

Metro

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



Metro

Agenda - Final

Wednesday, May 15, 2019

2:00 PM

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

Planning and Programming Committee

Jacquelyn Dupont-Walker, Chair

Mark Ridley-Thomas, Vice Chair

Mike Bonin

John Fasana

Ara Najarian

John Bulinski, non-voting member

Phillip A. Washington, Chief Executive Officer

METROPOLITAN TRANSPORTATION AUTHORITY BOARD RULES
(ALSO APPLIES TO BOARD COMMITTEES)

PUBLIC INPUT

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

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

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

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

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

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

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

INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD

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

CALL TO ORDER

ROLL CALL

APPROVE Consent Calendar Items: 8, 9

CONSENT CALENDAR

- 8. SUBJECT: OPEN STREETS GRANT PROGRAM 2020 MINI-CYCLE FUNDING RECOMMENDATIONS** [2019-0183](#)

RECOMMENDATION

CONSIDER:

- A. AWARDING \$1,053,341 to five new Open Streets events scheduled through December 2020 (Attachment B-1);
- B. REPROGRAMMING \$242,000 from one cancelled Open Street Cycle Three event, Paramount and Bellflower Open Streets Neighborhood Connectivity Event, towards the next-highest-scored Cycle Three event, Beach Streets Downtown, in accordance with funding policy; and
- C. RESERVING the remaining \$44,347 in Board-awarded Cycle Three and 2020 Mini-cycle funds to be REPROGRAMMED in any future Board-authorized funding cycles of the program.

Attachments: [Attachment A - June 2013 Metro Board Motion 72](#)
[Attachment B-1 - Funding Recommendations](#)
[Attachment B-2 - Open Streets 2020 Mini-cycle Recommended Events \(Map\)](#)
[Attachment C - Open Streets 2020 Mini-Cycle Application Package & Guideline:](#)

- 9. SUBJECT: 1ST AND LORENA JOINT DEVELOPMENT** [2019-0194](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute an amendment to the Exclusive Negotiations and Planning Agreement with A Community of Friends to extend the term for an additional 24 months for the joint development of Metro-owned property at 1st and Lorena Street along the Metro Gold Line.

Attachments: [Attachment A - Site Map](#)
[Attachment B - Project Scope](#)

NON-CONSENT

10. **SUBJECT: READINESS IN RESPONSE TO POTENTIAL HIGH SPEED RAIL CHANGES** [2019-0191](#)

RECOMMENDATION

RECEIVE AND FILE report on potential changes in the California High Speed Rail system.

Attachments: [Attachment A-1 - BUR-ANA Shovel-Ready Metrolink Fact Sheet](#)
[Attachment A-2 - AVL Capital Program Metrolink Fact Sheet](#)
[Attachment B - HSR Response Memo to Potential HSR Changes](#)

11. **SUBJECT: RIO HONDO CONFLUENCE STATION FEASIBILITY STUDY** [2019-0219](#)

RECOMMENDATION

RECEIVE AND FILE update on the Rio Hondo Confluence Station Feasibility Study.

Attachments: [Attachment A - Board Report \(37\) 15.1 Motion](#)
[Attachment B - Confluence Area Map](#)

13. **SUBJECT: RESPONSE TO MOTION ITEM 17: METRO BIKE SHARE BUSINESS PLAN AND FARE STRUCTURE** [2019-0276](#)

RECOMMENDATION

RECEIVE AND FILE report on Metro Bike Share Business Plan and Fare Structure in response to Board Motion Item 17 on the Regular Board Meeting agenda, May 24, 2018.

Attachments: [Attachment A - Board Motion - Item 17, May 2018](#)

**14. SUBJECT: PURPLE LINE SECTIONS 2 AND 3 FIRST/LAST MILE
PLAN AND GUIDELINES CONTRACT MODIFICATION**

[2018-0584](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Modification No. 1 to Task Order No. AE115994000 with IBI Group, for the Purple Line Sections 2 and 3 First/Last Mile (FLM) Plan and Guidelines (Project), to: 1) provide additional community engagement for the Purple Line FLM planning, and 2) further the development of the FLM Guidelines, in the amount of \$118,512 increasing the task order value from \$986,246 to \$1,104,758; and
- B. INCREASE Contract Modification Authority (CMA) specific to Task Order No. AE115994000 in the amount of \$100,000, increasing the CMA amount from \$100,000 to \$200,000, in support of additional services related to the Project.

Attachments:

[Attachment A - File # 2016-0442](#)

[Attachment B - File # 2016-0451](#)

[Attachment C - Procurement Summary.docx](#)

[Attachment D - Task Order Change Order Modification Log.docx](#)

[Attachment E - DEOD Summary](#)

**15. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM -
ARROYO VERDUGO SUBREGION**

[2019-0222](#)

RECOMMENDATION

CONSIDER:

A. APPROVING:

- 1. Programming of \$3,958,591 in Measure M Multi-Year Subregional Program (MSP) - Modal Connectivity and Complete Streets Program (Attachment A);
- 2. Programming of \$10,793,663 in Measure M MSP - Transit Program (Attachment B);
- 3. Inter-program borrowing and programming of \$7,131,180 from Subregion's Measure M MSP - Modal Connectivity and Complete Streets and Transit Programs to Active Transportation Program (Attachment C);
- 4. Inter-program borrowing and programming of \$1,140,000 from

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 #: 2019-0183, File Type: Program

Agenda Number: 8.

PLANNING AND PROGRAMMING COMMITTEE MAY 15, 2019

**SUBJECT: OPEN STREETS GRANT PROGRAM 2020 MINI-CYCLE FUNDING
RECOMMENDATIONS**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. AWARDING \$1,053,341 to five new Open Streets events scheduled through December 2020 (Attachment B-1);
- B. REPROGRAMMING \$242,000 from one cancelled Open Street Cycle Three event, Paramount and Bellflower Open Streets Neighborhood Connectivity Event, towards the next-highest-scored Cycle Three event, Beach Streets Downtown, in accordance with funding policy; and
- C. RESERVING the remaining \$44,347 in Board-awarded Cycle Three and 2020 Mini-cycle funds to be REPROGRAMMED in any future Board-authorized funding cycles of the program.

