or limit the scope of any provision of this Agreement.

Section 8.07. Multiple Counterparts. This Agreement may be executed in multiple counterparts, any one of which shall be deemed an original but all such counterparts shall together constitute but one and the same instrument.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed and attested by their duly authorized officers, and their official seal to be hereto affixed, as of the day and year written.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

By: _____
Chair

APPROVED AS TO FORM:

DAWYN R. HARRISON
Acting County Counsel

By: _____

- Los Angeles County Metropolitan Transportation Authority (“Metro”) shall be represented by the sitting Metro Board Director representing the Northern Los Angeles County Cities Sector seat.
- The City of Lancaster shall be represented by an individual selected by the Lancaster City Council.
- The City of Palmdale shall be represented by an individual selected by the Palmdale City Council.
- The City of Victorville shall be represented by an individual selected by the Victorville City Council.
- The City of Adelanto shall be represented by an individual selected by the Adelanto City Council.
- The City of Apple Valley shall be represented by an individual selected by the Apple Valley City Council.



Board Report

File #: 2022-0448, File Type: Policy

Agenda Number: 8.

PLANNING AND PROGRAMMING COMMITTEE AUGUST 17, 2022

SUBJECT: CMAQ FUNDING UPDATE

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILE the Congestion Mitigation and Air Quality (CMAQ) Funding Update;
and
- B. ADOPT Modification to Financial Stability Policy to prioritize available CMAQ Program federal grants to the greatest extent possible for any eligible operations costs.

ISSUE

This Metro Board report responds to a Board action in April 2022 (Attachment A) to report back to the Board in August 2022 on an operations funding outlook beyond Fiscal Year (FY) 23 and a policy to use CMAQ first for any eligible operations costs.

BACKGROUND

CMAQ is a federal grant program for uses that mitigate congestion and provide air quality benefits. Metro receives an apportionment of about \$156 million per year from CMAQ and uses the funds for buses, rail vehicles, rail capital projects (e.g., Regional Connector, Westside Subway Extension), rail operations, and carpool lanes. CMAQ must be programmed for a particular use in the federal transportation improvement program and obligated for that purpose within three years.

At its April 2022 meeting, the Board approved the use of CMAQ to fund a \$21,749,863 cost increase to the I-10 High Occupancy Vehicle Lanes Project from Puente Avenue to SR-57. The Board approval included an amendment to the Board item to report back in August 2022 per Attachment A.

DISCUSSION

Metro staff, in practice, currently program a maximum amount of CMAQ on operations costs. CMAQ is eligible to be spent on rail operations costs, net of any fare revenue (which is not part of the federal

share), for three years (up to five years if the third year is spread over three years) of the initial operations of a transit rail line. Metro Countywide Planning & Development Department staff currently estimate the initial three years of operations costs and fare revenue of all planned Metro rail lines based on their estimated revenue service dates and compute the eligible amount of reimbursable CMAQ expenses. The amount is reduced by 20 percent to account for the non-federal share and variances in the actuals versus estimates. Metro staff then include the estimated amount of reimbursable CMAQ in the Federal Transportation Improvement Program (FTIP), a federal requirement needed to qualify for reimbursement, and submit CMAQ grant applications for reimbursement when the operating expenses are incurred. The amount that is included in the grant applications is an estimated maximum amount that is reimbursable. Given this practice, Metro staff currently prioritize and attempt to maximize the amount of CMAQ that is used for operations. The proposed modification to the Financial Stability Policy would incorporate this practice into the policy.

Operations Funding in FY23

Metro staff provided the Board with operations funding as part of the FY23 budget development status update, proposed budget and budget presentation (Board files #2022-0153 and #2022-0243). In the April 2022 budget development status update provided during Metro’s Finance, Budget, and Audit Committee, staff recognized as the source of the anticipated future operations deficit the combined effects of (1) the pace of fare and tax revenue increases being slower than the rate of decrease in stimulus funds and (2) the cost of operations increasing due to labor shortages, inflation, new rail line openings, and new rider initiatives. The FY23 proposed budget (page 52) identifies the amount of subsidy needed to pay for recurring operating expenses net of recurring operating revenues and one-time grants.

The one-time Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) and the American Rescue Plan Act (ARPA) federal grants in the amount of \$1,283.3 million will be expended in FY23. Sales taxes and other operating funds are not enough to mitigate the loss of the one-time federal stimulus funds, leaving a funding gap beginning in FY24 and projected to grow in future years. The funding gap will be addressed through the FY24 EZBB budget development process, along with cost control measures being evaluated by Task Forces.

Resources & Expenses (\$ in millions)	FY23 Proposed
Transit Fares & Other Revenues	\$ 150.9
Federal & State Grants	
Federal CRRSAA/ARPA	1,238.3
Federal & State Grants	104.4
Local Subsidies	\$ 705.6
Total Operations Resources	\$ 2,199.2
Transit Operations Expenses	\$ 2,199.2

CMAQ will be prioritized to the greatest extent allowable to fund new rail service in FY24 and beyond for the initial three years of service for the Crenshaw/LAX and Regional Connector rail lines. There is no additional CMAQ that is available to fund more operating expenses to forestall the magnitude of

the operating deficit as the maximum eligible amount of CMAQ available to Metro will be used for operating assistance.

Modifications to Financial Stability Policy

Staff recommend the addition of a CMAQ funding policy to an existing Board-adopted policy to facilitate its reference and use. The existing Financial Stability Policy from 2008 would be modified to add the following provision.

“S15. Prioritize available Congestion Mitigation and Air Quality (CMAQ) Program federal grants to the greatest extent possible for any eligible operations costs.”

The Financial Stability Policy with the proposed modifications is included as Attachment B.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no negative impact to the safety standards of Metro.

FINANCIAL IMPACT

Impact to Budget

The adoption of the modification to the Financial Stability Policy will direct staff to use as much CMAQ as available on operating costs. This is consistent with current practice and the use of CMAQ in the FY23 budget.

EQUITY PLATFORM

The modification to the policy will help fund Metro transit operations and the amount of service. This helps provide transit service to those who rely on transit the most. In 2022, most ridership activity has occurred in Metro’s Equity Focus Communities (EFCs).

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This item supports the Strategic Plan Goal #5, which seeks to “Provide responsive, accountable, and trustworthy governance within the Metro organization.” The item provides information about the funding of Metro’s transit operations to assist in the agency’s financial decisions.

ALTERNATIVES CONSIDERED

The Board could choose not to approve this item and the current practice of using CMAQ to the greatest extent possible for operating assistance would not be incorporated into a Board-approved policy.

NEXT STEPS

Metro staff has programmed the estimated maximum amount of CMAQ reimbursable for the Crenshaw/LAX and Regional Connector operating expenses in the FTIP and will expect to submit for

CMAQ reimbursement when the rail lines begin revenue service and incur costs. Metro staff is also developing a financial outlook for FY24 that will be shared with the Board in the forthcoming months.

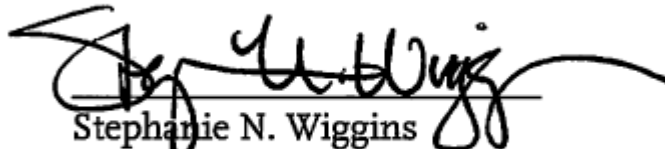
ATTACHMENTS

Attachment A - Metro Board Report # 2022-0124

Attachment B - Modified Financial Stability Policy

Prepared by: Craig Hoshijima, EO, Countywide Planning & Development, (213) 928-3384
Laurie Lombardi, SEO, Countywide Planning & Development, (213) 418-3251

Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920
Nalini Ahuja, Chief Financial Officer, (213) 922-3088



Stephanie N. Wiggins
Chief Executive Officer



Metro

Board Report

File #: 2022-0124, File Type: Program

Agenda Number: 10.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
APRIL 20, 2022**SUBJECT: INTERSTATE 10 HOV LANES PROJECT PROGRAMMING INCREASE****ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATION**

CONSIDER:

- A. APPROVING \$21,749,863 of additional Congestion Mitigation and Air Quality (CMAQ) programming within the current FY22 budget allocation; and
- B. AUTHORIZING the Chief Executive Officer or their designee to negotiate and execute the necessary amendments to existing agreements for additional funding to the I-10 High Occupancy Vehicle Lanes Project from Puente Avenue to SR-57.

DUPONT-WALKER AMENDMENT: Return to the board with other capital-only funding sources for this project in place of CMAQ should there be additional need for operations funding.Report back in August 2022 on the following:

- A. an operations funding outlook beyond fiscal year 23 and how cmaq can help forestall the expected operations deficit; and
- B. a policy to use CMAQ first for any eligible operations costs.

ISSUE

The I-10 High Occupancy Vehicle (HOV) Lanes Project from Puente Avenue to SR-57 (the Project) is led by Caltrans with partial funding from Los Angeles County Metropolitan Transportation Authority (Metro). Additional funds are required to close out the Project to cover several contractor claims. The anticipated costs to close out the Project are as follows: Segment 2 (PA.P000340A-3) in the amount of \$29,688,029 (State share is \$16,103,191 and Metro's share is \$13,584,837) and Segment 3 (PA.P000399A-2) in the amount of \$12,841,343 (State share is \$4,676,317 and Metro's share is \$8,165,026). Metro's total share of the additional funds required to close out the project, using segregated Contractor's bid established based on funding agreements, is: \$21,749,863. The Board's

action to increase programming for the Project will enable Caltrans to close out the construction contract.

BACKGROUND

The Project is being delivered by Caltrans in two segments and has added approximately ten miles of HOV lanes in each direction (now open to traffic), closing the gap to provide a continuous HOV/Express Lanes facility from east of Downtown Los Angeles to the San Bernardino County. Metro's current contribution to the Project is as follows: \$117,726,051 out of \$203,001,051 programmed for Segment 2 per Funding Agreement Number PA.P000340A-3, effective as of February 3, 2020, and \$157,450,000 out of \$267,116,000 programmed for Segment 3 per Funding Agreement Number PA.P000399A-2, effective as of September 30, 2020.

Segment 1, between I-605 and Puente Avenue, was completed in 2016 with a savings of \$10,910,051 in CMAQ funds. For Segment 2, between Puente Avenue and Citrus Avenue, construction was completed in January 2022. Segment 3, between Citrus Avenue and SR-57, is undergoing plant establishment (expected to be completed in February 2023) and was opened to traffic in April 2021.

DISCUSSION

The construction contract for the I-10 improvements between Puente Ave and SR-57 has several claims. The Contractor Claims for Segment 2 totaling \$47,236,856 are for inefficiencies and escalation of material and labor cost due to project delays. The project delays were due to utility relocations, right-of-way possession, site condition that required redesign of retaining walls and roadways, and discovery of buried man-made objects that required removal. The Contractor Claims for Segment 3 total \$8,458,049 primarily due to unsuitable material caused by ground water, pavement grinding issues, and other minor claims. In addition, Segment 3 needs \$2,550,000 to replenish contingencies to complete the Project.

In a letter dated February 14, 2022 (Attachment A), the California Department of Transportation (Caltrans) requested that Metro contribute \$21,749,863 in supplemental funding for Segment 2 and Segment 3 to complete construction and close out these segments. Metro staff supports the programming of additional funds as the claims are being negotiated and the requested additional funds are required for the Project's closeout. Metro's contribution to cover these additional costs was calculated based on the established work items relating to the HOV lane as the original funding agreement scope.

DETERMINATION OF SAFETY IMPACT

The proposed action has no known adverse impact to the safety of Metro patrons and employees or users of our facilities. The I-10 freeway is a state-owned facility and Caltrans standards will be adhered to in the construction of the proposed improvements.

FINANCIAL IMPACT

File #: 2022-0124, File Type: Program

Agenda Number: 10.

Caltrans Life of Project (LOP) budget of I-10 Segments Improvement for Segment 2 is \$203,001,051 per Funding Agreement Number PA.P000340A-3 effective as of February 3, 2020 and Segment 3 is \$267,116,000 per Funding Agreement Number PA.P000399A-2 effective as of September 30, 2020.

The current project budget allocations and shortfalls are summarized in the funding tables below:

Segment 2:

Project Cost \$	\$147,564,080 (2022)
Cost Type	Estimated Cost

Revenue

Funding Source	Type	Amount	Status
State	IIP & RIP	\$6,838,000	Approved
	SHOPP	\$ 28,312,000	Approved
	IIP Shortfall	\$ 2,187,470	Pending CTC Approval
	SHOPP Shortfall	\$ 13,915,722	Pending CTC Approval
Local	CMAQ	\$ 81,776,051	Approved
	Net Toll Revenues	\$950,000	Approved
	CMAQ Shortfall	\$13,584,838	Pending Metro Board Approval
Total Revenue		\$147,564,080	

Segment 3:

Project Cost \$	\$210,100,343 (2022) (\$209,000,343 in Capital & \$1,100,000 in Support)
Cost Type	Estimated Cost

Revenue

Funding Source	Type	Amount	Status
State	SHOPP	\$41,750,000	Approved
	G-12 Award	\$4,375,000	Approved
	SHOPP Capital Shortfall	\$4,094,226	Pending CTC Approval
	SHOPP Support Shortfall	\$582,092	Pending CTC Approval
Local	CMAQ	\$148,634,000	Approved
	Net Toll Revenues	\$2,500,000	Approved

	CMAQ Capital Shortfall	\$7,647,118	Pending Metro Board Approval
	CMAQ Support Shortfall	\$517,908	Pending Metro Board Approval
Total Revenue		\$210,100,343	

IMPACT TO BUDGET

Adoption of the recommendation will not have an impact to the FY 2022 budget, as Metro staff has identified CMAQ funds to pay for the cost increase. The CMAQ funds were not included or identified for other uses in the Metro FY 2022 budget.

EQUITY PLATFORM

The Project is administrated by Caltrans. The environmental process for Segment 2 and Segment 3 were completed in December 2002 and included public participation. Throughout the construction phase, the outreach efforts consisted of sending press releases to the cities, communities, media outlets, and elected offices regarding construction work. Caltrans Public Affairs unit responded to constituent inquiries and scheduled as-needed community meetings. Progress reports and updated information have been posted on Caltrans website. Every effort has been made to avoid, minimize, and/or mitigate construction impacts on the corridor communities, such as building sound walls to mitigate noise at various locations throughout the project limits and help improve the quality of life for residents.

The Project transverses through an Equity Focus Community (EFC) within the City of West Covina. In 2019, 53% of the people in West Covina were Hispanic and 81.4% of workers in West Covina drove alone to work, followed by those who carpooled to work (9.32%). This action will complete a Caltrans project that promotes and encourages ridesharing; thereby alleviating congestion through the San Gabriel Valley. The Project was constructed within the existing Caltrans right-of-way and additional acquired right-of-way. It has DBE goal of 9.0 percent for Segment 2 and 10.0 percent for Segment 3. The contract was certified with 10 percent for Segment 2 and 10.4 percent for Segment 3 in DBE.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of staff recommendation would allow for Caltrans and Metro to close out the Project. The Project is consistent with the following Metro Vision 2028 Goals and Objectives:

Goal 1: Providing high-quality mobility options that enable people to spend less time traveling by providing improved mobility at this location through upgrading the Expressway to an access-controlled freeway and HOV lanes to encourage carpooling and improve transit efficiency.

File #: 2022-0124, **File Type:** Program

Agenda Number: 10.

Goals 4 and 5: Transforming LA County through regional collaboration with Caltrans and the corridor cities by contributing funds and providing resources to assist Caltrans in management and delivery of this project.

ALTERNATIVES CONSIDERED

The Board may choose not to approve staff's recommendation. However, this would be inconsistent with our commitment to partnering with Caltrans on the delivery of High-Occupancy Vehicle network improvements.

NEXT STEPS

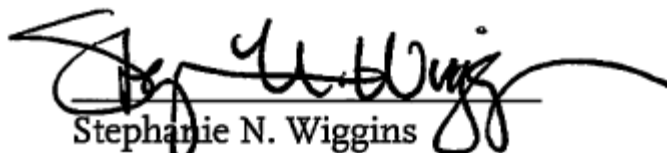
Upon Board's approval of the recommended action, Metro staff will complete the necessary funding agreements.

ATTACHMENT

Attachment A - Caltrans letter 2-14-2022

Prepared by: Maher Subeh, Director of Engineering, Highway Program, (213) 418-3291
Ernesto Chaves, DEO, Countywide Planning & Development, (213) 547-4362
Michael Cano, Interim EO, Countywide Planning & Development, (213) 418-3010

Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

CALIFORNIA STATE TRANSPORTATION AGENCY

GAVIN NEWSOM, GOVERNOR

California Department of Transportation

DISTRICT 7
100 S. MAIN STREET, SUITE 100, LOS ANGELES, CA 90012
PHONE (213) 897-0362
FAX (213) 897-0360 TTY 711
www.dot.ca.gov



February 14, 2022

Mr. Abdollah Ansari
Senior Executive Officer
Highway Program
Los Angeles County Metropolitan Transportation Authority (LACMTA)
One Gateway Plaza
Los Angeles, CA 90012

Dear Mr. Ansari:

First, I would like to express the California Department of Transportation (Caltrans) appreciation for LACMTA's partnership in construction of the High Occupancy Vehicle (HOV) projects on Interstate (I) 5 North, I-5 South, and I-10 corridors to serve the people of the region. As you know, these mega projects that takes many years of collaboration and resources from both agencies to complete. The I-10 corridor consists of three segments, all of which are open to traffic. Two of the segments are completed having achieved Construction Contract Accepted (CCA). The last segment is targeted to achieved CCA in February 2023.

Caltrans closed out Segment 1 of the project with the Contractor in 2018, we are now in claim negotiation with both contractors on Segment 2 and Segment 3. With the contractor submitted claims, both segments will need additional funds from Caltrans and Metro to settle the claims and close the projects with each contractor. Caltrans has been discussing the claims with LACMTA team for many months. This letter is a formal request documenting the amounts and the reasons for the LACMTA share of the project cost increase for Segment 2 and Segment 3.

Project Segment 2 (EA 07-1170U) has a total project estimated cost increase of \$29,688,029 in construction capital, of which \$13,584,837 is LACMTA share. Segment 3 has a total estimated cost increase of \$12,841,343 in construction capital and support, of which \$8,165,026 is LACMTA share.

Cost increases for projects such as these with multiple fund sources, are based on the work items that each fund type was programmed for per the STIP and SHOPP guidelines and the CTC approved funds.