ISSUE

In September 2013 the Metro Board approved the Open Streets Competitive Grant Program framework to fund a series of regional car-free events in response to the June 2013 Board Motion 72. The approved framework includes the following:

- An annual allocation of up to \$2 million;
- Competitive process and program; and
- Technical process to collect data and evaluate the events.

At its September 2018 meeting, the Board approved a third funding cycle of the program. With a focus on regional equity, Directors Hahn, Dupont-Walker and Garcia put forth a motion for staff to create a \$1 million dollar mini-cycle in FY 2020 of Open Street grant applications that is open to all communities and Councils of Governments in Los Angeles County, excluding those that have already received funding from the Cycle Three Grants. In January 2019 The Metro Board approved initiation of a 2020 mini-cycle of the Open Streets Grant Program (Attachment C). Board approval is

necessary to program the funds to five mini-cycle events and reprogram one canceled Cycle Three event toward the next-highest-scored Cycle Three event.

BACKGROUND

Open Street events are one-day occurrences that close public streets to automobile traffic and open them for bicyclists and pedestrians in order to provide opportunities for walking, riding a bike, and riding transit possibly for the first time. In addition the program encourages future mode shift to walking, bicycling and public transportation, and promotes civic engagement to foster the development of multi-modal policies and infrastructure at the local level.

Open Streets Cycle One, Two and Three Summary

Staff created a comprehensive framework and competitive grant process to solicit and evaluate applications for Open Street events throughout Los Angeles County.

At the June 2014 meeting, the Board awarded \$3.7 million to 12 jurisdictions for Cycle One of the Open Streets Grant Program. At the September 2016 meeting, the Board awarded \$4.14 million to 17 jurisdictions for Cycle Two. At the September 2019 meeting, the Board awarded \$4 million to 15 additional events. To date 27 events have been awarded funding in Cycles One, Two and Three totaling nearly 170 miles of streets across 29 separate jurisdictions. By December 2020, 13 additional events in 11 jurisdictions covering nearly 72 additional miles of car-free streets are expected to be delivered.

The Cycle Three Paramount and Bellflower Open Streets Neighborhood Connectivity event was cancelled at the request of the City of Paramount due to financial constraints. Staff recommends that the \$242,000 grant award for this cancelled Cycle Three event be reprogrammed to the next-highest-scored Cycle Three event, Beach Streets Downtown.

DISCUSSION

Outreach

Following Board approval, staff conducted extensive outreach, presenting the Open Streets 2020 Mini Cycle program to the Councils of Governments (COG's), and the Technical Advisory Committee. Staff released the Grant Application online on February 4, 2019 and subsequently hosted an Open Streets Grant Program Workshop on February 21, 2019. The workshop featured a detailed presentation on the history and goals of the program, details and guidelines of the current funding cycle, and a walk through of the application, including detailed instructions on how to apply for grant funding. Over 100 people representing cities and agencies across the Los Angeles region were in attendance at the events that Metro attended and hosted.

Application Review and Recommendation

Event applications have become more standardized in length and scope as the program has matured. Additional scoring criteria were added to applications for innovative scope, multi-

jurisdictional events, and routes in disadvantaged communities as determined by the CalEnviroScreen score. Separate criteria were added for new and existing applicants. The application evaluation was conducted by a joint internal and external technical team with experience in multi-modal transportation, including representatives from Metro Planning and Operations and the Southern California Association of Governments. The events were evaluated based on their ability to meet the project feasibility and route-setting guidelines approved by the Board that stressed readiness, partnership expertise and connections to transit and existing active transportation infrastructure.

A total of five project applications were received on March 8, 2019 with \$1,053,341 of funding requests. Of the five applications received, three were for routes along disadvantaged communities, and one was for a multi-jurisdictional event. All of the five applications submitted received passing scores and are recommended based on funding allocation (Attachment B-1). These recommended events (Attachment B-2) are regionally diverse, connected to transit stations, regional bikeways and major activity centers.

The 2020 Mini-cycle includes one year of Open Street programming, with the first event being proposed for winter/spring 2020 and the final event being proposed for fall/winter 2020. The 1-year timeline will allow for the staging of events within the December 2020 deadline of the Cycle Three funding cycle and ensure that events will maximize attendance and regional participation by not being held on consecutive dates.

Staff will utilize funds from the FY19/20 and FY20/21 budget allocation to cover expenses for Metro Rail Operations, Marketing and Community Relations support for the events. Operations staff are required to support the events with increased rail supervisors at grade crossings, at stations for crowd control, and to provide a bus and operator for community outreach on the day of events. Community Relations and Marketing is needed for day-of-event support, management and procurement of marketing materials, transport of marketing and outreach goods, staff training and TAP outreach and sales.

Mini-cycle Evaluation

In coordination with Cycle Three, the 2020 Mini-cycle jurisdictions will be provided with a standardized data collection template developed by the Cycles One and Two Evaluation Study contractor. Additional reporting criteria will be added to the MOU and standardized data collection template to better evaluate the progress of the program toward achieving the objectives of the program goals presented in Board Motion 72. Post-implementation reports will be included that request plans for new active transportation infrastructure and information on what the jurisdictions will do to increase bicycle and pedestrian mode shares post-event.

Equity Platform

By providing additional scoring points to disadvantaged communities during the competitive application review process, as defined by the CalEnviroScreen, the mini-cycle delivers an aspect of Pillar III of the multi-point approach of the Equity Platform. Metro outreach participation in Open

Streets events, many of which are in disadvantaged communities, provides opportunities for Metro staff to discuss and answer questions about ongoing and planned initiatives with community members in the communities where they live.