ATTACHMENT A

I-10 Cost Increase Request

February 14, 2022

Page 2

For Segment 2, before the Construction contract was advertised, we established the segregated Engineer's Estimate (EE), which identified the items of work that will be funded by SHOPP (Caltrans fund) and CMAQ (Metro fund) for the HOV lane project and a combined soundwall project. The funding proportions for the project was established based on this segregated scope. The project cost split was re-established based on the segregated EE percentages and Contractor's bid prices after award of the contract. After construction complete, the project cost split was re-calculated to include change orders and claims relating to the work for SHOPP, CMAQ, and the soundwall project. Based on these calculations, the LACMTA share was calculated for the CMAQ and RIP (from Soundwall) funds.

Segment 3 project is funded by SHOPP and CMAQ funds. We used the same approach as above to calculate the cost split for Caltrans and LACMTA share.

For the reasons given above, Caltrans is requesting for LACMTA fund their proportional share of the cost increase for these two projects. We request the LACMTA submit the request to add additional funds for these two projects to the LACMTA Board for approval at April 2022 Board meeting.

Please don't hesitate to contact me at (818)254-5439 if you require any additional information.

Sincerely,



Gregory Farr
District 7 Assistant Division Chief
Program & Project Management
California Department of Transportation

c: Mark Archuleta, Deputy District Director - Construction
Susan Chang, Deputy District Director - PPM

Financial Stability Policy
(Modified August 2022)

Policy Statement

We have an important responsibility to the taxpayers of Los Angeles County to prudently manage our long and short-term finances. In time of economic change and uncertainty, it is especially important for us to ensure our ability to deliver safe, quality and reliable transportation services that are based upon a strong and stable financial foundation.

The Financial Stability Policy is divided into three sections: Goals, Strategies, and General Fiscal Policies. Additional financial guidance is found in the Business Planning Parameters and Debt Parameters. The purpose of the policy is to ensure that we prudently manage our financial affairs, establish appropriate cash reserves, limit the level of debt that may be incurred, ensure that the debt assumptions are based on financial parameters similar to or more conservative than those that would be placed on us by the financial marketplace and to provide management with a framework for developing the upcoming year's budget and other longer range financial plans and establishing future business targets for management to achieve.

Financial Goals

- G1. Maintain public safety on our bus and rail system as the top priority.
- G2. Maintain an operating and capital financial base that is sufficient to deliver safe, quality transportation improvements and transit service efficiently and cost-effectively to meet the levels of demand.
- G3. Continuously improve productivity.
- G4. Establish and maintain General Fund balances equal to 5% of the operating budget to ensure that we can adjust to economic downturns, extraordinary cost increases and other financial emergencies.
- GS. Maintain the highest possible credit rating and reputation for prudent financial management.

FY2008-2009 Financial Strategies

- S1. We give top priority to funding of public safety on our bus and rail system. Present the details of the safety and security budget to the Board of Directors for separate approval at the time of annual budget adoption.
- S2. Adjust transit operating expenses as needed to reflect changes in service demand, technology, productivity and revenue availability.

- S3. Endeavor to keep growth in regional bus and rail operating expenses (as measured by growth in bus and rail operating cost per vehicle servicehour) at or below the rate of inflation. The proposed budget presented to the Board for adoption will include a summary of actions taken or proposed to reduce expenditures.
- S4. New programs proposed for Board adoption will include a cost recovery analysis to determine the cost of implementing the program in measurable terms.
- SS. Departments who provide services to the public or outside entities will perform a cost recovery analysis during the fiscal year budget process and make the information available as part of budget adoption.
- S6. Any capital project savings above \$200,000 must return to the Board for approval prior to the reprogramming or transfer of funds to other projects or programs.
- S7. Implement technology and productivity advancements designed to reduce or avoid increasing operational costs.
- S8. Explore greater efficiency, effectiveness and ways to increase ridership.
- S9. Work to increase and optimize ridership on our system through partnerships that foster transit-oriented development and improve access to the system.
- S10. Regularly review productivity improvement programs and results as part of the annual budget process.
- S11. Adopt an annual budget that includes an allocation to capital programs adequate to meet annual baseline reinvestment needs for projects and programs which are essential to ensure system performance.
- S12. Pursue grant funding for capital projects pursuant to the priorities as addressed in the Long Range Transportation Plan, Short Range Transit Plan, and Five-Year Capital Improvement Program.
- S13. Use debt financing prudently to leverage local, regional, state and federal funding for major cyclical capital investments, such as, transit vehicles, facilities, fare collection equipment, and train control renovation and replacement.

S14. Increase revenue from other sources such as advertising, parking, concessions, and joint development while meeting customer needs and providing safe, reliable service.

S15. Prioritize all available Congestion Mitigation and Air Quality (CMAQ) Program federal grants to the greatest extent possible for any eligible operations costs.

General Fiscal Policies

F1. Complete and accurate accounting records shall be maintained in accordance with Generally Accepted Accounting Principles as promulgated by the Government Accounting Standards Board. The fiscal year-end for financial reporting purposes shall be June 30.

F2. An independent certified public accounting firm shall perform an examination of our consolidated financial statements (including Single Audit requirements) and retirement plan financial statements on an annual basis. The goal is to receive an unqualified opinion on the financial statements and an opinion that we are in compliance with Federal Single Audit requirements in all material respects and to receive the government Finance Officers Association (GFOA) award for excellence in financial reporting.

F3. Funds shall be invested within the guidelines of the Board's approved Investment Policy and in compliance with applicable state law, California Government Code Section 53600 etseq.

In accordance with the Investment Policy, the Board shall approve the Financial Institutions Resolution that designates the officials empowered to open, close, or authorize changes to accounts and authorizes the officials to designate individuals as Official Signatories for financial accounts.

F4. The policies and procedures described herein shall be known as the Financial Stability Policy and shall supersede all other financial policies previously adopted by the Board.

FS. An annual actuarial analysis shall be performed on all our self-administered retirement plans. We shall make annual contributions that, when combined with employee contributions, fund actuarially computed costs as they accrue.

F6. Appropriate insurance coverage shall be maintained to mitigate the risk of material loss. For self-insured retentions, we shall record the liabilities, including losses incurred but not reported, at 100% of the net present value.

The goal is to maintain restricted cash balances in amounts equal to the present value of estimated liabilities but in no event less than the next year's projected cash outflows. An actuarial review of self-insured liabilities will be made annually.



Board Report

File #: 2022-0129, File Type: Project

Agenda Number: 9.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
AUGUST 17, 2022

SUBJECT: RAIL TO RIVER ACTIVE TRANSPORTATION CORRIDOR - SEGMENT B

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. RECEIVING the Rail to River Segment B Supplemental Alternative Analysis Study Findings; and
- B. APPROVING the recommendation to maintain Randolph Street as the preferred alignment and continue coordination with Corridor Cities and Related Projects.

DUTRA AMENDMENT: Return to the Board in October 2022 with a funding plan to further develop "Rail to River" Segment B, including environmental clearance, design, and construction.

ISSUE

In early 2017, the Board adopted Randolph Street as the Locally Preferred Alternative (LPA) for Segment B of the Rail to Rail/River Active Transportation Corridor (Legistar File #2017-0089). The Rail to River Segment B extends approximately 4.3 miles from the Metro A (Blue) Line Slauson Station to the Los Angeles River. It was proposed to share a segment (approximately 2.3 miles) of the median/railroad right-of-way (ROW) with both the Union Pacific Railroad (UPRR) and the future West Santa Ana Branch (WSAB) Light Rail Transit Project (Attachment A).

Subsequent to Board adoption and after further study of the WSAB project, it was determined that the existing railroad ROW along this shared segment could not accommodate both rail lines and the Rail to River Segment B Project without extending the project footprint into the public street ROW. Therefore, a Supplemental Alternatives Analysis (SAA) was initiated to re-evaluate Randolph Street and potentially identify additional alternatives for this regionally significant active transportation corridor. The SAA Executive Summary is included as Attachment B.

BACKGROUND

Rail to River Segment B is the eastern part of the longer Rail to Rail/River Active Transportation Corridor (Attachment C). The western segment, or Segment A, is referred to as “Rail to Rail” since it connects the future Metro K (Crenshaw) Line Fairview Heights Station to the existing Metro A (Blue) Line Slauson Station. Segment A includes approximately six (6) miles of active transportation facilities in the City of Los Angeles, but primarily within railroad ROW owned by Metro. For Segment A, Metro is responsible for constructing and maintaining the facilities and Segment A is in the pre-construction stage, at the writing of this report.

Rail to River Segment B is a 4.3-mile extension of Segment A that connects to the existing Los Angeles River bicycle path, closing a critical gap in the regional active transportation network. The corridor traverses a small area of unincorporated Los Angeles County (Florence-Graham), as well as the cities of Huntington Park, Vernon, Maywood, and Bell. It is important to note that unlike the Rail to Rail Segment A, which is within Metro’s own ROW, Segment B is completely within the public ROW. It is also expected to be constructed and maintained by the local jurisdictions.

The combination of Segment A (Rail to Rail) and Segment B (Rail to River) would provide a regional Active Transportation Corridor approximately 10 miles long and include much needed active transportation infrastructure and multimodal connections for historically underserved communities in South and Southeast Los Angeles.

In early 2017, Metro completed an Alternatives Analysis (AA) for Segment B which identified and evaluated four potential alternatives, including: Malabar Corridor (B-1 in Attachment D); Utility Corridor (B-2); Slauson Avenue (B-3); and Randolph Street (B-4). The Board adopted Randolph Street as the LPA since it ranked the highest of the four alternatives and provided the most direct connection between the Slauson A Line and the LA River Path through an existing access point on Randolph Street. The Board also approved advancing the project into the next phases of environmental clearance and preliminary engineering (30% design), envisioning a proposed shared-use bike and pedestrian path (Class I) within the existing UPRR rail ROW in the center median of Randolph Street.

Although Randolph Street was adopted as the LPA, the AA identified and acknowledged some challenges with the corridor, such as UPRR active rail operations, easements required from UPRR, coordination and cooperation from affected cities along the corridor, and cost.

After further study of the WSAB project, which identified some ROW constraints on Randolph Street, it was determined that additional technical analysis was needed. Therefore, in September 2019, staff informed the Board of the need to conduct an SAA to re-evaluate Randolph Street and potentially identify new alternatives for Segment B.

DISCUSSION

Study Approach

The purpose of the SAA was to identify and evaluate alternatives that would provide a safe, comfortable, and continuous active transportation route between the Metro A (Blue) Line and the Los

Angeles River. Randolph Street currently consists of two travel lanes in each direction, along with curbside parking and a wide center median with freight rail tracks. The study area covered approximately 4.3 square-miles and was generally bounded by the Metro A (Blue) Line Slauson Station to the west, the Los Angeles River Path to the east, Slauson Avenue to the north, and Gage Avenue to the south (Attachment E). The SAA evaluated alternatives based on the following goals:

- Safety - Provides a safe and comfortable route
- Access - Provides access to community destinations and transit
- Sustainable Mobility - Reduces Vehicle Miles Traveled (VMT) by providing active transportation route options
- Equity - Supports community needs
- Viability - Is cost-effective and easy to implement and maintain

In addition to the five goals above, a feasibility/implementation screening factor was also used to compare the alternatives further.

Active Transportation Facilities Considered

Within the study area, the Randolph corridor and streets south of Slauson Avenue were analyzed to identify opportunities for Class I shared-use paths (for both bicyclists and pedestrians), Class II bike lanes (striped bike lanes on street), and Class IV separated bikeways (cycle-track or protected bike lanes). The study considered these as 'dedicated' bikeways as they offer roadway space specifically designated for bicycle travel. Class III bicycle routes with painted markings ('sharrows') or bicycle boulevards with traffic calming elements were also considered; these require cyclists to share the travel lanes with vehicles and were considered in areas where limited street widths preclude dedicated bikeways.

Pedestrian improvements were also identified to enhance the safety and comfort of pedestrians, including but not limited to, improvements to existing sidewalks, enhanced lighting, new pedestrian signals, curb ramps, curb extensions, enhanced crosswalks, addition of shade trees and landscaping, and benches and shade structures.

Alternatives Considered

After an initial screening of multiple streets/routes, a refined list of four (4) alternatives were identified for continued evaluation through the SAA (Attachment F). These included:

- Alternative 1 - Randolph St (same alignment as 2017 LPA)
- Alternative 2 - Slauson Ave/Belgrave Ave/Randolph St
- Alternative 3A - Holmes Ave/Gage Ave/Randolph St
- Alternative 3B - Holmes Ave/Gage Ave

The two prominent streets that constitute the four alternatives are Randolph Street (Alternatives 1 & 2) and Gage Avenue (Alternatives 3A & 3B).

Community/Stakeholder Outreach

Opportunities for community input and feedback were provided throughout the study and included:

- Three rounds of two virtual community meetings at varying times held between January and September 2021. All meetings and materials were provided in both English and Spanish.
- Two online community surveys to capture additional feedback.
- Three virtual Community Advisory Committee (CAC) meetings that included several community-based organizations.
- Three in-person community pop-up events in coordination with the WSAB project in September 2021.

Additionally, a Technical Working Group (TWG) consisting of local jurisdictions and Metro departments was established. Five TWG meetings, as well as several one-on-one meetings, were convened to solicit technical input and feedback. Staff also presented at three City Council meetings, including the cities of Huntington Park, Maywood, and Bell in late August/early September 2021. These collective efforts informed the evaluation process, the alternatives developed, and the eventual recommendations. More information on the outreach activities can be found in the SAA.

Technical Analysis and Findings

Evaluation criteria were developed and applied to the four alternatives to determine how well each met the project goals and objectives. Each of the four alternatives have advantages and challenges. Although the Gage Avenue alternatives (3A and 3B) performed higher in Safety and Access due to the potential for dedicated bikeway facilities and greater access to community destinations, they performed lower in Sustainable Mobility and Viability because they provide a less direct route (adds approximately 0.5 to 0.75 miles to the route) and have greater impacts on parking and/or traffic. These alternatives would require a major reconfiguration of Gage Avenue, including the loss of a travel lane in each direction to create Class II bike lanes through the cities of Huntington Park and Bell.

The Randolph Street alternatives (1 and 2) offer the most direct and shortest routes. However, based on the future reconfiguration of the street for the WSAB project, the ability to have a dedicated bikeway along Randolph Street where the two projects overlap would have significant impacts on parking in the City of Huntington Park. Therefore, Alternative 1 proposes a Class III bike route or bike boulevard for approximately 1.6 to 1.8 miles of the total 4.3 miles of Segment B. Alternative 2 is a slight variation of Alternative 1 using Belgrave Avenue, a lesser traveled street adjacent to Randolph Street, to avoid the shared segment with the WSAB project. This alternative results in a somewhat longer route than Alternative 1. The remaining 2.5 to 2.7 miles in the City of Bell is proposed to

include a Class IV separated bikeway.

While the SAA found that all four alternatives were viable, staff recommends maintaining Alternative 1 - Randolph Street as the preferred alignment for the following reasons:

- Randolph Street performed best for the Viability and Sustainable Mobility goals. It provides a direct connection to an existing LA River bicycle facility, serves appropriate levels of population densities, and aligns most closely with existing planning efforts.
- This alternative would have fewer impacts on existing traffic since it does not require a major lane reconfiguration and follows the same alignment as the Randolph Street LPA adopted by the Board in 2017. Based on the proposed improvements, the Randolph alignment would cost less to construct than the Gage Avenue alternatives and is expected to have lower on-going operations and maintenance costs.
- The alignment would also provide a first-last mile connection to the future Pacific/Randolph WSAB station.
- Importantly, this alternative is strongly supported by the jurisdictions that have permitting authority for the design and construction of the project (Attachment G). The cities also strongly oppose the Gage Avenue alternatives, expressing concerns over the potential impacts to traffic and loss of parking. Additionally, the jurisdictions believe that Alternative 1 is safer than the other alternative(s), given lower traffic volumes on Randolph Street.
- This alternative's proposed designs and intended purpose align closely with other future plans along Randolph Street, such as the forthcoming First/Last Mile planning for future WSAB stations, as well as existing active transportation planning and grant funding with the cities of Commerce, Bell and Huntington Park.

Project Delivery and Funding

As previously mentioned, unlike Rail to Rail Segment A, which is within Metro's own ROW, the proposed Randolph Street alignment for Segment B is completely within the public ROW and under the jurisdiction of delivery by the Cities of Huntington Park, Bell and Commerce. However, Metro may continue to be engaged and play a role in helping to deliver this project.

Specifically, the recommended alignment serves the existing Slauson A Line and future Pacific/Randolph station of the WSAB as adopted by the Board (Legistar file #2021-0724). Metro will conduct first/last Mile planning to identify improvements along important pathways for biking, walking, or rolling around these and other WSAB stations; this effort is anticipated to begin later this year and offers an opportunity to include the project elements as identified in the SAA.

Staff also has identified a strategy to provide near-term active transportation improvements in the western part of the Segment B corridor (roughly between Holmes Avenue and State Street), that eventually will share ROW with the future WSAB project. Given the construction timeline for the WSAB project, staff recommends interim Class II bike lanes be implemented before the WSAB project is constructed (Attachment H). These improvements likely will be modified during the

construction of the WSAB project but would provide access to high quality active transportation infrastructure sooner. As the WSAB project evolves, Metro will ensure the LRT designs accommodate a continued active transportation facility in some form, based on design feasibility and community engagement.

In the eastern half of the Randolph Street corridor (which does not share ROW with the WSAB project), Metro staff recommends permanent Class IV separated bikeways for approximately 2.5 miles between State Street and the Los Angeles River (see Attachment H). One important opportunity to deliver premium active transportation facilities in this segment will be the coordination of Metro's SAA findings with recent Metro Active Transportation (MAT) grant funding, awarded in January 2021 (Legistar file #2020-0562) as follows:

- Slauson First/Last Mile - \$4,509,998 awarded to LA County Department of Public Works (LACDPW)
- Randolph Corridor - \$6,703,891 awarded to the City of Commerce (lead sponsor) in partnership with LACDPW and the cities of Huntington Park and Bell

The MAT Program was established through Measure M as a competitive discretionary funding program available to Los Angeles County municipalities for projects that improve and grow the active transportation network and expand the reach of transit.

Although these awarded projects are separate, stand-alone projects from Rail to River Segment B, they share similar goals and objectives, scope, and project limits, including plans for active transportation improvements on Randolph Street. Of note, the cities of Huntington Park, Bell and Commerce have expressed their support of the Randolph Street alignment and proposed elements (Attachment G). As such, Metro will provide technical support as needed, and may coordinate elements identified in the SAA into these related city projects. Metro currently is in the process of executing funding agreements for the the two MAT projects and will continue to work with the grantees to achieve shared goals and objectives for the corridor.