DETERMINATION OF SAFETY IMPACT

The Open Streets Grant Program 2020 Mini-cycle will not have any adverse safety impacts on our employees and patrons.

FINANCIAL IMPACT

Funding of \$3.26 million is included in the FY20 proposed budget in cost center number 0441, under project number 410077, Open Street Grant Program, to cover anticipated invoices for events (including the 2020 Mini-cycle, Cycle Three, and remaining Cycle Two invoices) in this fiscal year. Since this is a multi-year program, the cost center manager and Chief Planning Officer will be responsible for budgeting the costs in future years.

Impact to Budget

A local funding source, Proposition C 25%, will be utilized for Open Streets. These funds are not eligible for Bus and Rail Operating and Capital expenses. Proposition C 25% funds are eligible for transportation system management/demand management (TSM/TDM) programs such as Open Streets events which SCAG identifies in the 2012 RTP Congestion Management Appendix in the section titled Congestion Management Toolbox - Motor Vehicle Restriction Zones. Should other eligible funding sources become available, they may be used in place of the identified funds.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Metro Open Streets 2020 Mini-cycle aligns well with Strategic Plan Goal 3, Enhancing Communities and Lives. The program introduces local communities and stakeholders to the value of car-free and car-light mobility and provides opportunities to experience this mobility first hand and possibly for the first time. Metro is leveraging its investment through the Open Streets Grant Program to promote the development of communities that are not reliant on personal automobile. Metro outreach participation in Open Streets events, many of which are in disadvantaged communities, provides opportunities for Metro staff to discuss and answer questions about ongoing and planned initiatives with community members in the communities where they live.

ALTERNATIVES CONSIDERED

The Board may choose to not approve the recommended funding of the 2020 Mini-cycle of the Open Streets Grant Program. This alternative is not recommended as it is not in line with the September 2018 Board Motion 16.1 directing staff to develop the one-time expansion of the program.

NEXT STEPS

Upon approval, staff will notify project sponsors of the final funding award and proceed to initiate

Memorandums of Understanding (MOUs).

Staff will also follow up with grantees on post event implementation, per the 2020 Mini-cycle evaluation requirements (Attachment C), which include enhancement efforts to invest in bicycle and pedestrian infrastructure and promote public transportation mode shift.

ATTACHMENTS

Attachment A - June 2013 Metro Board Motion 72

Attachment B-1 - Open Streets 2020 Mini-cycle Scoring and Funding Recommendations

Attachment B-2 - Open Streets 2020 Mini-cycle Recommended Events (Map)

Attachment C - Open Streets 2020 Mini-cycle Application Package & Guidelines

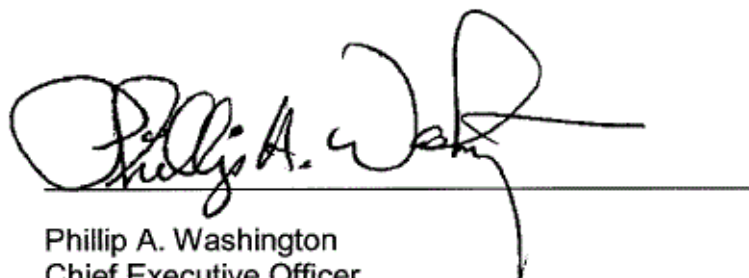
Prepared by: Brett Atencio Thomas, Senior Transportation Planner, Countywide Planning & Development, (213) 922-7535

Dolores Roybal-Saltarelli, Senior Director, Countywide Planning & Development, (213) 922-3024

Frank Ching, DEO, Countywide Planning & Development, (213) 922-3033

Holly Rockwell, SEO, Countywide Planning & Development, (213) 922-5585

Reviewed by: Laurie Lombardi, Interim Chief Planning Officer, (213) 418-3251



Phillip A. Washington
Chief Executive Officer

**MOTION BY
MAYOR ANTONIO R. VILLARAIGOSA,
SUPERVISOR GLORIA MOLINA,
DIRECTOR ARA NAJARIAN, DIRECTOR MEL WILSON**

Planning and Programming Committee
June 19, 2013

Los Angeles County “Open Streets” Program

Across the nation, cities have begun hosting “open streets” events, which seek to close down streets to vehicular traffic so that residents can gather, exercise, and participate in pedestrian, bicycling, skating and other related activities.

These events are modeled after the “*Ciclovias*” started in Bogota, Colombia over thirty years ago in response to congestion and pollution in the city.

In 2010, Los Angeles held its first “open streets” event, called CicLAvia.

After six very successful events, CicLAvia has become a signature event for the Los Angeles region.

With over 100,000 in attendance at each event, CicLAvia continues to successfully bring participants of all demographics out to the streets.

This event offers LA County residents an opportunity to experience active transportation in a safe and more protected environment, and familiarizes them with MTA transit options and destinations along routes that can be accessed without an automobile.

The event also takes thousands of cars off the streets, thereby decreasing carbon emissions.

Bicycling, as a mode share, has increased dramatically within LA County in the last years, boosted largely by the awareness brought about by these “open streets” programs.

Over the past decade, LA County has seen a 90% increase in all bicycle trips.

CONTINUED

In response to this growing demand, many local jurisdictions have begun implementing robust bike infrastructure and operational programs that enhance the safety and convenience of bicycling as a mode of travel.

Seeing the success of CicLAvia in Los Angeles, these jurisdictions have expressed a desire to pursue their own “open streets” events to increase awareness for active transportation and reduced reliance on the private automobile.

MTA should partner alongside a regional “open streets” type program in order to coordinate, assist, and promote transit related options.

These events will become a significant contributor to MTA’s overall strategy to increase mobility and expand multi-modal infrastructure throughout the region.

They will also promote first-mile/last-mile solutions and fulfill the Sustainable Communities Strategy Plan, as proposed by the Southern California Association of Governments.

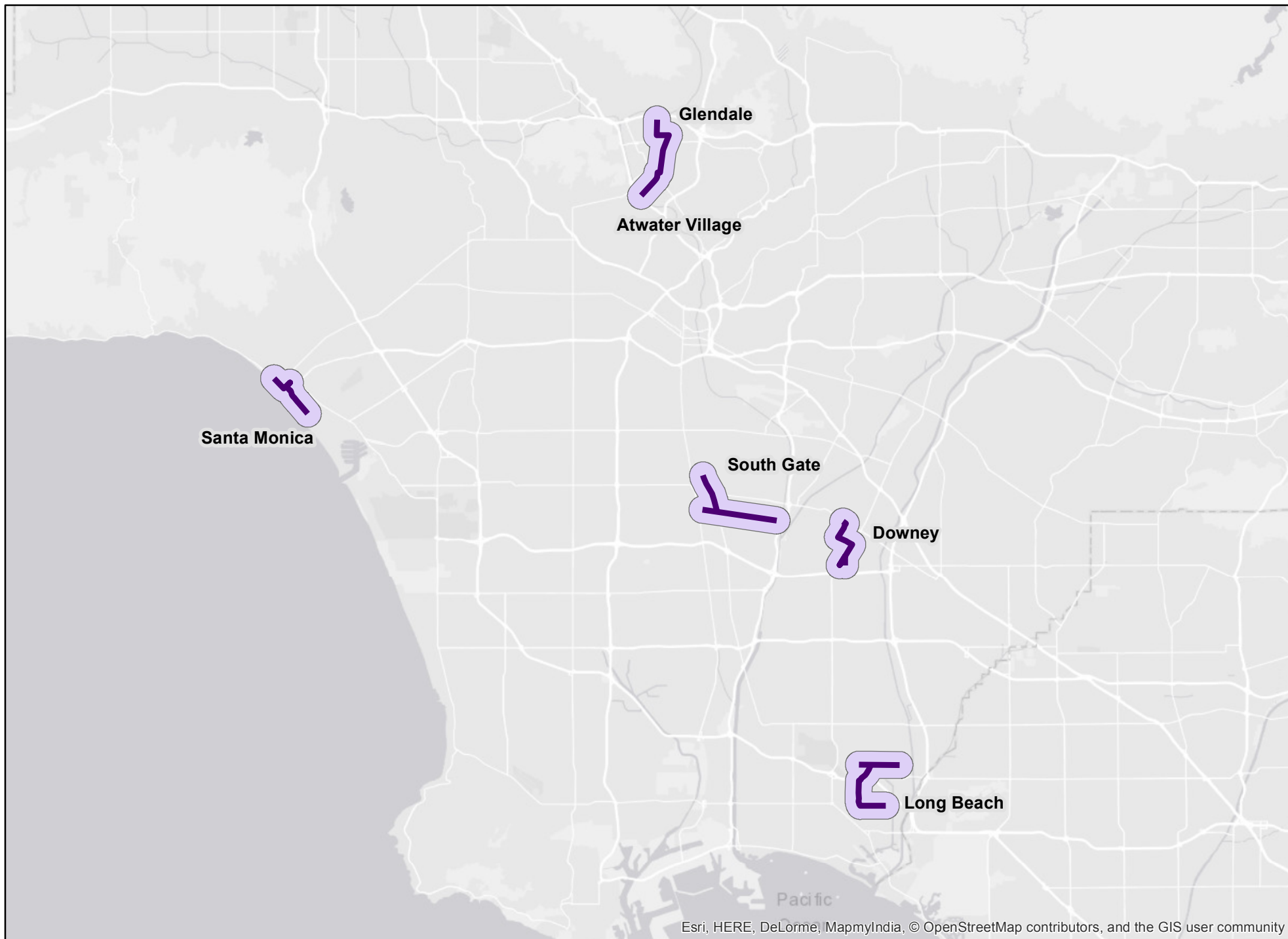
WE THEREFORE MOVE THAT the MTA Board of Directors direct the CEO to use the following framework in order to create an “open streets” program:

1. Identify an eligible source of funds to allocate annually up to \$2 million to support the planning, coordination, promotion and other related organizational costs.
2. Report back at the September 2013 Board meeting a recommended competitive process and program, working with the County Council of Governments and other interested cities, to implement and fund a series of regional “open streets” events throughout Los Angeles County.
3. Develop a technical process to collect data and evaluate the cost and benefits (e.g. transit use increases, reduction of air emissions, etc.) of these events.

###

	Date	Title	City	Grant Request	Length in Miles	1st time App	Disadvantaged	Multi-jurisd	Average Score
1	Sunday, June 14, 2020	CicLAvia Glendale Meets Atwater Vilalge	Glendale	\$241,136	3.5		X	X	74.7
2	Sunday, May 17, 2020	Downey Ride and Stride	Downey	\$172,405	5		X		72.0
3	Tuesday, July 21, 2020	South Gate Ride and Walk Open Street Event	South Gate	\$173,800	6.5	X	X		71.7
4	Sunday, September 20, 2020	COAST Open Streets	Santa Monica	\$250,000	2.1				70.7
5	Saturday, March 21, 2020	Beach Streets University	Long Beach	\$216,000	4.1				70.0
Total				\$1,053,341	21.2	20%	60%	20%	71.8

Open Streets Grant Program 2020 Mini-cycle Recommended Events



Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community

0 4 8 Miles

— Mini-cycle Recommended Events



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

Open Streets FY 2020 Mini-cycle Application Package & Guidelines

All fields are required for application submission unless noted.

Program Guidelines

Program Objectives

Open Streets are events which temporarily close the streets to automobiles and open them up to people to re-imagine their streets while walking, biking, rollerblading or pushing a stroller in a car-free environment. The goals of the program are to encourage sustainable modes of transportation (biking, walking and transit), provide an opportunity to take transit for the first time, and provide an opportunity for civic engagement that can foster the development of a city's multi-modal policies.