DETERMINATION OF SAFETY IMPACT

The recommended actions will not have any impact on the safety of Metro customers and/or employees because this project is in the planning phase and no capital or operational impacts result from this Board action.

FINANCIAL IMPACT

Approval and adoption of the study findings and recommendations would have no financial impact to the agency at this time. Since the initial planning phase is complete, there are no funds budgeted in Cost Center 4240 for professional or technical services in FY23. Further development of Segment B (including environmental clearance, design, and construction) is expected to be managed by the local jurisdictions who have authority over the public ROW. The SAA identifies several potential funding sources that Metro could assist the cities in pursuing as efforts continue in the development of active

transportation facilities along Randolph Street.

The staff's recommendations for Segment B are consistent with local preferences, as expressed by the cities of Huntington Park, Bell and Commerce (Attachment G). Implementation of Segment B will require coordination with the MAT grant funding and with Metro's West Santa Ana Branch Project. Metro staff time and funds for these related projects are accounted for in the FY23 budget in their respective cost centers. Since these are multi-year projects, the cost center managers and the Chief Planning Officer will be responsible for budgeting in future years.

EQUITY PLATFORM

The recommendations help accelerate the investments and advancement of active transportation projects in historically underserved, low-income communities of color. Based on the Equity Focus Community (EFC) criteria and thresholds, the majority (85%) of the study area qualifies as an EFC. The surrounding study areas are represented by 98% communities of color, compared to 73.5% for Los Angeles County. The low-income population within the study area is at 28.3%, compared to 17% for Los Angeles County.

Single weekday afternoon counts for people walking and biking in the study area are 3,139 and 412, respectively, for a combined total of 3,560 walk and bike trips. Adopting the recommendations would facilitate and advance connections with Rail to Rail and the existing LA River Path, enabling regionally significant active transportation networks to grow more walk/bike trips in the future.

The Rail to River Segment B study sought to identify high quality, dedicated bikeway options. However, some of these alternatives required road reconfiguration (converting two travel lanes in each direction to one lane) or removing parking that the cities did not support. These challenges and alternatives were presented to the community, key stakeholders, and cities during the community engagement process. Formal letters submitted by the cities of Huntington Park and Bell, and the MAT Randolph project sponsors have been received, expressing strong support for Alternative 1 - Randolph Street. As documented through the outreach efforts conducted for the SAA, the previous AA, and other studies conducted by the local jurisdictions, the community (including project area residents, community-based organizations, interested stakeholders, and the general public) has also consistently expressed their preference for active transportation improvements along Randolph.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The SAA for the Rail to River Segment B identifies and recommends steps to achieve bike and pedestrian improvements, connect to transit, and grow and expand active transportation in South LA and Southeast LA County. The recommendations in this report support the following goals outlined in the Metro Vision 2028 Strategic Plan:

- Strategic Goal #1: Provide high-quality mobility options that enable people to spend less time traveling;
- Strategic Goal #2: Enhance communities and lives through mobility and access to opportunity; and

-
- Strategic Goal #3: Provide responsive, accountable, and trustworthy governance within the Metro organization

ALTERNATIVES CONSIDERED

The Board could decide not to approve staff's recommendation. However, doing so would delay opportunities to coordinate Rail to River Segment B with other related projects currently underway.

NEXT STEPS

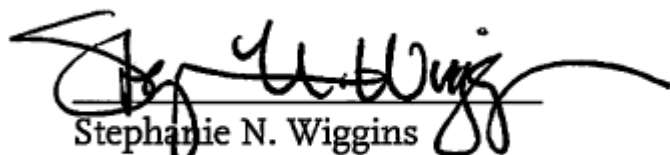
This project represents a critical gap closure for regional network of active transportation facilities, including the Rail to Rail Segment A and the LA River Path. It also connects active transportation with major transit investments (existing and planned) such as the Metro Blue Line and the WSAB LRT line. Given the projects' similarities and geographic overlap between the proposed Randolph Street alignment and several MAT-funded projects, Metro staff will provide technical support and coordination services to MAT grantees, as we have mutual goals and objectives in this area to create a premium regional active transportation corridor.

ATTACHMENTS

- Attachment A - Map of Segment B and WSAB Overlay
- Attachment B - SAA Executive Summary
- Attachment C - Map of Rail to Rail/River Active Transportation Corridor
- Attachment D - Map of 2016 Segment B Alternatives Studied
- Attachment E - Map of Study Area
- Attachment F - Map of Four Alternatives Studied in SAA
- Attachment G - Letters of Support
- Attachment H - SAA Recommended Randolph Improvements

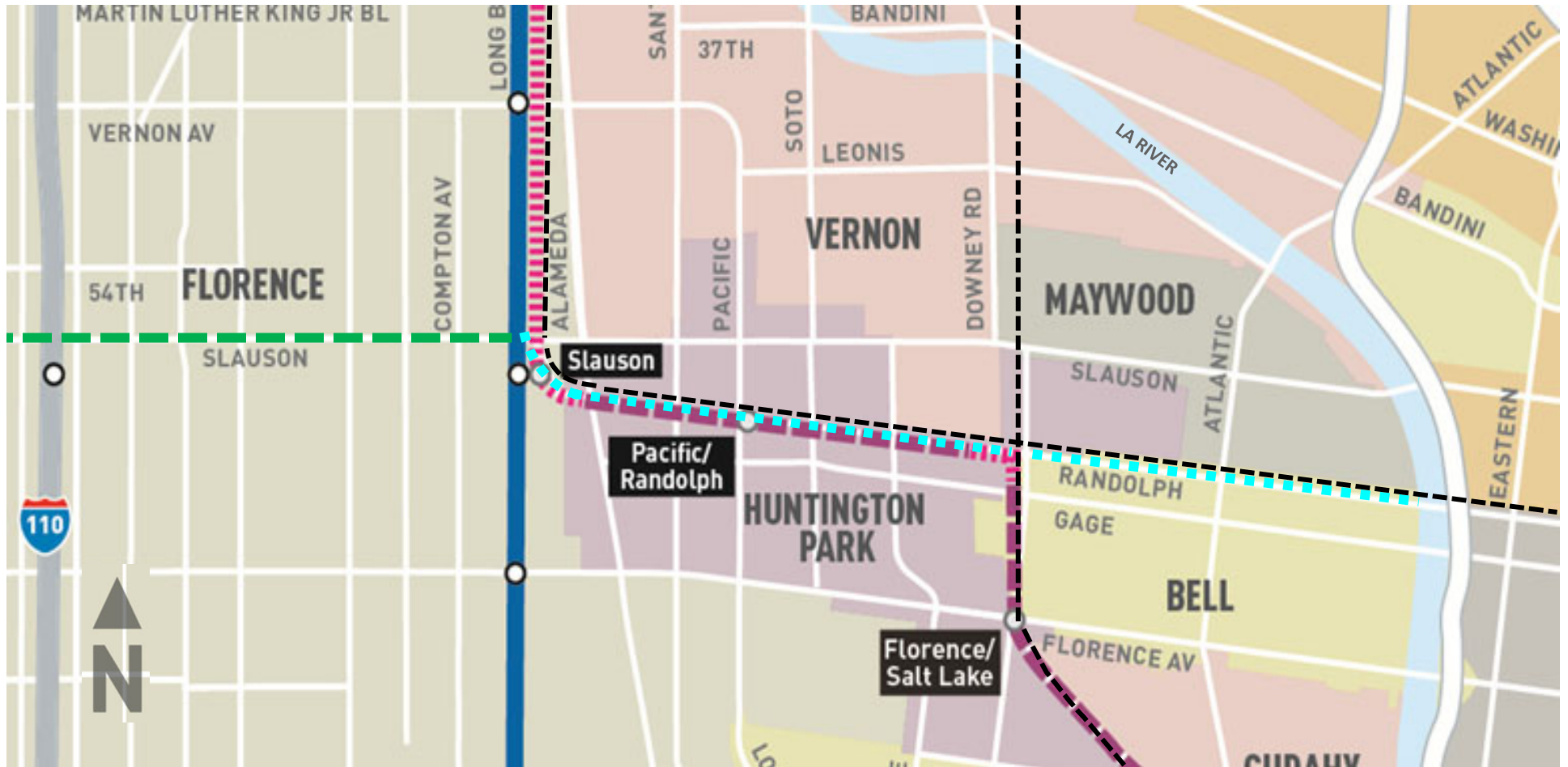
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Stephanie N. Wiggins
Chief Executive Officer

Segment B & WSAB Overlay






Rail to Rail/River Project

-  Segment B Past LPA
-  Segment A

West Santa Ana Branch Project

-  At-Grade
-  Aerial

Existing

-  Blue Line & Station
-  Silver Line & Station
-  Union Pacific Railroad ROW
(not showing full extent of network)

Supplemental Alternatives Analysis

RAIL TO RIVER SEGMENT B



May 2022
EXECUTIVE SUMMARY



Metro



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Technical Working Group

Metro

City of Bell

City of Commerce

City of Huntington Park

City of Los Angeles

City of Maywood

City of Vernon

County of Los Angeles

ACRONYMS

AA – Alternatives Analysis

AT – Active Transportation

ATC – Active Transportation Corridor

ATSP – Active Transportation Strategic Plan

CAC – Community Advisory Committee

CDP – Census-Designated Place

EFC – Equity Focus Community

HAWK – High-Intensity Activated Crosswalk
Beacon

HPI – California Healthy Places Index

LA River – Los Angeles River

LAX – Los Angeles International Airport

LOS – Level of Service

LPA – Locally Preferred Alternative

LPI – Leading Pedestrian Interval

LRT – Light Rail Transit

LTS – Level of Traffic Stress

MAT – Metro Active Transportation

ROW – Right of Way

SAA – Supplemental Alternative Analysis

TIMS – Transportation Injury Mapping System

TWG – Technical Working Group

UP – Union Pacific Railroad

VMT – Vehicle miles traveled

WSAB – West Santa Ana Branch



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EXECUTIVE SUMMARY

INTRODUCTION

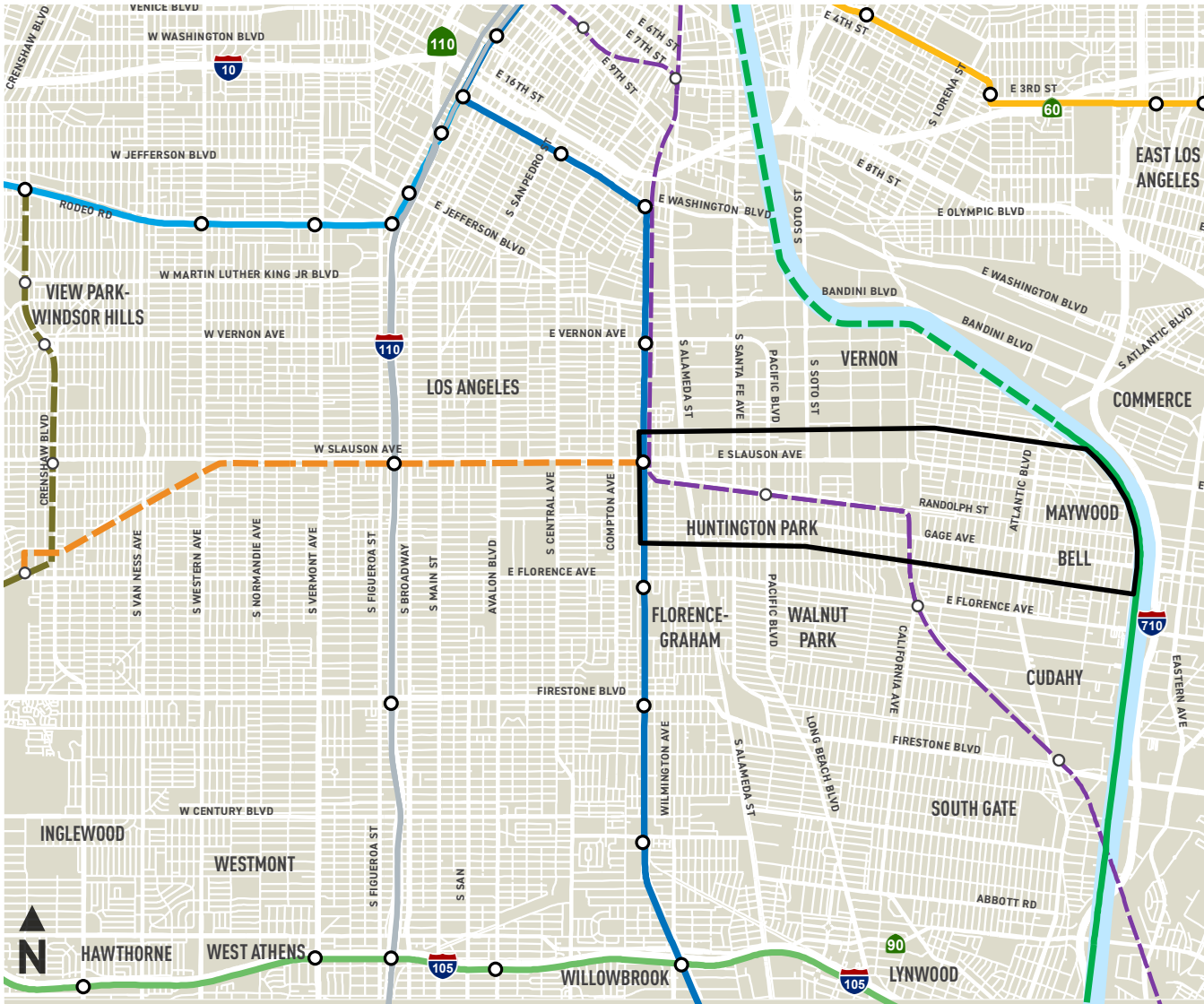
Background

The Rail to River Active Transportation Corridor (ATC) Project is the eastern segment (or “Segment B”) of the larger east-west Rail to Rail/River ATC. Segment A of the project is referred to as “Rail to Rail” because it connects the future Metro K Line (Crenshaw/LAX) Fairview Heights Station to the Metro A Line (Blue) Slauson Station (approximately 6.4 miles). Segment B is referred to as “Rail to River” because it extends the project an additional 4.3 miles east from the Metro A Line to the LA River path, traversing the community of Florence-Graham (unincorporated area County of Los Angeles), as well as the Cities of Huntington Park and Bell (Figure Ex–1 on page 8).

Segment B of the Rail to River project will provide improved active transportation options for regional connectivity and improved access to jobs, education, health, and other recreational activities. Through its connections to the Metro J Line (Silver) and K Line via Segment A, and direct connections to the Metro A Line and the LA River path, Segment B will create a critical connection for communities to access important regional destinations including downtown Los Angeles, the City of Long Beach, and the Los Angeles International Airport (LAX).

In 2017, Metro concluded the Segment B Alternatives Analysis (AA), which analyzed four different alternatives: Malabar; Utility Corridor; Slauson Avenue; and Randolph Street (Figure Ex–2 on page 9). The Metro Board of Directors adopted Randolph Street as the Locally Preferred Alternative (LPA) for Segment B, which included a Class I shared-use bike and pedestrian path within the existing street median owned and operated by Union Pacific Railroad (UP). The West Santa Ana Branch (WSAB) Transit Corridor (light rail project) is also planned along Randolph Street, sharing approximately 2.3 miles with the Segment B LPA. Technical analyses of the WSAB and the original Randolph Street LPA determined that the existing UP right-of-way (ROW) could not accommodate both projects. The proposed shared-use path along the Randolph Street median is no longer feasible, resulting in the need for this study.

Figure Ex-1. Rail to Rail/River Active Transportation Corridor



LEGEND






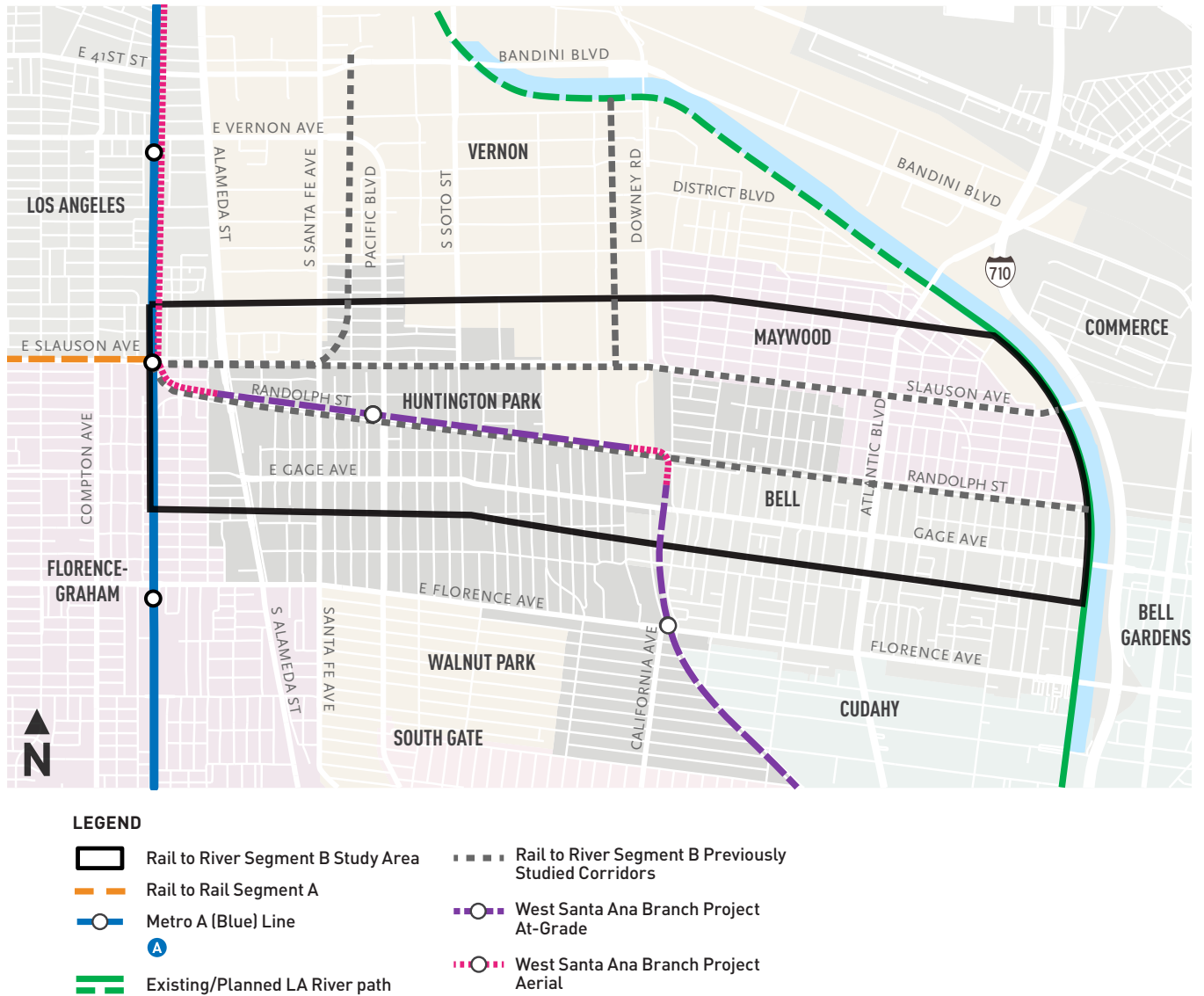
-  Rail to River Segment B Study Area
-  Rail to Rail Segment A
-  Metro Rail Line & Station
A G E L J
-  Existing/Planned LA River path
-  West Santa Ana Branch Project

Figure Ex-2. Segment B Study Area and Previously Studied Alternatives



PURPOSE OF STUDY

The intent of the Rail to River Segment B Supplemental Alternative Analysis (SAA) study was to re-evaluate Randolph Street as the LPA and/or identify and evaluate any other potential active transportation alternatives that would continue to provide connections from the Slauson A Line station to the LA River.