Eligibility

With a focus on regional equity, FY 2020 Mini-cycle applications are open to the County, and all city and council Councils of Government offices within Los Angeles County excluding those that received funding from the Cycle Three Grants: the cities of South Pasadena, West Hollywood, Culver City, Los Angeles, San Fernando, San Dimas, Long Beach and Paramount; and the San Gabriel Valley Council of Governments. Funding may be distributed to more than one event per city/jurisdiction until the maximum funding allocation is reached. Applicants shall rank applications for 2 or more events in order of priority with 1 being the most important, 2 being the second most important, etc.

Funding

There is up to \$1,071,688 available for grants for the Open Streets FY 2020 Mini-cycle. There are no minimum funding guarantees per applicant jurisdiction or event. Any city/jurisdiction, or a combined multi-jurisdictional team, can apply for a maximum of \$500,000 per single event. Any agreement on funding distributions among jurisdictions participating in a multijurisdictional event must be negotiated directly between the applicant and all other jurisdictions that are participating in the event. There is no guarantee that applicant will receive full funding request. If grant applicant is unable to accept amended award amount and commit to produce the event as scoped, award will be available to next highest scored application. Funds will be available starting in July 2019, pending Metro Board approval and events must be staged by June 31, 2020. Funding sources may be federal and cities/jurisdictions will be required to comply with all federal funding procedures and requirements.

Scoring

Project will be evaluated on the following criteria on a 100 point score. An event must receive a minimum of 70 points to be eligible for funding.

General Event Information – 10 points

Project Feasibility – 25 points

Proposed partnerships and demonstration of potential for event success*	10
Event readiness (Funds will be required to be expended by December 31, 2020)	4
Agency’s existing active transportation programs and policies	4
Community support	4
Matching funds committed	3

* Partners may include but are not limited to COGs, community groups, event producers and non-profits. Previous grantees must demonstrate success with previous events and lessons learned. New applicants must demonstrate that they have the capacity to produce an Open Street event.

Route Setting – 35 points

Route is innovative (Examples include evening events, events that encourage increased retail/stakeholder participation, and events that deviate from previous LA County Open Street events)	5
Event cost per mile and value of connections to destinations along the route	5
Proximity and access to commercial and retail corridors	5
Connections to cultural, architectural, historical and/or important destinations in the community	4
Route includes disadvantaged communities*	4
Route is along or intersects with existing bicycle infrastructure**	3
Activities for pedestrians (e.g. dance classes, yoga, concessions, information booths)	3
Topography - The route minimizes hilly terrain***	3
Route length (industry standards recommend a minimum of between 4 and 6 miles in length)	3

*Based on average of 70th percentile CalEnviroScreen Score for census tracts directly adjacent to the proposed route (<http://oehha.maps.arcgis.com/apps/Viewer/index.html?appid=112d915348834263ab8ecd5c6da67f68>)

**Will the route be on or intersect any existing bicycle infrastructure? Will the route encourage first time riders to modify their travel behavior in the future?

*** As an example see San Francisco’s “Wiggle” - http://en.wikipedia.org/wiki/The_Wiggle

Transit and Community Connectivity - 30 points

Route includes multiple jurisdictions	10
Ability to attract participants from surrounding and countywide jurisdictions	5
Accessibility to Metro Rail	5
Connections between multiple central business districts or retail corridors	5
Applicant jurisdiction has not had a previous Open Street event in their community	5

Funding Eligibility

Funding may be used for pre-event planning & outreach costs in conjunction with implementing an event. Funding may be used for any operational or capital cost associated with the day-of event excluding activation/routing held off-street unless approved in writing by the Open Streets Grant Program Manager. Funding may not be used for alcohol-related activities. Funds awarded will not exceed the event cost in the original application and may be less if the key objectives can be achieved at lower costs. Scope and event day changes shall be handled administratively and be approved by Program Manager. Any cost overruns shall be the responsibility of the applicant. Both third party consulting costs and internal staff costs for directly providing services with respect to the project will be eligible for funding.

Data Collection and Reporting Requirements

Grantee shall collect data using Metro's selected data collection methodology and survey instrument as provided by the Metro's Open Street Evaluation Study contractor. Data should be provided to Metro in a post-implementation spreadsheet no later than three months after the event is executed. Metro will withhold ten percent (10%) of eligible expenditures per invoice as retainage. Metro will release retainage after Metro has evaluated Grantee's post-implementation report and data collection performance according to the criteria specified by Metro and its Evaluation Study contractor. Data collection will include at a minimum but not be limited to: participation counts of pedestrians and cyclists along the route; transportation use data and counts of individuals exiting Metro Rail Stations with bicycles where applicable; personal anecdotes; and economic impact on local retailers. Additional reporting criteria will be added to the Memorandum of Understanding and standardized data collection template to better evaluate the progress of the program toward achieving the objectives of the program goals presented in Board Motion 72 including providing post-implementation reports that include plans for any new permanent active transportation infrastructure in the community, and/or temporary pop-up pilot infrastructure along the event route for a pilot period after the event is held if feasible, and what other means the jurisdictions will do to increase bicycle and pedestrian mode shares post event.

General and Administrative Conditions Lapsing Policy

Open Streets FY2020 Mini-cycle events must be staged by June 31, 2020 and funds not expended by this date will lapse. Lapsed funding will go towards the next grant cycle of the Open Streets Program. Applicants who have their funds lapse may reapply for funding in the next cycle -- however their requests will be prioritized after new applicants and previously successful applicants.

Grant Agreement

Each awarded applicant must execute a grant agreement with Metro. The agreement will include the event scope and a financial plan reflecting the grant amount, event partners and the local match. Funding will be disbursed on a reimbursement basis subject to satisfactory compliance with the original application cost and schedule as demonstrated in a quarterly report supported by a detailed invoice showing the staff and hours billed to the project, any consultant hours, etc. Final scheduled payment will be withheld until the event is staged and approved by Metro and all post-implementation requirements have been satisfied.

Audits and Event Scheduling

All grant programs may be audited for conformance to their original application. Metro shall review event schedule and final date of the event to ensure regional and scheduling distribution. At Metro's Program Manager's request events may be rescheduled to avoid overlapping events.

Application

General Information

1. City/Government Agency Name:

2. Project Manager Name:
3. Project Manager Title and Department:
4. Project Manager Phone Number:
5. Project Manager E-mail Address:
6. City Manager Name:
7. City Manager Phone Number:
8. City Manager E-mail Address:

General Open Street Event Information

9. Open Street Event Name
(Example: Sunnytown Sunday Parkways Open Street Event.)
Maximum Allowed: 150 characters.

10. Event Description
(Example: Main Street, Flower Street, Spring Street, 7th Street, 1st Street and Broadway Avenue in downtown Sunnytown will be closed to cars from downtown to mid-town to invite people on foot and on bikes to rediscover the streets of their community in a car-free environment. Local retailers and restaurants will be invited to expand their operation in to the street. A health fair, yoga in the street, booths from local community organizations, and an art show will be included in the route.)
Maximum Allowed: 500 characters.

11. Estimated Route Length (in miles):
Maximum Allowed: 4 digits.

12. Estimated Number of Signalized Intersections:
Maximum Allowed: 3 digits

13. Attach a map of the proposed route including a clear demarcation of event bounds by street name. A digital map made in Google maps or ArcGIS is preferred

14. Describe the pavement quality along the route and any considerations that will be made for poor quality pavement.
Maximum Allowed: 150 characters.

15. Does the event route cross any freeway on or off ramps? (Y/N)

If “YES” for Question 15

15a. How many freeway crossings exist along the proposed route and what are their locations? (NOTE: Additional coordination with CalTrans will be required for each freeway ramp crossing at the cost of grantee).

Maximum Allowed: 150 characters

16. Does the event include rail grade crossings? (Y/N)

If “YES” for Question 16

16A. How many grade crossing exist along the proposed route and what are their locations? (NOTE: Additional staff resources will be required for each grade crossing at the cost of grantee).

Maximum Allowed: 150 characters

17. Municipal and private motorized vehicles are prohibited from the route for the entirety of the event. List how your jurisdiction will monitor the route without motorized vehicles; what measures will be taken to ensure that vehicles do not enter the route, and any other safety measures that will be taken.

Maximum Allowed: 300 characters

Project Feasibility

18. Estimated month & year of Event (Funds will be available starting in July 2019, pending Metro Board approval. Event must be staged by June 31, 2020) *Maximum Allowed: 6 digits*

19. Does your City’s General Plan or other planning program support open street events and/or active transportation?

(Examples include: adopted a Complete Streets Policy or Updated Circulation Element to include Complete Streets, adopted a Bike Plan, adopted a Pedestrian Plan, Developing or implementing Bike Share Programs, adopted Climate Action Plans, and Implementation of Parking Management Programs to encourage more efficient use of parking resources)

Maximum Allowed: 500 characters

20. Would your jurisdiction be amenable to reduced scope or route length? (Y/N)

Demonstration of Event Success

21. Does your city plan to partner with any non-profits, event production companies and other community partners to assist in event implementation and planning? (Y/N)

If “YES” for question 21

21a. List your proposed partners and their role in the event planning and implementation:

Maximum Allowed: 600 Characters

If “NO” for question 21

21b. What is your city doing in lieu of partnerships with outside agencies (including non-profits and other community partners) to engage the community and make the event successful? *Maximum Allowed: 800 Characters*

22. Does your city have previous experience organizing open street events or other large public events (such as large city-wide or region-wide events related to

transportation, athletics, cultural celebrations and/or events that require street closures)? List and describe.

Maximum Allowed: 800 Characters

If “YES” for question 22

22a. What lessons has your city learned from previous open street (or similar) events that will increase the success of the proposed event? *Maximum Allowed: 800 Characters*

Event Budget

23. What is the total estimated cost of the event?

Maximum Allowed: 10 characters.

24. What is the requested grant amount? *Maximum Allowed: 10 characters*

25. What is the proposed local match amount? (min 20% in-kind required)

Maximum Allowed: 10 characters.

26. What are the estimated outreach costs?

Maximum Allowed: 10 characters.

27. What are the estimated pre-event planning costs?

Maximum Allowed: 10 characters.

28. What are the estimated day(s) of event(s) staging costs (including staffing, rentals, permits, etc.)?

Maximum Allowed: 7 characters.

29. Agencies are required to provide a 20% match: Will you provide an in-kind or a local fund match?

1. In-kind
2. Local Fund Match

30. What is the event cost per mile (Answer to #23 / Answer #11)?

31. Attach completed Financial Plan and event Scope of Work templates provided at <https://www.metro.net/projects/active-transportation/metro-open-streets-grant-program/>

Route Setting

32. Will the route connect multiple cities? Y/N

List all partner cities.

If “YES” to question 32

32a. How will your city insure connectivity throughout the route, coordination between multiple agencies and a sense of one contiguous event?

Maximum Allowed: 1000 characters.

33. Will the route be along or connect to commercial corridors? Y/N Explain.
Maximum Allowed: 1000 characters.

34. Will the route be along any residential corridors? (Y/N)
Maximum Allowed: 1000 characters

If “YES” to question 34

34a. How will your city ensure connectivity throughout the route, a sense of one contiguous event through residential areas, and that participants do not feel isolated from the more active commercial areas of the event?
Maximum Allowed: 1000 characters.