The SAA describes the evaluation and screening process used to develop and evaluate a set of four viable project alternatives. On-going stakeholder input throughout the process was also key in developing the four alternatives and recommendations, including input from the affected cities along the corridor, the general community at large, and a special project Community Advisory Committee (CAC) and Technical Working Group (TWG). While Metro led the early planning and SAA effort, the local jurisdictions will be responsible for the implementation of Segment B.

Purpose and Need

This project aims to identify an alignment that will provide a safe, comfortable, and continuous active transportation route between the Metro A Line (Blue) Slauson station and the LA River path, enhancing mobility and regional connectivity for local communities.





The Segment B SAA purpose and need builds upon the 2017 AA. The project team worked closely with stakeholder agencies to build consensus for the purpose and need and project goals to ensure they are still relevant for the local agencies that have jurisdiction within the project study area.

The project goals are shown in Table Ex-1.

Based on input from stakeholders and an analysis of existing conditions in the study area, this ATC will:

- Provide investments in Equity Focus Communities
- Help people adapt to a changing climate and support an integrated regional development pattern and transportation network
- Support regional and local land-use and active transportation policies including increased access and improved safety and mobility
- Provide safer access for people walking and bicycling to employment centers and transit
- Provide safer active transportation facilities in a heavily used auto and truck-oriented corridor
- Reduce greenhouse gas emissions and improve air quality
- Increase regional mobility options
- Complete regional walking and bicycling connections for Metro's ATC from Rail to Rail/River

Table Ex-1. Project Goals

Goal	Description
Safety 	Provides a safe and comfortable route
Access 	Provides access to community destinations and transit
Sustainable Mobility 	Reduces vehicle miles traveled (VMT) by providing active transportation route options
Equity 	Supports community needs
Viability 	Is cost effective and easy to implement and maintain

CONTEXT

Segment B Study Area

The Rail to River Segment B study area covers an approximately 4.3-square-mile area between the Metro A Line Slauson Station and the LA River (Figure Ex-3). The study area is bounded by the cities of Vernon and Maywood to the north, the cities of Huntington Park and Bell to the south, the LA River to the east, and the Metro A Line Slauson Station (unincorporated area of Los Angeles County) to the west. The WSAB light rail transit (LRT) project is planned to travel through the study area, first north along Salt Lake Avenue and, then west along Randolph Street where it will primarily operate at-grade prior to reaching the Slauson Station.

Approximately 73,000 people live within the study area, or about 16,850 per square mile. The highest concentrations of population are located in two distinct areas, on the west side of the study area near downtown Huntington Park and on the east side of the study area within the cities of Bell and Maywood.

Over 715,000 people live within 3 miles of the study area, or approximately 13,275 per square mile. Because Segment B will connect to both the LA River path as well as numerous transit lines, it will provide access to local and regional destinations for residents beyond those who live within the study area.

Equity Platform

The Rail to River Segment B SAA uses Metro's Equity Focus Communities (EFCs) to help identify where populations, that may have specific mobility needs or have historically been disadvantaged, live within the study area.

Metro's framework to identify EFCs, or those communities that are most heavily impacted by gaps in equity in Los Angeles County, uses the following thresholds:

- At least 40% Low Income (those with annual incomes of \$35,000 or less) and
- 80% People of Color or 10% Zero Car Access

Based on the EFC components and thresholds, the majority (85%) of the study area qualifies as an EFC (Figure Ex-4). The Rail to River Segment B (ATC) will close a critical transportation gap for these communities, providing access to major regional destinations, employment centers, and other community destinations by offering a safe connection to the LA River path, the Metro A Line (Blue), and the future WSAB light rail corridor.

Figure Ex-3. Segment B Study Area

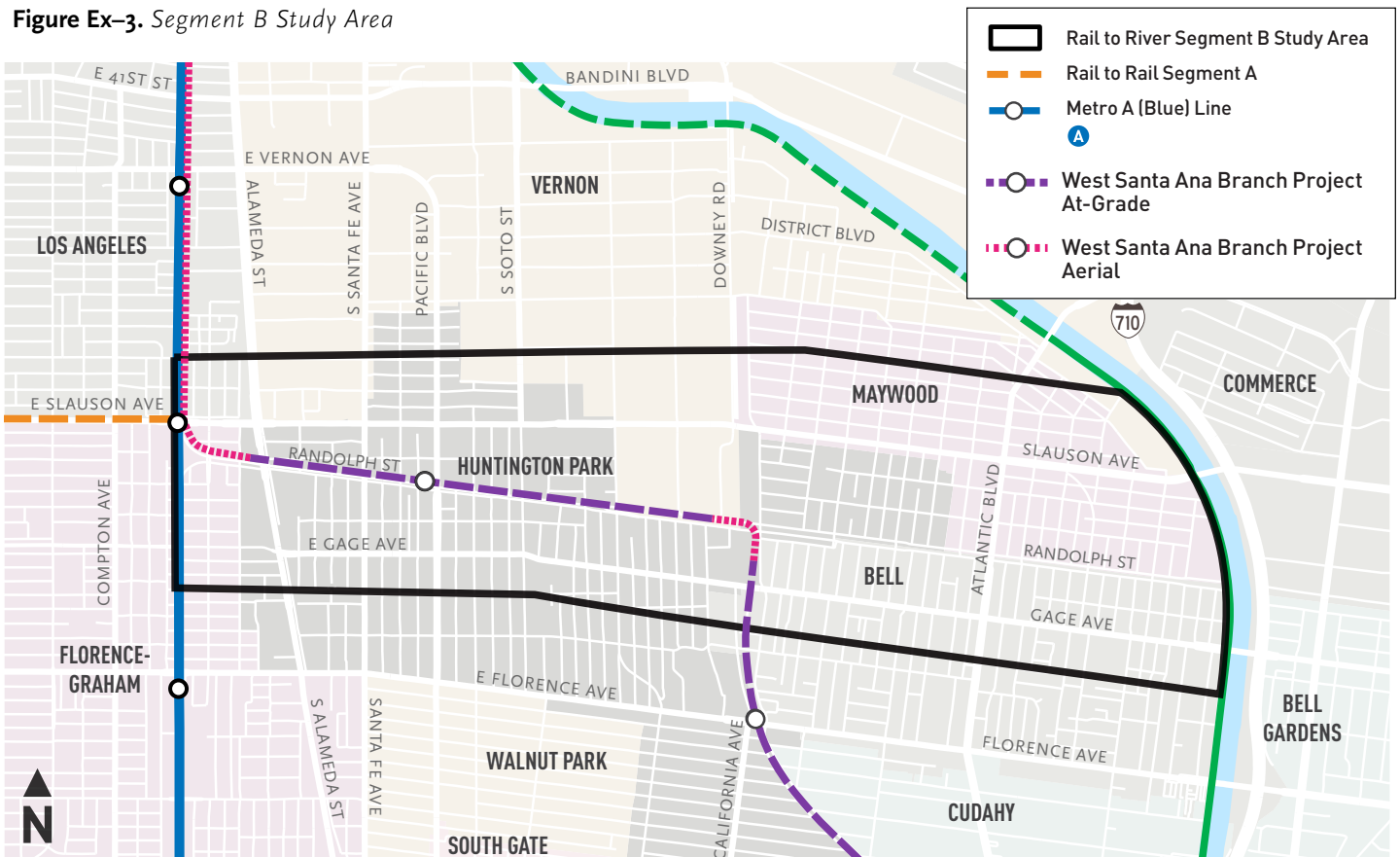
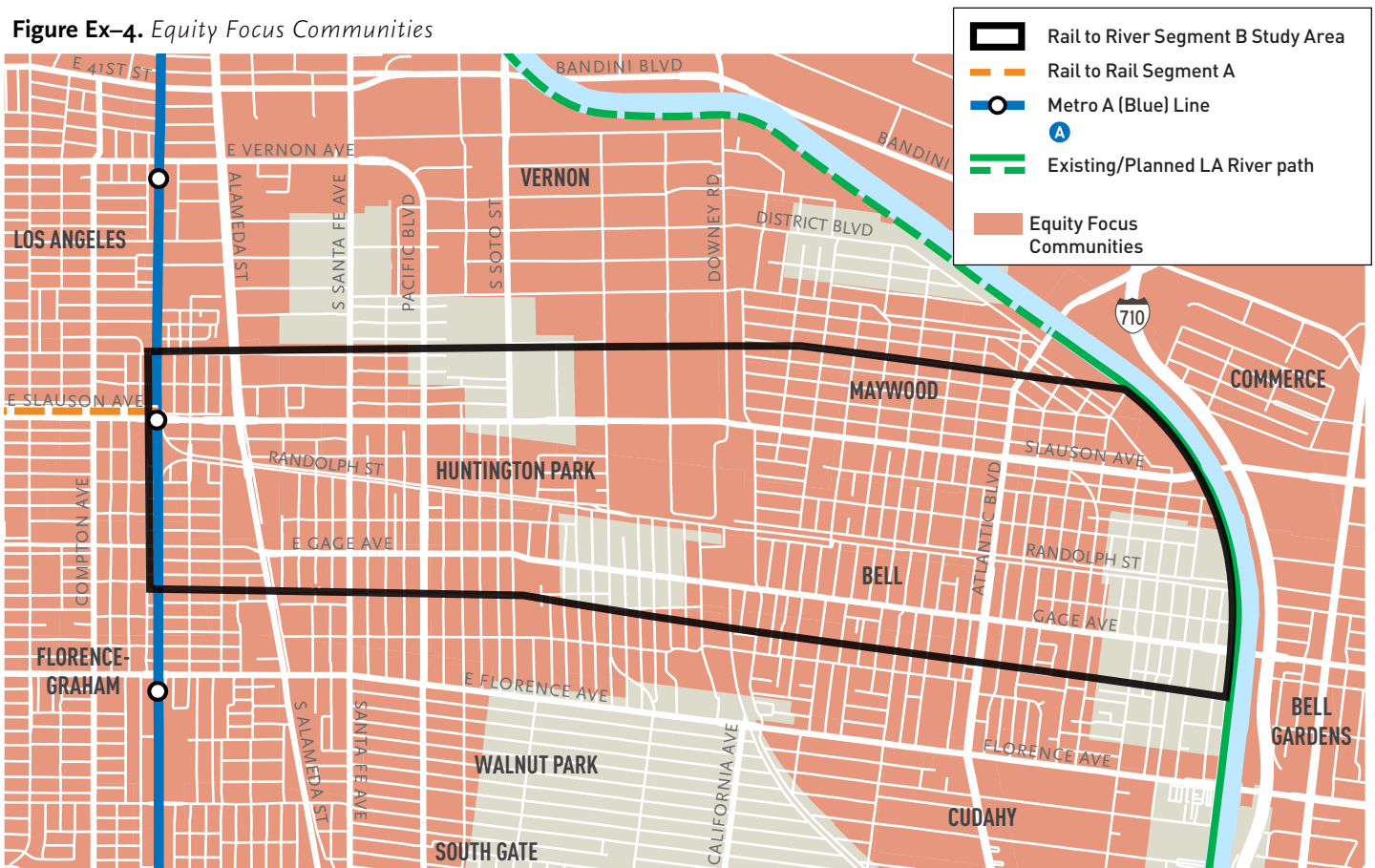


Figure Ex-4. Equity Focus Communities



Other Related Projects

There are several related regional and local plans and projects that influenced the Segment B SAA. The most notable regional project is the West Santa Ana Branch as well as projects funded through the Metro Active Transport (MAT) Cycle 1 Program.

West Santa Ana Branch (WSAB)

The WSAB Transit Corridor project will connect southeast Los Angeles County with downtown Los Angeles via a 19-mile light rail transit (LRT) line. The northern alignment of the WSAB project travels north through the study area parallel to Salt Lake Avenue and then west along Randolph Street's center median (Union Pacific (UP) ROW) to the A Line Slauson Station. The alignment will include two new at-grade light rail tracks along with one existing at-grade freight line track. The WSAB will include two stations within the study area, one at Pacific/Randolph and the other at the existing A Line Slauson Station.

Currently, Randolph Street consists of two travel lanes in each direction in most sections, along with parking and a wide center median with a UP freight rail line, where a Class I shared-use bike path was initially proposed (Figure Ex-5). The posted travel speed limit ranges between 25 to 35 mph along the corridor. It is anticipated that the WSAB will require that Randolph Street be reconfigured (Figure Ex-6) in order to accommodate the tracks, which will be at-grade and separate from the UP tracks in the center median. This configuration limits the ability for a dedicated bikeway facility along the shared section with both the WSAB and Rail to River Segment B projects. Additional traffic safety measures and roadway improvements to safely allow

drivers and bicyclists to share one lane will be identified for future consideration. Overall, the WSAB project has the potential to transform the Randolph corridor from a car-oriented roadway to a complete street that accommodates pedestrians, bicyclists, public transit users, and drivers alike. Post-WSAB, the roadway may be able to safely allow drivers and bicyclists to share one lane.

FLM planning for WSAB will also identify improvements along important pathways for walking, biking, or rolling to future WSAB stations. Two WSAB stations related to Segment B will include the future Pacific/Randolph and the existing Slauson A line stations.

Metro Active Transport Program

Metro Active Transport, Transit and First/Last Mile Program (also known as MAT) is a competitive grant program available to municipalities in LA County to fund improvements that expand and grow active transportation and transit connections. Key policies advanced by MAT include the Active Transportation Strategic Plan (ATSP), First/Last Mile (FLM) policy, and the Equity Platform Framework. Two specific categories in MAT are 1) First/Last Mile Priority Network around major transit stations and 2) Active Transportation Corridor Priority Network countywide. The first cycle of the MAT grant program and recommended projects were approved by the Metro Board in January 2021, which included projects for the Slauson A Line Station in the FLM category and the Randolph Corridor in the Active Transportation Corridor category.

Figure Ex-5. Typical Section along Randolph St between Holmes Av and State St today (Looking West from Malabar St).