35. Will the route be along any industrial or institutional corridors (such as large medical centers, universities, or fairgrounds)? (Y/N)
Maximum Allowed: 1000 characters

If “YES” to question 35

35a. How will your city insure connectivity throughout the route, a sense of one contiguous event through industrial/institutional areas, and that participants do not feel isolated from the more active commercial areas of the event?
Maximum Allowed: 1000 characters.

36. Will the route be along or connect to cultural, architectural, recreational and/or historical destinations and events? Y/N Explain.
Maximum Allowed: 1000 characters.

37. List and describe the bicycle and off-street pedestrian infrastructure along or adjacent to the route. *Maximum Allowed: 1000 characters.*

38. What is the elevation change between the highest and lowest points along the proposed route? (Tip: you can use a free website like www.mapmyride.com or google maps to calculate this information).

39. Will the event be innovative? Y/N

If “YES” to question 39

39a. List ways that the event will deviate from previous LA County Open Street events and how it will attract new participants (examples include afternoon or evening events, events that celebrate holidays or other special occasions such as Valentine’s Day and Halloween, events that encourage increased retail/stakeholder participation, etc.).

40. Provide an outline of the general programming elements/ideas/goals that will be represented in activities along the route the day of the event (an example is public health goals will be highlighted by fitness classes such as yoga along the route).
Maximum Allowed: 1000 characters.

41. Use EnviroScreen score to determine the average score of the combined census tracts that are located directly adjacent to the route.

<http://oehha.maps.arcgis.com/apps/Viewer/index.html?appid=112d915348834263ab8ecd5c6da67f68>

Maximum Allowed: 4 digits

Regional Significance

42. List all rail stations within a ½ mile radius of the event route.

Maximum Allowed: 250 characters

43. For those rail stations within a ½ mile radius of the event route that do not connect directly to the route, please provide explanation for the lack of connection, and describe how you will ensure safe transport of participants from those stations to the route (including coordination with the station operators and other means).

Maximum Allowed: 1000 characters

44. How will your city transport people to the event other than by personal automobile? Explain how you will use organized bike trains/feeder rides (groups of people who travel by bike together), bike-bus shuttles (that carry a minimum of 10 bikes each) or other multi-modal options to transport people to the event, particularly if no Metro Rail or other rail option is available.

Maximum Allowed: 1000 characters

Marketing and Outreach

45. Briefly describe the marketing strategy you will employ to encourage event participation from nearby jurisdictions and throughout the county. *Maximum allowed: 150 characters*

46. What strategies will you employ to encourage increased participation of businesses located along the event route (examples include temporary suspension of sidewalk display permitting, workshops, door-to-door outreach, etc.)? *Maximum allowed 150 characters*

47. Upload a letter of support from the city/county applicant and if applicable each city/non-profit/other partner. (Please include all letters in one PDF).

48. Describe how your city will satisfy Metro's data collection requirements (i.e. agency staff, volunteers, consultant, etc.) and any additional event data the agency may collect.

49. If your agency plans to submit more than one application, please rank this application in order of priority with 1 being the most important and 2 the second most important, etc.

Open Streets FY 2020 Mini-cycle



Metro

Recommendation

Award and program a total of \$1,053,341 for the FY2020 Mini-cycle of the Open Streets Grant Program (through December 2020) per the September 2018 Metro Board Motion 16.1

Including the following components:

- **AWARDING \$1,053,341 to five new Open Streets events scheduled through December 2020 (Attachment B-1);**
- **REPROGRAMMING \$242,000 from one cancelled Open Street Cycle Three event, Paramount and Bellflower Open Streets Neighborhood Connectivity Event, towards the next-highest-scored Cycle Three event, Beach Streets Downtown, in accordance with funding policy; and**
- **RESERVING the remaining \$44,347 in Board-awarded Cycle Three and 2020 Mini-cycle funds to be REPROGRAMMED in any future Board-authorized funding cycles of the program.**

Slide 2

GR6

Increase margins to account for printing.

Golez, Rose, 5/6/2019

Cycles One, Two and Three

- Board has awarded \$11.84 million to 44 events.
 - 27 events have been implemented in 29 separate jurisdictions totaling 170 miles of car-free streets.
 - 13 additional events to be held through December 2020.
 - Additional points granted to multi-jurisdictional events and disadvantaged communities.



September 2018 Board Motion

In response to the September 2018 Board Motion 16.1, staff:

- Reported back to the Board in January 2019 with potential strategies and methods to ensure resources are spread across a wider geographical area;
- Created a FY2020 Open Street Grant Program “mini-cycle” application and guidelines package for release to communities that did not receive funding from the Cycle Three Grants; and
- Identified a funding source of up to \$1 million for the “mini-cycle” Open Street event applications.



Application Outreach

- Following Board approval, staff conducted extensive outreach, presenting the Open Streets 2020 Mini-cycle program to the Councils of Governments (COGs), and the Technical Advisory Committee.
- An Open Streets Applicant Workshop was held at Metro Headquarters.
- Coordination with COGs and other cross-jurisdictional entities offered grant writing assistance for smaller, more resource-challenged cities across the County.