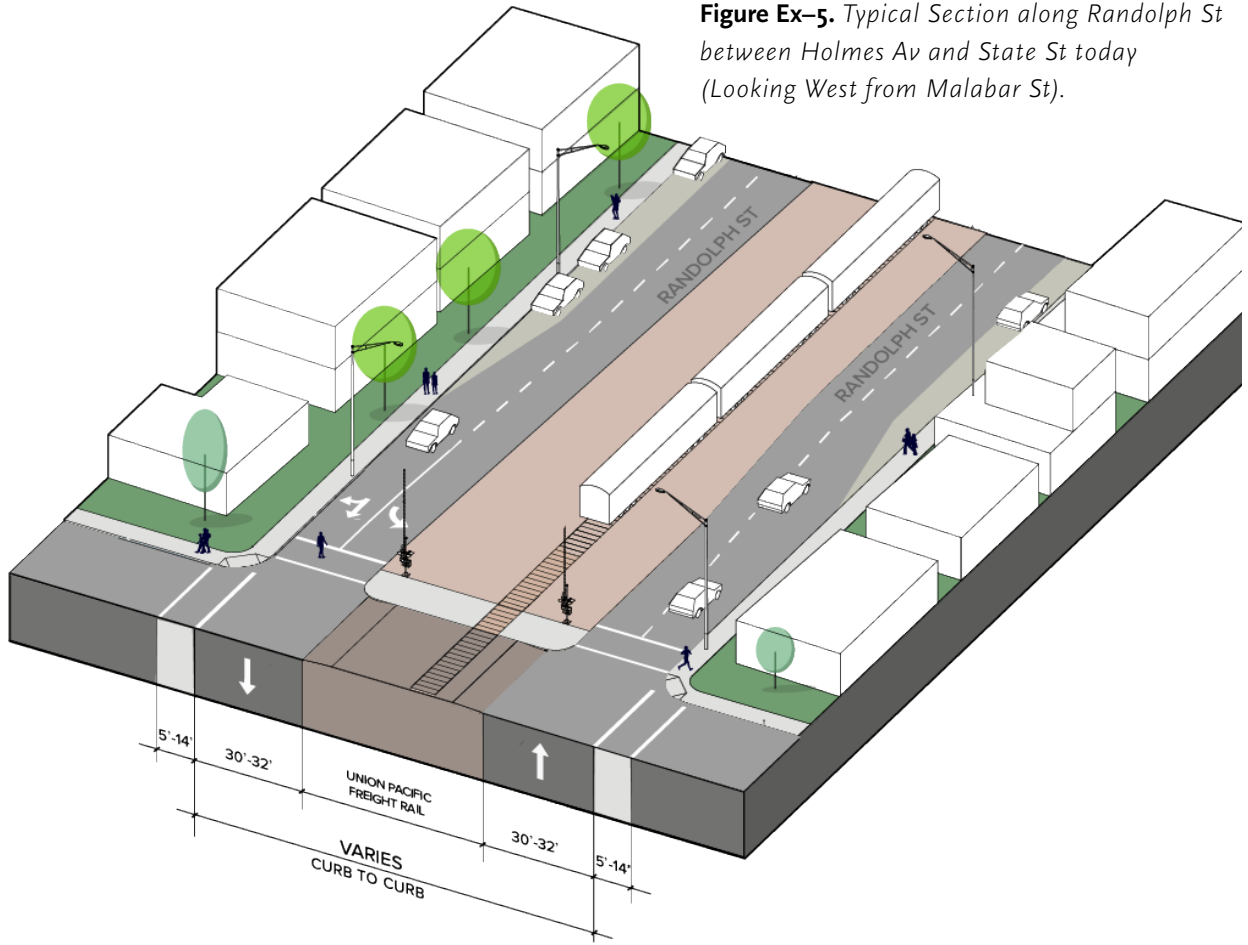
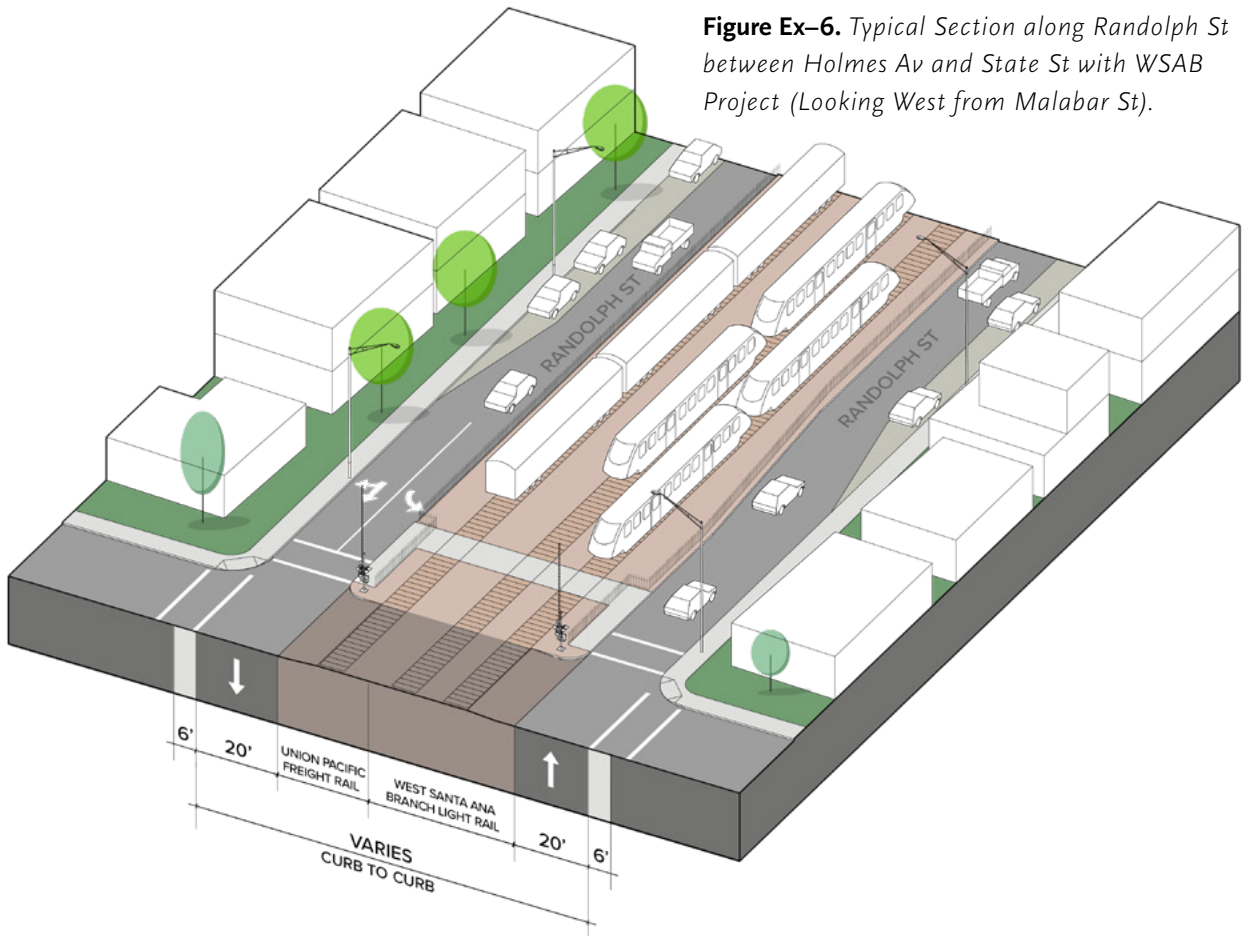


Figure Ex-6. Typical Section along Randolph St between Holmes Av and State St with WSAB Project (Looking West from Malabar St).



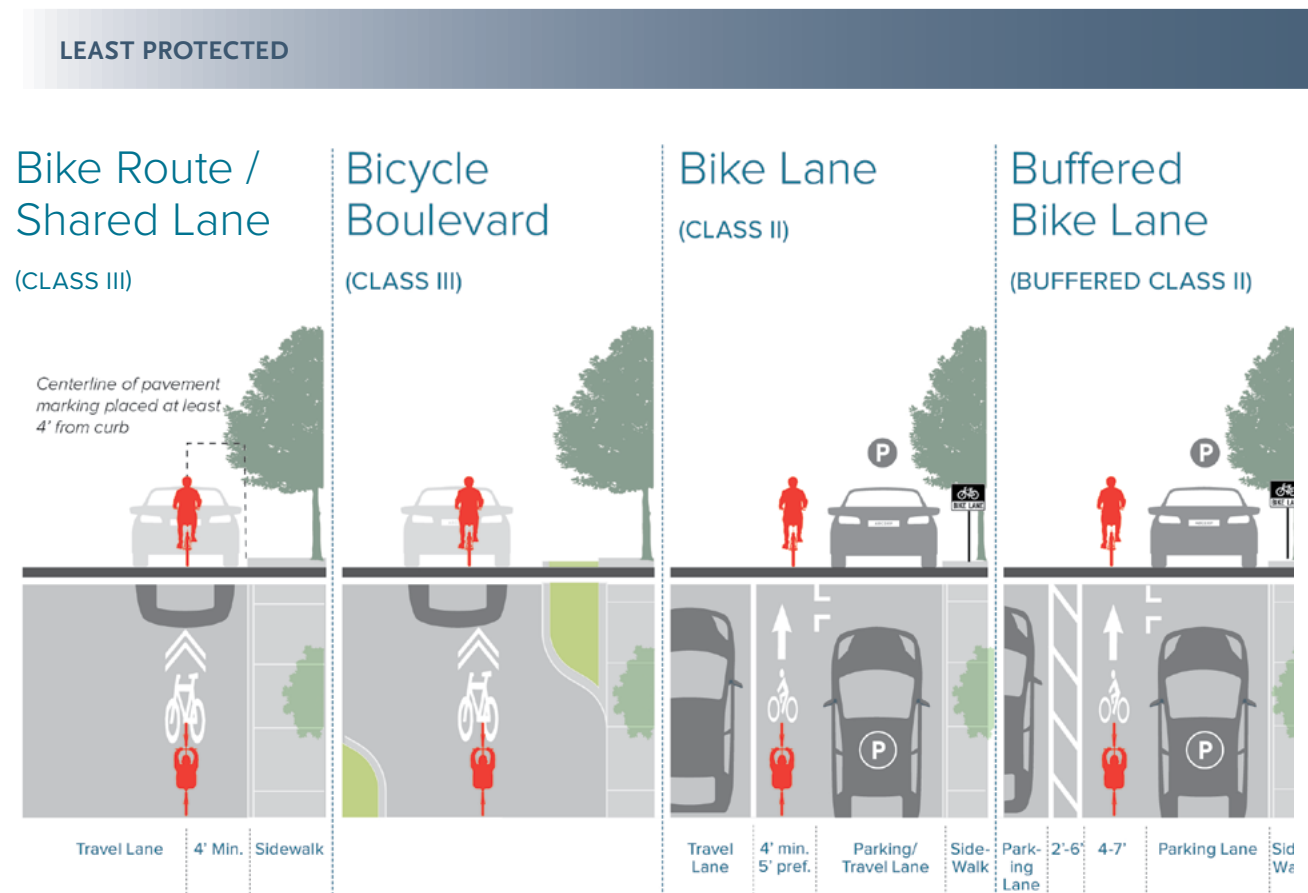
The Slauson FLM Project is led by the Los Angeles County Department of Public Works with the goal to improve pedestrian access to and from the Slauson A Line Station and to encourage active modes of transportation and the use of public transit. The Randolph Corridor project is led by the City of Commerce, in partnership with the City of Huntington Park, City of Bell, and Los Angeles County Department of Public Works. The Randolph Corridor Project proposes 7.03 miles of active transportation improvements along Randolph Street from the Metro A Line Slauson Station to the City of Commerce.

PROPOSED IMPROVEMENTS

Pedestrian Infrastructure Improvements

Segment B will be designed to accommodate people walking. This may include, but is not limited to, improvements to existing sidewalks, lighting updates, new pedestrian signals, curb treatments such as curb ramps and curb extensions, enhanced crosswalks, shade trees and landscaping, and benches and shade structures. Details on all proposed improvements are included in Chapter 1.

Figure Ex-7. Bicycle Facility Types and Levels of Protection

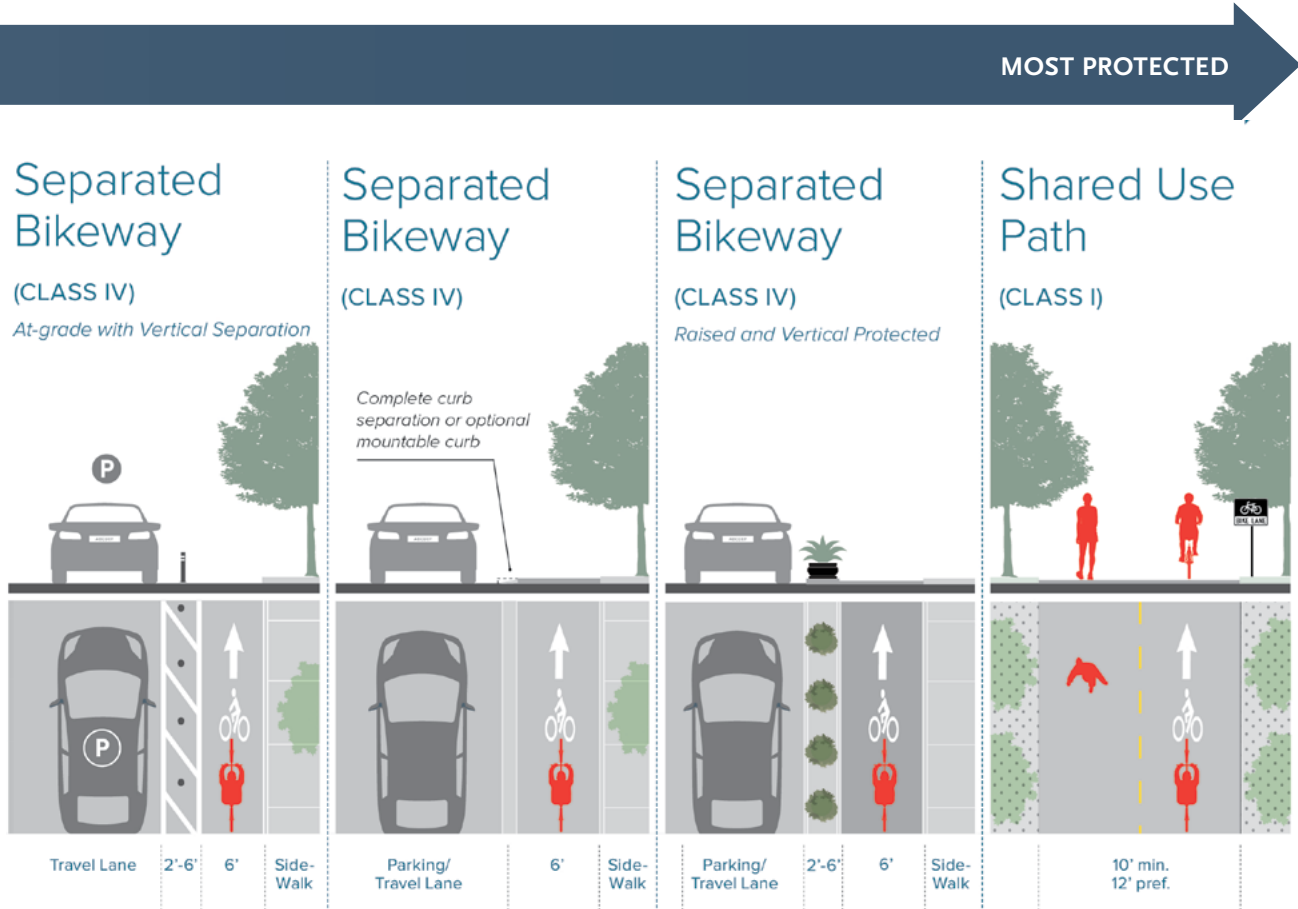


Bicycle Facility Types

A range of bicycle typologies were considered for Segment B. The project team considered Class I shared-use paths or Class IV separated bikeways with adjacent pedestrian facilities along major roadways. Along streets with low traffic volumes, Class III bicycle boulevards with traffic calming elements were also considered. Class II bike lanes or buffered bike lanes were considered where implementing Class IV bikeways would not be feasible due to traffic or parking impacts.

All on-street bicycle facility types can be implemented in the short-term using a cost-effective quick-build approach (e.g., materials such as paint and bollards). For long term solutions, more durable materials or road reconfiguration may be required.

Figure Ex-7 identifies the different bicycle facility options in order of user separation. Class I shared-use paths require the largest amount of right-of-way for the path and buffer, and were considered along existing railroad corridors.



TECHNICAL EVALUATION

Overview

The project goals set the stage for the alternatives analysis. The project team used a goal-based evaluation approach to develop and evaluate four viable project alternatives to measure how well they met the project vision and goals. Alternatives from the 2017 AA that ranked below the Randolph alternative were not brought forward because of safety concerns and ROW constraints. The project alternatives are described on page 20.

Evaluation criteria were developed to help measure how each alternative performed for each of the project goals. The criteria were used to evaluate the trade-offs between each alternative as part of the technical evaluation.

Each of the four alternatives include several trade-offs, summarized in the following pages and described in more detail in later chapters. The process used to develop and evaluate the alternatives is described in detail in Chapters 2 and 3.

Process

The Segment B SAA technical evaluation process was built upon the project goals. Screenings were conducted in two stages (Figure Ex-8). First, an initial screening examined the study area as a whole, and identified potential alignments based on previous planning efforts, current projects, existing conditions, opportunities and constraints, as well as input from local jurisdictions and the community. This first stage used Tier 1 fatal flaw criteria, such as connectivity between Slauson Station and the LA River, and connectivity to key destinations and EFCs, to help to identify alternatives for further study. Stage 1 took place in winter 2020-2021 and is described in detail in Chapter 2.


The second stage was the Alternatives Analysis which used detailed qualitative and quantitative evaluation criteria to assess the trade-offs between the four alternatives. These Tier 2 criteria measured how well the alternatives met the project purpose and need, project goals, and stakeholder and community needs. Stage 2 took place during spring and early summer 2021. Both Tier 1 and Tier 2 criteria built upon the initial criteria utilized as part of the 2017 Segment B AA study. The alternatives analysis process is described in detail in Chapter 3.

Figure Ex-8. Technical Evaluation Process

Chapter 1: PROJECT FRAMING


Review previous plans and current projects
Update Purpose and Need
Interagency coordination and input

Chapter 2: INITIAL SCREENING

Data collection and review
Opportunities and constraints analysis
Develop preliminary concepts for new alignments and typologies
Virtual field visit with local agencies for review and feedback
Community input 

STAGE 1: MANY TO 4

Chapter 3: ALTERNATIVES ANALYSIS

Conceptual engineering
Traffic and parking analysis
Preliminary costs
One-on-one meetings with local agencies for review and feedback
Community input 

STAGE 2: FROM 4 TO 1

PROPOSED ALTERNATIVES

The four project alternatives are described in Table Ex-2 and shown in Figure Ex-9.

Table Ex-2. *Summary of Project Alternatives*

Alternative	Length	Description
1: Randolph Street	4.33 miles	Alternative 1 follows Randolph Street from the Slauson A Line (Blue) Station to the LA River. The alternative utilizes a Class III bicycle boulevard with traffic calming between Holmes Avenue and State Street where Segment B will overlap with the WSAB project. At State Street, the alternative transitions to a Class IV separated bikeway. This alternative would require the fewest changes to the existing roadway following the construction of the WSAB project.
2: Slauson/Belgrave/Randolph	4.52 miles	Alternative 2 uses local corridors to circumvent some of the physical constraints along Randolph. This alternative begins along Slauson Avenue to Alameda Street East to Belgrave Avenue, where it utilizes a Class III bicycle boulevard to connect to Miles Avenue. It then transitions to Class II bike lanes south down Miles Avenue to a Class IV separated bikeway along Randolph Street.
3A: Holmes/Gage/Randolph	4.99 miles	Alternative 3A utilizes Gage to circumvent the physical constraints posed by the WSAB project along the western end of Randolph Street. This option connects to Gage via Slauson and Holmes Avenues. It utilizes Class II bike lanes along Gage Avenue before connecting back up to Randolph Street at Maywood Avenue. It continues as a Class IV separated bikeway along Randolph Street to the LA River.
3B: Slauson/Holmes/Gage	4.74 miles	Alternative 3B also utilizes Gage to circumvent the physical constraints posed by the WSAB project along the western end of Randolph Street. This option connects to Gage via Slauson and Holmes Avenues and continues down Gage to the LA River as Class II bike lanes.

Figure Ex-9. Project Alternatives



SUMMARY OF TECHNICAL EVALUATION

Evaluation Criteria

A series of goal-based evaluation criteria were used to evaluate the four alternatives. These criteria are summarized in Table Ex-3 and described in detail in Chapter 3. In addition to the five goals, a Feasibility / Implementation screening was used to compare the alternatives, which analyzed their potential environmental impacts, permitting & coordination needs, and funding opportunities. The Feasibility / Implementation criteria largely helped compare between different bikeway facility types to help identify top-scoring alternatives. For example, in this study, alternatives with Class I shared bike/pedestrian paths generally scored lower than alternatives that were entirely within the public ROW because they are likely to have greater environmental impacts and permitting requirements.

Trade-offs

Each of the alternatives have a number of trade-offs related to the criteria under each of the project goals (Table Ex-4). Alternatives 3A and 3B scored highest for the Safety and Access goals, as they provide an opportunity for a dedicated bikeway facility that is separated from cars and a direct connection to the many community destinations along Gage Avenue. These alternatives score lower for Sustainable Mobility and Viability, as they provide a less direct route and have more traffic impacts.






Table Ex-3. Summary of Technical Evaluation

Alt #	Alternative	Safety	Access	Sustainable Mobility	Equity	Viability	Feasibility / Implementation
	Goal Weight	3	2	1	2	2	1
1	Randolph						
2	Slauson/ Belgrave/ Randolph						
3A	Holmes/Gage /Randolph						
3B	Holmes/Gage						

Overall, Alternative 1 scores best for Viability. The alternative would have the fewest impacts to existing traffic operations because it would not require a lane reconfiguration. It would also have a lower cost than the alternatives along Gage Avenue, with fewer expected

operations and maintenance needs. Finally, this alternative aligns best with existing planning efforts such as the MAT Randolph project. Detailed summaries of the trade-offs between the alternatives can be found in Chapter 3.

Table Ex-4. Summary of Evaluation Criteria

GOAL	DESCRIPTION	CRITERIA
Safety 	Does the alternative improve safety for bicyclists and pedestrians?	<ul style="list-style-type: none"> • Collision History • Degree of Separation • Intersections & Exposure to Vehicles
Access 	Does the alternative provide access to key destinations?	<ul style="list-style-type: none"> • Activity Centers • Transit Access • Access to Employment
Sustainable Mobility 	Does the alternative provide a direct route that would help reduce vehicle miles traveled (VMT)?	<ul style="list-style-type: none"> • Directness • Level of Traffic Stress • Supports Regional Active Transportation Network • Connection to LA River • User Demand
Equity 	Does the alternative support community needs?	<ul style="list-style-type: none"> • Equity Focused Communities • Community-Identified Destinations • Community-Supported Alternative
Viability 	Is the alternative viable?	<ul style="list-style-type: none"> • Traffic Impacts • Parking Impacts • Aligns with Planning Efforts • Operations & Maintenance • Capital Cost

COMMUNITY + STAKEHOLDER COORDINATION

Community Engagement

Community members provided input throughout the planning process (Figure Ex-10). The project team held three rounds of community meetings, with two meetings per round. In addition, two community surveys were issued to gather feedback beyond the community meetings. All meetings and materials were provided in both English and Spanish. Because of the COVID-19 pandemic, the majority of engagement activities were conducted virtually. However, the project team participated in three in-person community pop-up events hosted by the WSAB project team to gather community preferences on the four alternatives.

Chapter 4 details the community engagement process and the feedback received from the community.

Figure Ex-10. Community Engagement

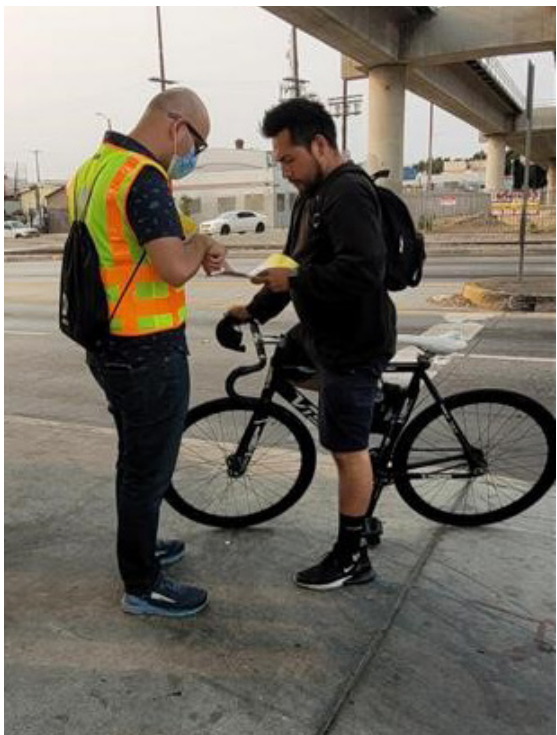
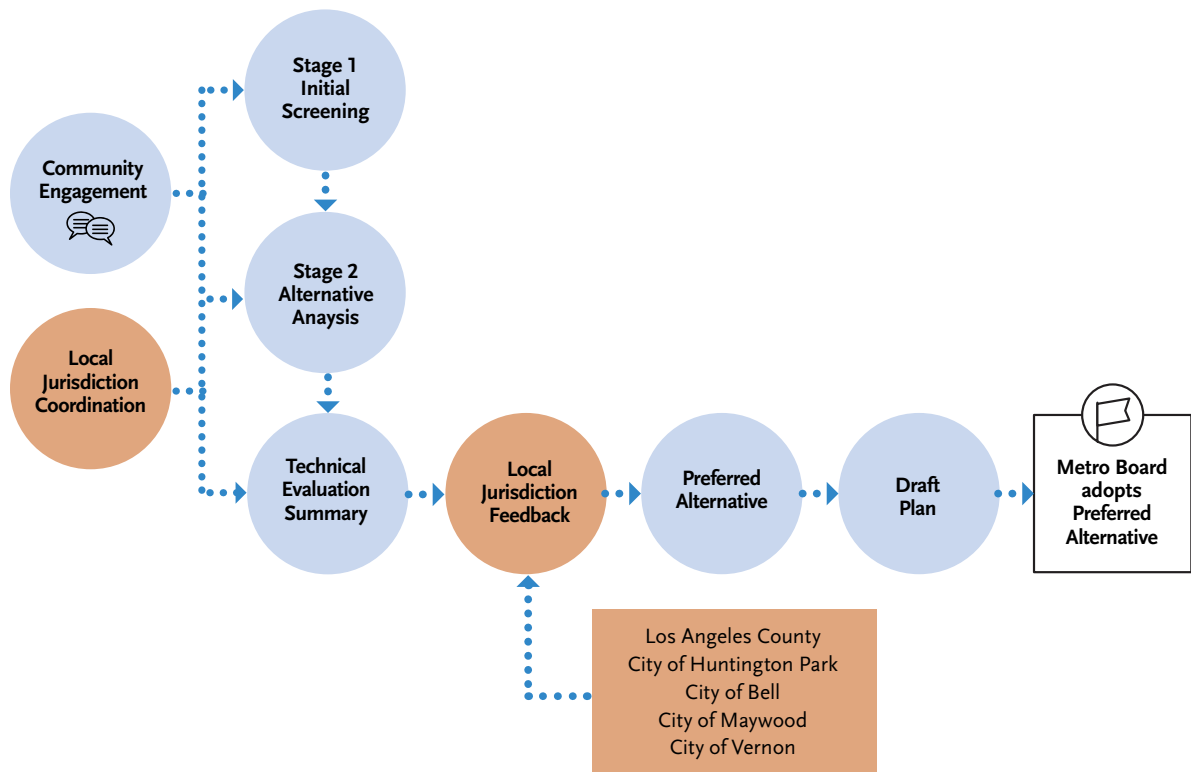


Stakeholder Coordination

Local jurisdictions also provided input throughout the planning process (Figure Ex-11). These project partners included the City of Los Angeles, County of Los Angeles, City of Huntington Park, City of Vernon, City of Maywood, and City of Bell. The City of Commerce was also included as the lead sponsor for the MAT Randolph project. The project team engaged with project partners via five Technical Working Group (TWG) meetings, as well as in one-on-one meetings. Because of the COVID-19 pandemic, all coordination meetings were conducted virtually.

Metro presented the results of the technical evaluation at the City of Huntington Park, City of Maywood, and City of Bell's City Council meetings in September 2021. Local jurisdictions expressed their support for Alternative 1 because of its alignment with the MAT Randolph project and fewer road reconfiguration and potential parking tradeoffs than on Gage Ave associated with Alternatives 3A and 3B. This feedback was used to identify a recommended alternative for the corridor.

Figure Ex-11. Community and Stakeholder Feedback



RECOMMENDATIONS + NEXT STEPS

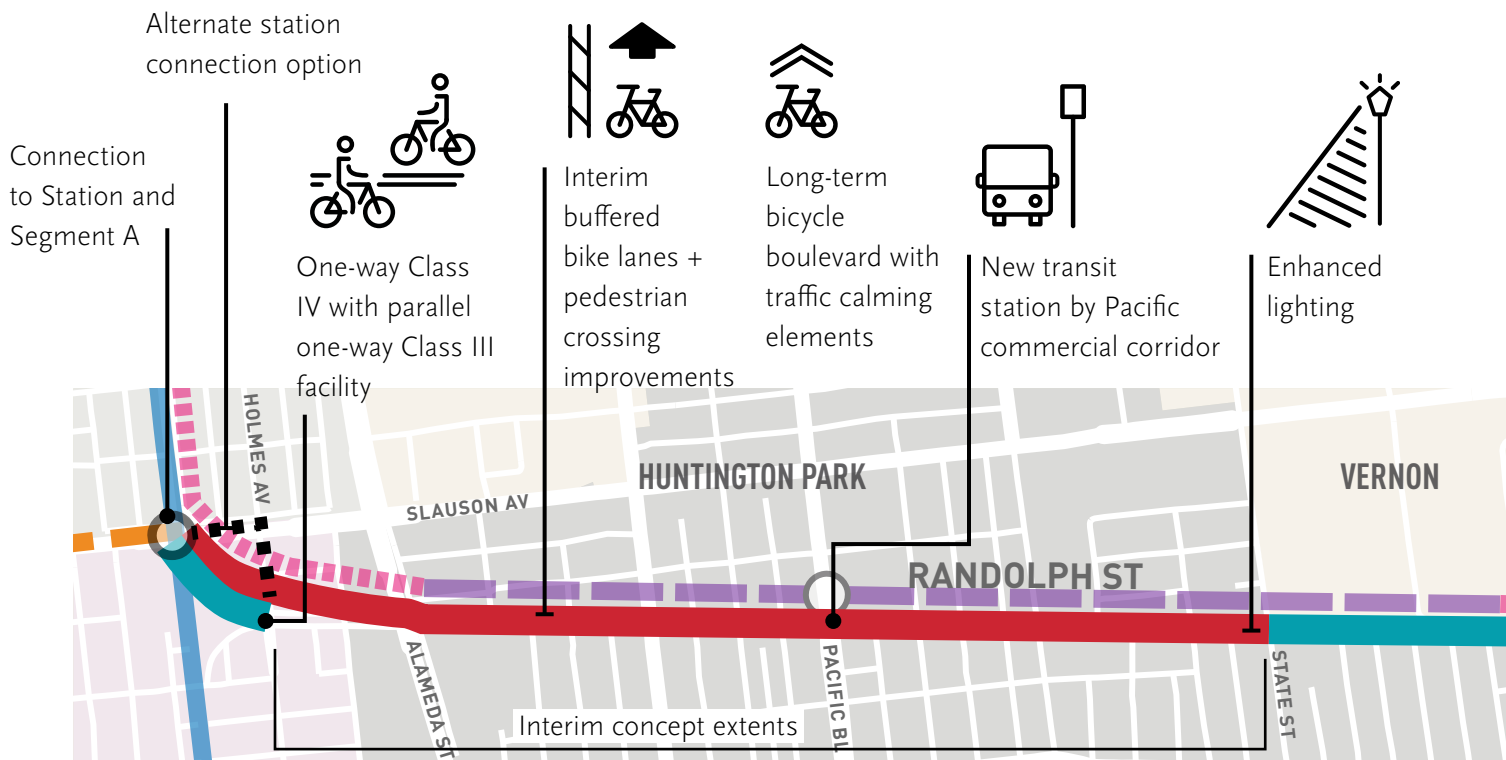
Overview

Overall, the Viability goal (i.e., traffic impacts and alignment with planned projects) drove the recommendations for this study (Alternative 1). Alternative 1 also scored high through the Feasibility / Implementation screen due to minimal environmental impacts, ability for permitting and coordination streamlining and opportunities for funding. In this regard, Alternative 1 improvements could be considered in related projects.

Additionally, the affected local jurisdictions expressed significant concern over the traffic impacts resulting from Alternatives 3A and

3B along Gage Avenue. They also expressed strong support for the Randolph corridor (Alternative 1). Because local jurisdictions would be responsible for implementing and maintaining Segment B, Alternative 1 (Randolph Street) is recommended as the preferred alignment. Alternative 1 also provides the most direct route between Segment A at the Slauson A Line Station and the LA River and shares many similarities with the related projects, including the project area and active transportation goal.

Figure Ex-12. *Alternative 1*

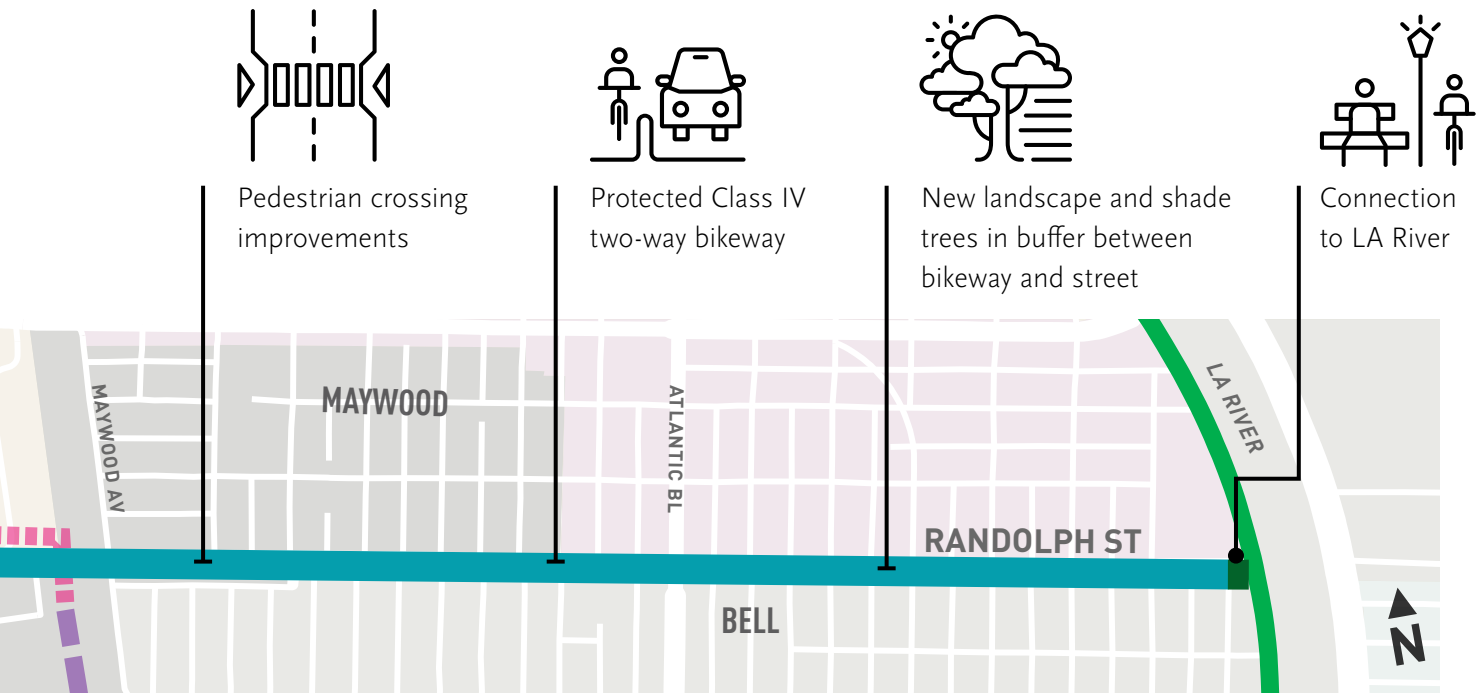


Alternative 1

The WSAB light rail project is currently under environmental review. This study considered the built condition of Randolph Street following construction of WSAB. After completion of WSAB and its proposed Pacific Boulevard station, Randolph's two existing traffic lanes will be reduced to one lane in each direction, with fewer intersecting north-south through streets, which will result in lower traffic volumes and travel speeds along the corridor. The recommended speed limit along Randolph within the WSAB project area could be lowered to 20-25 mph to further improve safety for bicyclists sharing the travel lane with motor vehicles. Randolph Street can accommodate all modes, including people biking, walking, and taking transit.

Prior to WSAB construction there is an opportunity for an interim condition along the overlapping at-grade WSAB segment of Randolph between Holmes Avenue and State Street to improve walking and biking conditions in a shorter time frame. This interim condition is described in detail on pages 28-29.

Figure Ex-12 provides an overview of potential improvements along Alternative 1. Pedestrians could use existing and new sidewalks adjacent to the street, with new crossing improvements such as curb extensions, high visibility crosswalks, and improved or new pedestrian signals. Amenities such as lighting, street trees, wayfinding, shade structures,



and bicycle racks may be provided at strategic locations (See examples of potential improvements and amenities on page 33). Following WSAB construction, people riding bikes would use a shared lane Class III bike boulevard between Slauson Station and State Street. Because a short segment of Randolph between Slauson Station and Holmes Avenue is a one-way eastbound road, a one-way westbound Class IV bikeway would run parallel to the Class III bike boulevard. East of State Street a two-way Class IV bikeway would provide a protected bikeway to the LA River creating opportunities for new shade trees and landscape in the buffer between the bikeway and the street.

There are also opportunities for local jurisdictions to consider alternative options if preferred. For example, LA County could consider an alternative connection to Slauson Station via Class IV separated bikeways on Slauson and Holmes Avenues rather than the one-way road segment along Randolph. Similarly, the City of Huntington Park may consider implementing Class II bike lanes or a Class III bicycle boulevard along Randolph Street east of State Street in areas where a Class IV facility would require parking removal. Concept design plans were developed for three alternatives (Alternatives 1, 3A, and 3B) and are included as Appendix J.

Interim Concept

Prior to construction of the WSAB project, interim Class II bike lanes could be installed by reducing the existing four-lane road to one lane in each direction, matching the future WSAB roadway configuration. A buffer between the bike lane and the roadway could be accommodated where space allows. In addition, pedestrian improvements including painted curb extensions and high visibility crosswalks at intersections could be installed using quick-build materials (Figure Ex-13). The interim condition would be removed once WSAB project construction begins, after which the roadway would transition to its long-term condition.

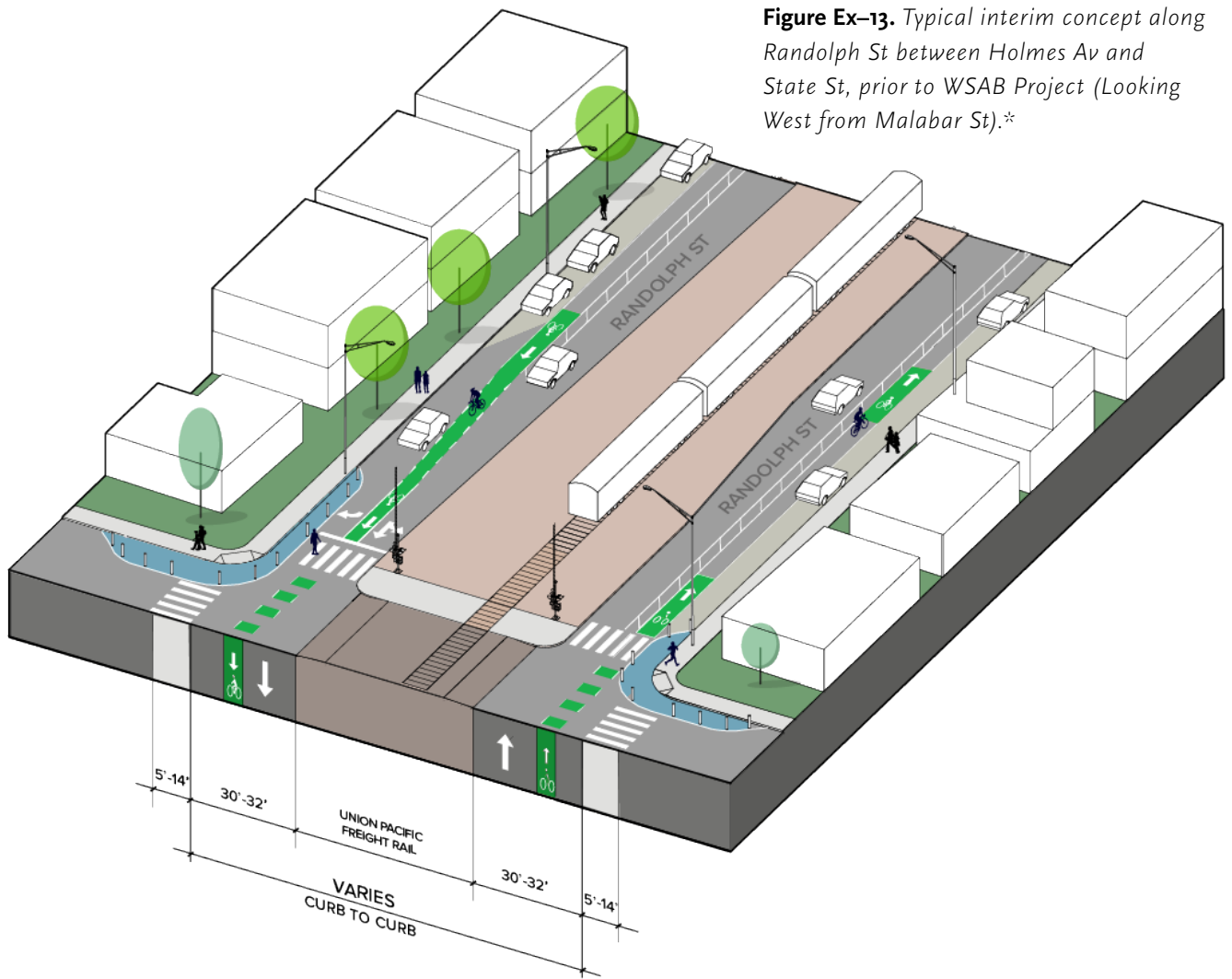


Figure Ex-13. Typical interim concept along Randolph St between Holmes Av and State St, prior to WSAB Project (Looking West from Malabar St).*

*Buffer can be accommodated where space allows

Long-Term Vision

The long-term vision for the Randolph corridor includes a Class III bicycle boulevard between Holmes Avenue and State Street (Figure Ex-14), where it would transition to a two-way protected Class IV bikeway east of State Street to the LA River (Figure Ex-15). Pedestrian improvements could include new sidewalks, crossing improvements, lighting, shade trees, and wayfinding. The quick-build

curb extensions installed as part of the interim concept could be reconstructed using more durable materials to make them permanent features at sidewalk level. In this long-term condition, the Randolph corridor is designed to ensure all users – including people walking, biking, and taking transit – can comfortably travel through the space.

Figure Ex-14. Typical long-term vision along Randolph St between Holmes Av and State St, after WSAB Project (Looking West from Malabar St).

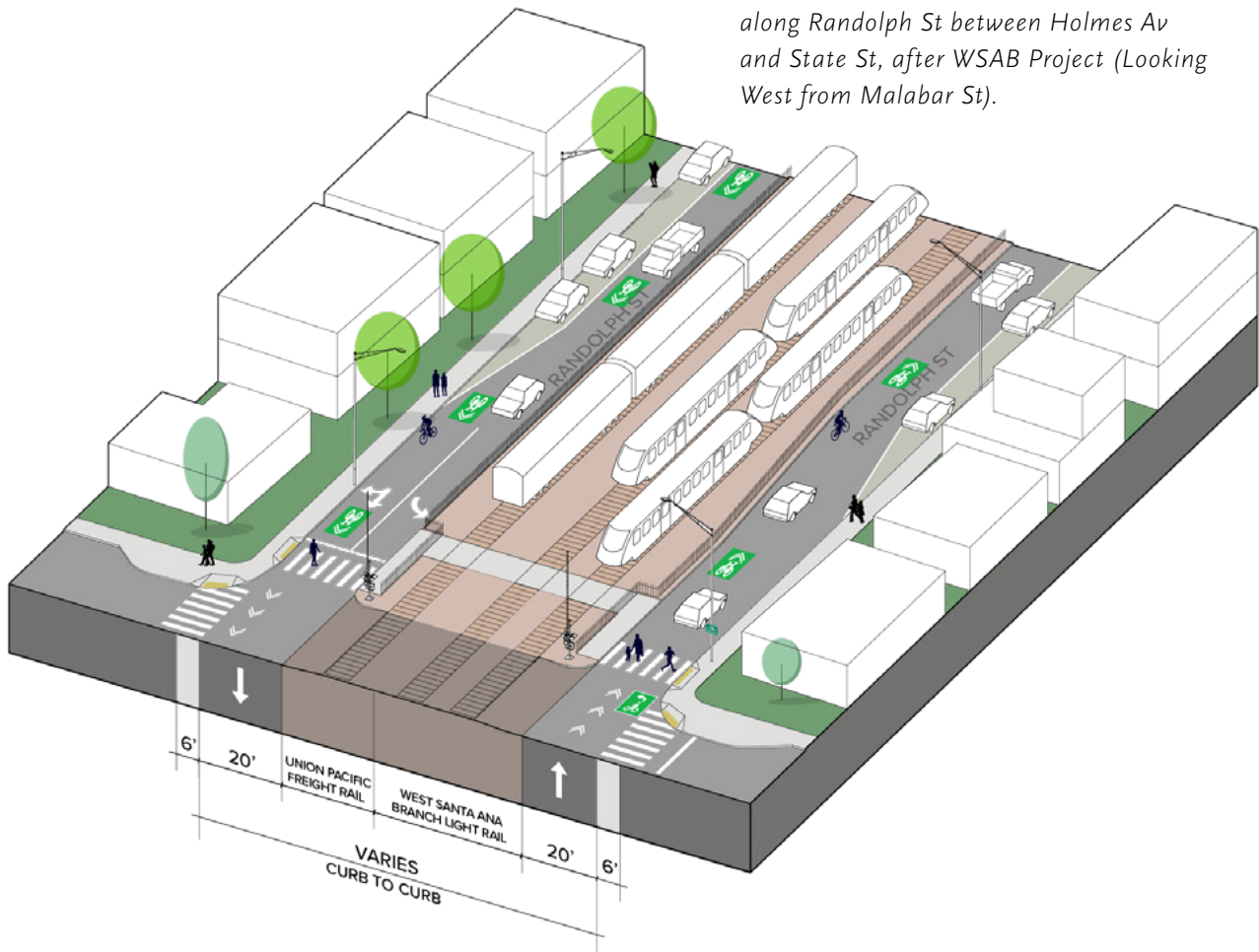
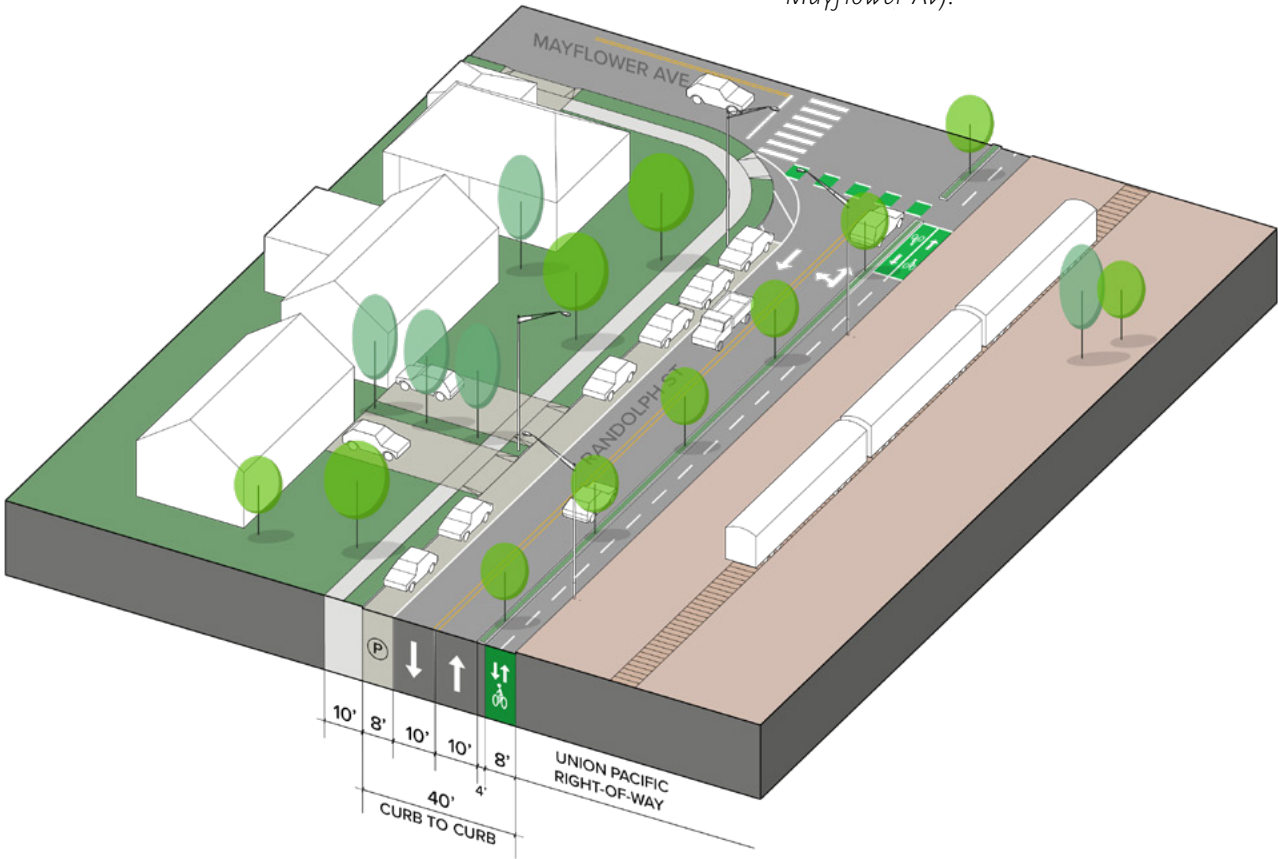


Figure Ex-15. Long-term vision along Randolph St from State St to the Los Angeles River (Looking West toward Mayflower Av).



Next Steps

Alternative 1 Randolph has broad support from local jurisdictions along the corridor. Because of this support, Metro staff is recommending a refined Randolph alternative to the Metro Board of Directors, which maintains the same alignment with the 2017 Segment B Locally Preferred Alternative (LPA). Following the Board recommendation, Metro staff will continue to coordinate with the cities on related projects. Local jurisdictions could consider and incorporate any of the proposed recommendations and elements. Additionally, WSAB FLM planning will be underway in late spring 2022, which could also consider active transportation improvements in the study area.



Sidewalk & street trees



Pedestrian-scale lighting



Pedestrian signal



Curb extension and crosswalk



Street trees

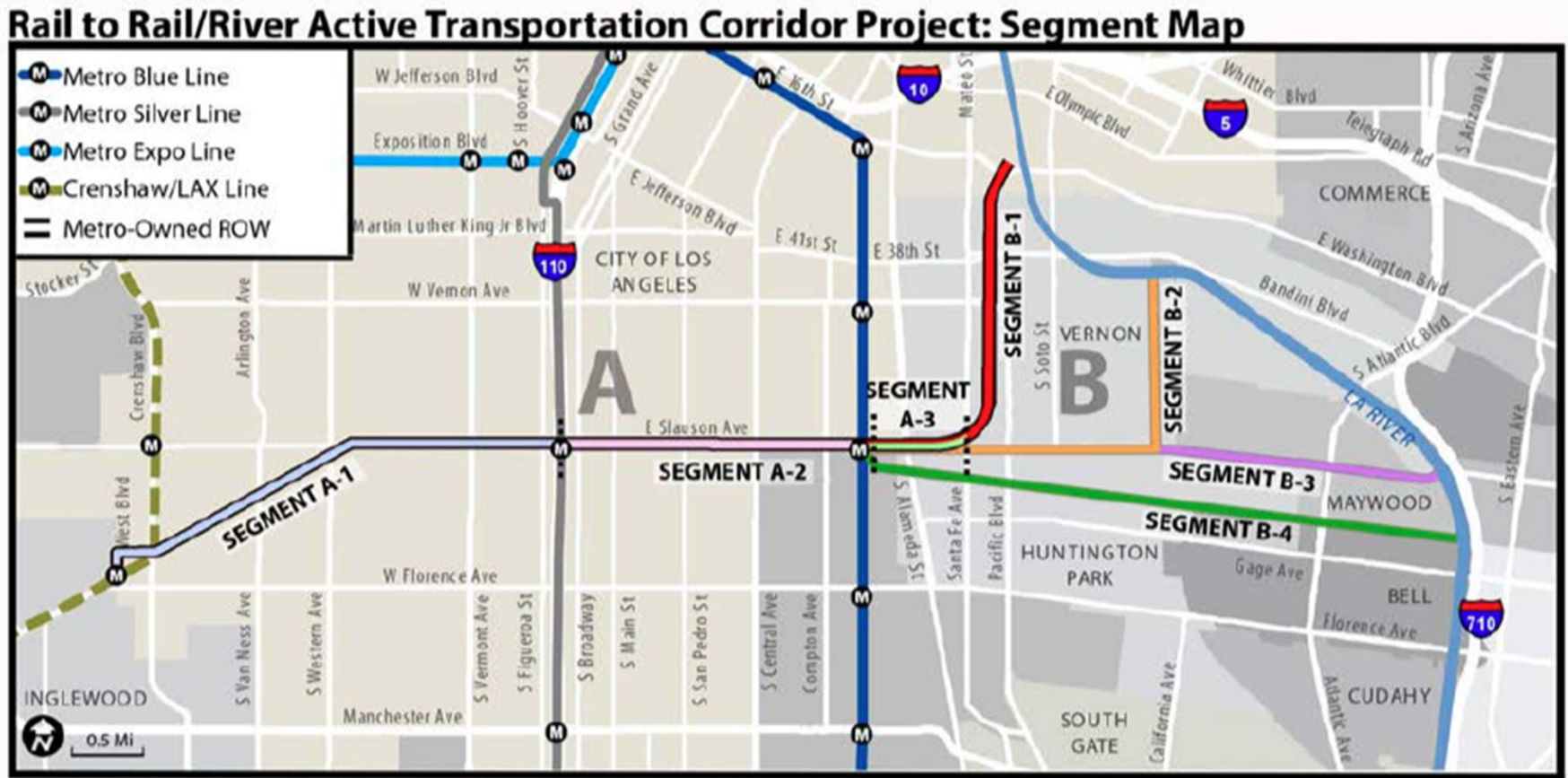


Wayfinding

Map of Rail to Rail/River Active Transportation Corridor

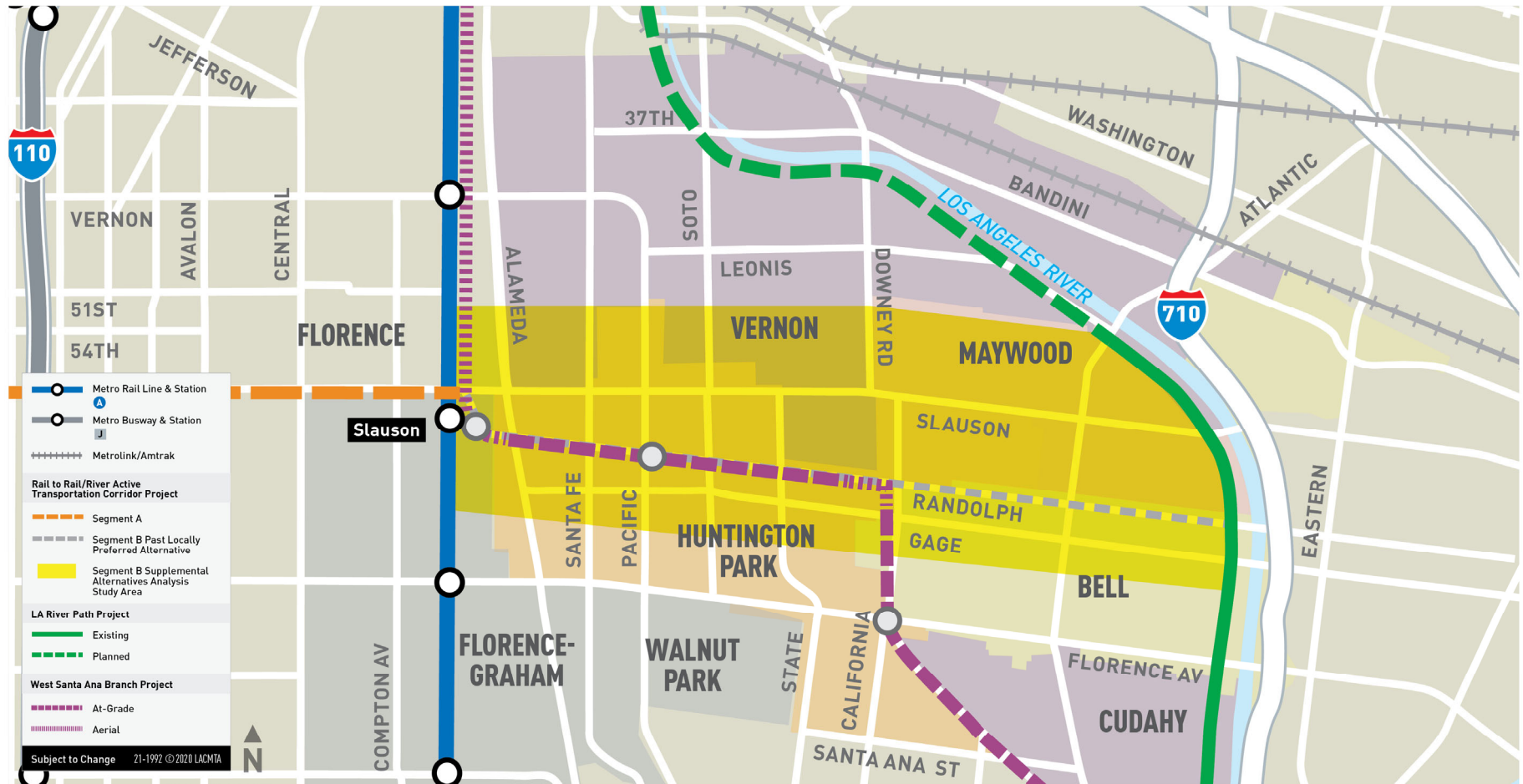


Map of 2016 Segment B Alternatives Studied



Map of Study Area

Rail to River Active Transportation Corridor Project



Map of Four Alternatives Studied in SAA

Rail to River Active Transportation Corridor Project



ATTACHMENT G

Letters of Support



December 2, 2021

Mr. Anthony Jusay
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Subject: Rails to River Active Transportation Corridor Segment B: Huntington Park Support Letter for Alternative 1 – Randolph Street

Dear Mr. Jusay:

On behalf of the City of Huntington Park ('City'), I am writing to express our strong support for Alternative 1 – Randolph Street of the Rails to River Active Transportation Corridor Segment B Project. Alternative 1 – Randolph Street is the preferred route by our City because it will maximize pedestrian safety and minimize parking loss to our residents.

It is our belief that Alternative 1 – Randolph Street is the most viable option because it will connect the Slauson Station of the West Santa Ana Branch Project to the L.A. River. Additionally, Alternative 1 – Slauson Street merits strong consideration because it is consistent with the Randolph Metro Active Transportation Corridor Project that received a \$6.7 million grant from your agency. Together, the Cities of Commerce (lead agency), Bell, and Huntington Park, as well as Los Angeles County have been working to develop an active transportation corridor along Randolph Street which will benefit our shared-residents.

By contrast, our City is strongly opposed to the Alternatives 3a and 3b – Gage Avenue which will result in significant parking loss to our residents. Notably, at our September 21, 2021 City Council meeting, our City Council collectively voiced their opposition to Alternatives 3a and 3b – Gage Avenue and unanimously endorsed Alternative 1 – Randolph Street. This letter serves reflects the formal position of our City Council and City in support of Alternative 1 – Randolph Street.

Our City appreciates Metro's advocacy for safe travels that utilizes a health and wellness component to improve the overall environment of the region. In this spirit, we are hopeful that your agency will see the positive benefits of Alternative 1 – Randolph Street as a new mode of transportation for our residents.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "Ricardo Reyes", is written over a light blue horizontal line.

RICARDO REYES
City Manager

Cc: Board, Los Angeles County Metropolitan Transportation Authority
Huntington Park City Council



November 1, 2021

Stephanie N. Wiggins
Chief Executive Officer
Los Angeles Metro
One Gateway Plaza
Los Angeles, CA 90012-2952

Subject: Rail to River Active Transportation Corridor Segment B – Support for Alternative 1

Dear Ms. Wiggins:

The City of Bell greatly appreciates Metro’s ongoing efforts to provide a transportation network that improves regional access for all areas of the County and promotes healthy neighborhoods and linkages between local communities, schools, shopping, employment centers, major transit facilities and other key destinations.

On September 8, 2021, Metro staff provided a presentation to the Bell City Council on the Rail to River Active Transportation Corridor Segment B Project. The goal of the Rail to River Segment B project is to provide a safe dedicated biking and walking path (approximately 4.3 miles long) from the Slauson Metrolink Station to the Los Angeles River. Metro analyzed four alignments that traverse through Los Angeles County and the Cities of Huntington Park and Bell, utilizing a combination of streets that included Randolph Street and Gage Avenue.

On behalf of the Bell City Council, I am writing to express my support for “Alternative 1” which utilizes the Randolph Street corridor for the entire length of the Segment B project. As you know, in January 2021, the Cities of Commerce, Bell, and Huntington Park, and LA County (“MAT Team”) were awarded a Metro Active Transportation (MAT) Grant in the amount of \$6.7 million to develop an active transportation corridor along Randolph Street.

Over the last several months, the Randolph MAT Team has expressed its concerns to Metro staff about implementing bike lanes on Gage Avenue as the bike lanes would result in the loss of traffic lanes or parking in both directions. The proposed “road diet” on Gage Avenue would create traffic congestion on Gage Avenue and divert an estimated 14,000 vehicles daily onto Florence Avenue, worsening traffic conditions on Florence Avenue. Therefore, Bell’s preferred alignment is to use Randolph Street from the Slauson Station to the LA River, or Alternative 1, as it is consistent with the Randolph MAT Corridor Project that is already in progress.

In addition, Bell staff believes Alternative 1 is a safer option as traffic volumes on Randolph Street are much less than on Gage Avenue and would utilize the Union Pacific Railroad right-of-way

adjacent to Randolph Street to create a two-way bikeway that is separated from the roadway. Furthermore, the Huntington Park City Council also recently endorsed Alternative 1 as the preferred alignment.

Therefore, the City of Bell respectfully requests Metro to pursue the Randolph Street alignment, or Alternative 1, as the preferred alternative for the Rail to River Segment B Project. Thank you for your consideration.

Sincerely,



Alicia Romero
Mayor

cc: Carlos Islas, Acting City Manager
Allan Perdomo, Director of Community Services
Bill Pagett, City Engineer
Tony Jusay, Project Manager, Rail to River (Segment B)
Jacob Lieb, Sustainability Policy Manager
Nancy Pfeffer, GCCOG Executive Director
Metro Board Member Fernando Dutra
Metro Board Member, Supervisor Hilda Solis
Metro Board Member, Supervisor Janice Hahn



CITY OF COMMERCE

PUBLIC WORKS DEPARTMENT

January 18, 2022

Anthony Jusay
Project Manager
Los Angeles County Metropolitan Transportation Authority
MS 99-22-6
One Gateway Plaza Los Angeles, CA 90012-2952

Subject: Rails to River Active Transportation Corridor Segment B Support Letter for Alternative 1 – Randolph Street

The City of Commerce (lead agency) along with partner agencies including Cities of Bell, Huntington Park and the County of Los Angeles are grant recipients of the Metro Active Transport (MAT) Grant Program for the Randolph Corridor. I am writing to convey our support for Alternative 1 - Randolph St identified through Rail to River Segment Supplemental Alternative Analysis efforts. This alternative is consistent with the grant application and our conceptual ideas envisioned for pedestrian and bicycle improvements for the MAT Randolph corridor.

We understand that Cities of Huntington Park and Bell have submitted their Letter of Support recently expressing their support position for Alternative 1 - Randolph and opposition for Alternative 3A and 3B - Gage Avenue as those changes would include either parking loss or travel reductions within their jurisdiction.

This letter reflects the City of Commerce's support for Alternative 1, Randolph

Sincerely,

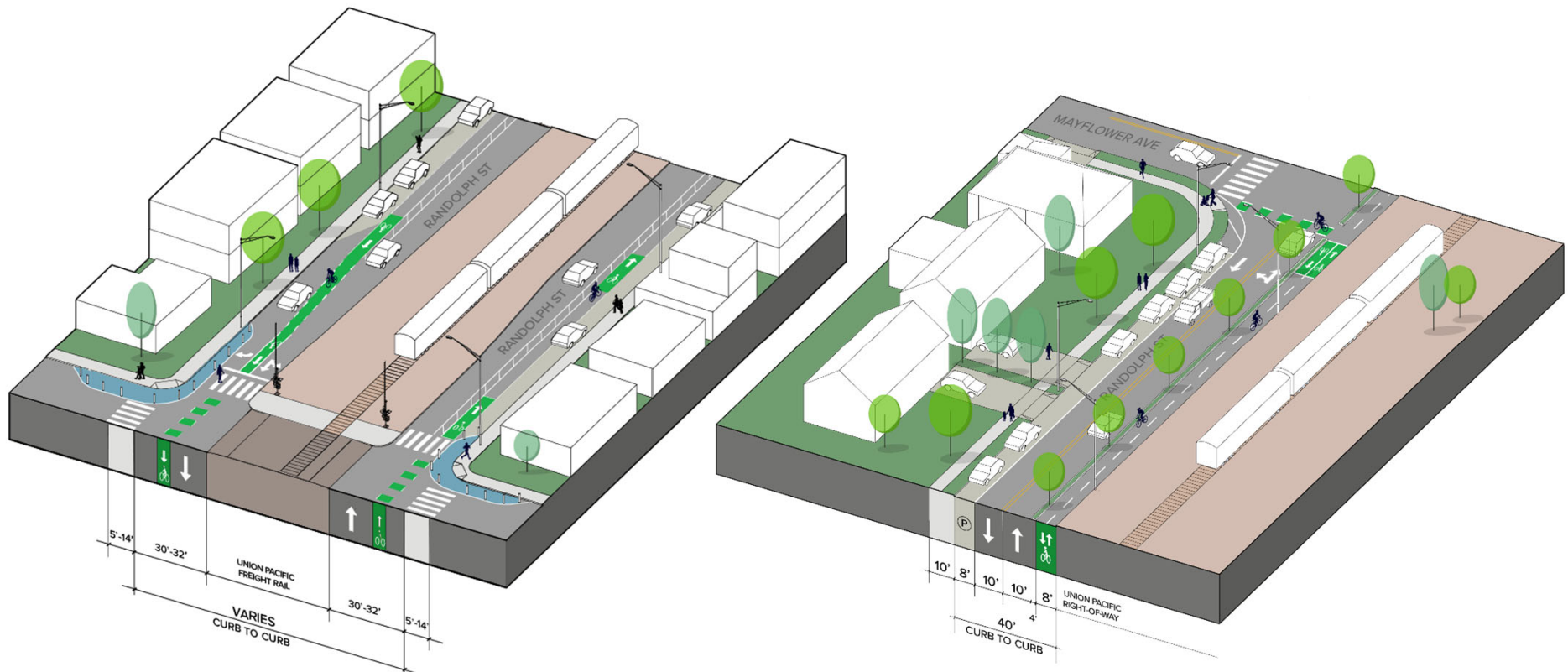
Daniel Hernandez

CC: MAT Sponsor Agencies
Gateway COG
Metro Board

SAA Recommended Randolph Improvements

Interim Class II Bike Lanes*
Randolph between Holmes Ave & State St

Permanent Class IV Separated Bikeways
Randolph between State St & LA River



*Buffer can be accommodated where space allows





**Rail to River Active Transportation Corridor Segment B
Planning and Programming Committee
August 17, 2022**

Recommended Board Actions

Consider:

- A. RECEIVING the Rail to River Segment B Supplemental Alternatives Analysis (SAA) Findings; and
- B. APPROVING the Recommendation to Maintain Randolph Street as the Preferred Alignment and Continue Coordination with Corridor Cities and Related Projects

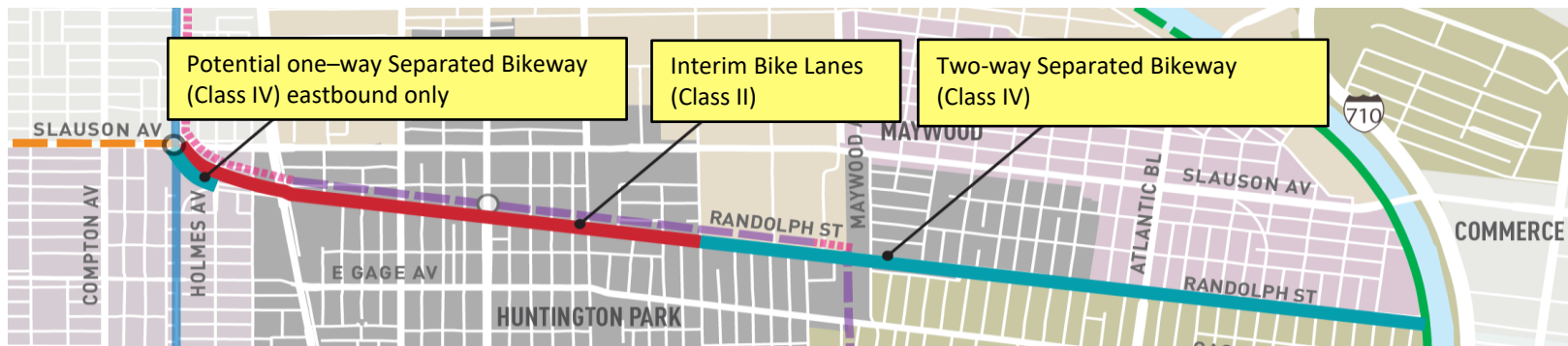
Project Background

- > Mar 2017 – Board adopted Randolph Street as locally preferred alternative for Rail to River Segment B
- > Mar 2019 – West Santa Ana Branch (WSAB) environmental work identified constraints along Randolph Street
- > Dec 2020 – Supplemental Alternatives Analysis began



Recommended Alignment on Randolph

Alternative 1: Randolph



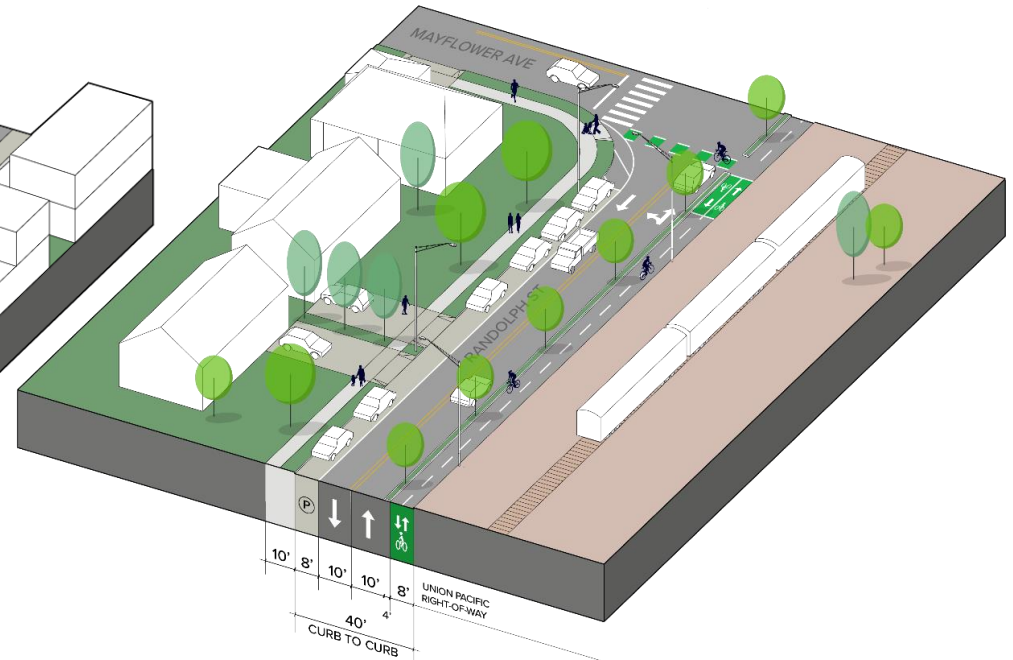
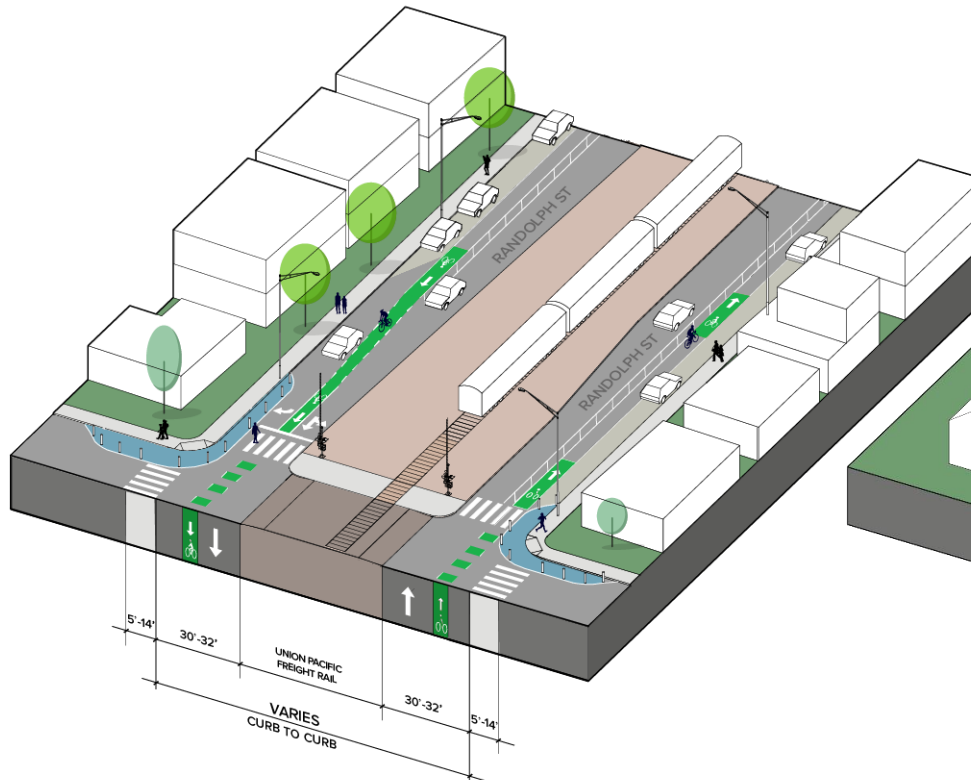
- > Most direct route between A Line and LA River
- > Connects to future WSAB Pacific/Randolph station
- > Strong support from Cities – Letters of Support from cities of Huntington Park, Bell, and Commerce
- > Strong historic support from community for active transportation facilities

Recommended Randolph Improvements

Interim Class II Bike Lanes* *between Holmes Ave & State St*



Permanent Class IV Separated Bikeways *between State St & LA River*



*Buffer can be accommodated where space allows

Next Steps

- > Maintain Randolph as the Preferred Alignment
- > Continue coordinating recommended improvements with related projects:
 - WSAB First/Last Mile (FLM) Planning
 - Metro Active Transport (MAT) Program:
 - Slauson FLM
 - Randolph Corridor
- > Provide grant writing & technical support to cities as necessary to identify potential funding