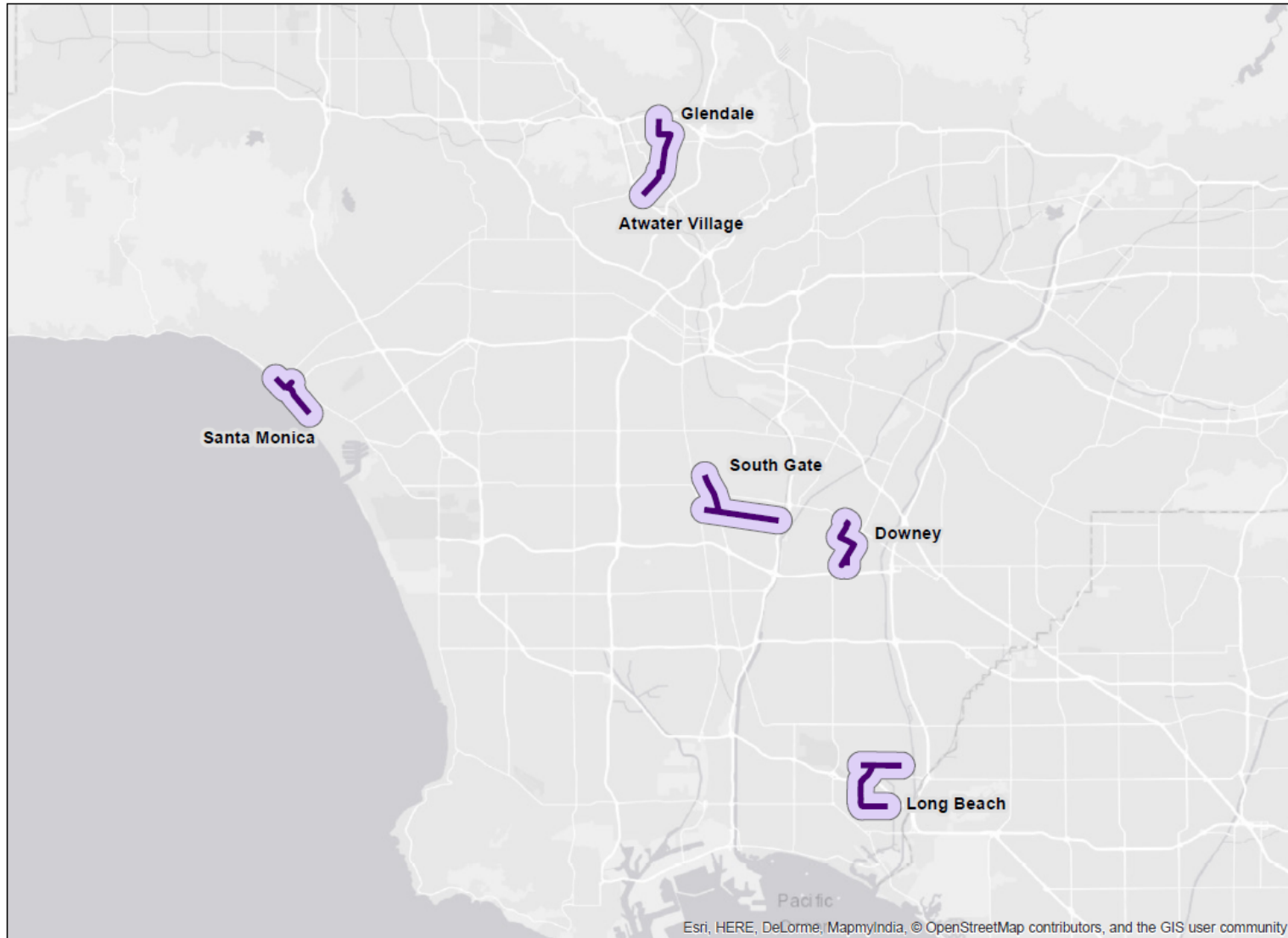


FY2020 Mini-cycle Funding Recommendations

Rank	Date	Title	City	Grant Request	Length in Miles	1st time App	Disadvantaged	Multi-jurisd	Avg Score
1	6/14/2020	CicLAvia Glendale Meets Atwater Village	Glendale	\$241,136	3.5		X	X	74.7
2	5/17/2020	Downey Ride and Stride	Downey	\$172,405	5		X		72.0
3	7/21/2020	South Gate Ride and Walk Open Street Event	South Gate	\$173,800	6.5	X	X		71.7
4	9/20/2020	COAST Open Streets	Santa Monica	\$250,000	2.1				70.7
5	3/21/2020	Beach Streets University	Long Beach	\$216,000	4.1				70.0

- **\$1,053,341 total funding recommendation**
- **5 events in 6 jurisdictions totaling 21.2 miles**
- **20% first-time applicant**
- **60% disadvantaged communities**
- **20% multi-jurisdictional**

Map of Mini-cycle Recommended Events



0 4 8 Miles

Mini-cycle Recommended Events

Mini-cycle Funding

- There is up to \$1,071,688 available for grants for the Open Streets FY 2020 Mini-cycle
- Staff is requesting to reprogram \$242,000 for the cancelled Cycle Three Paramount and Bellflower Neighborhood Connectivity event towards the next-highest-scored Cycle Three event, Beach Streets Downtown



Timeline For Next Steps

Fall 2019 - Execute MOU agreements & work with community relations on event engagement strategy

Spring 2020 – Stage first event



**Board Report**

File #: 2019-0194, **File Type:** Agreement

Agenda Number: 9.

**PLANNING AND PROGRAMMING COMMITTEE
MAY 15, 2019**

SUBJECT: 1ST AND LORENA JOINT DEVELOPMENT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute an amendment to the Exclusive Negotiations and Planning Agreement with A Community of Friends to extend the term for an additional 24 months for the joint development of Metro-owned property at 1st and Lorena Street along the Metro Gold Line.

ISSUE

Metro and A Community of Friends (Developer) are parties to an Exclusive Negotiations and Planning Agreement (ENA) for the development of a 49-unit mixed-use affordable housing project (Proposed Project) at 1st and Lorena that is set to expire on June 27, 2019. The Proposed Project entitlements have been held up pending resolution of a California Environmental Quality Act (CEQA) lawsuit from an adjacent property owner. An extension of the ENA term is necessary to allow the Developer to complete environmental clearance and finalize Joint Development Agreement (JDA) and Ground Lease (GL) terms, subject to Metro Board of Directors (Board) approval.

BACKGROUND

In June 2013, Metro and the Developer entered into an ENA to plan and consider the terms and conditions of a potential JDA and GL for development of a mixed-use affordable housing project on a 0.7-acre portion of a 1.26-acre Metro-owned site at the intersection of 1st St. and Lorena St. in Boyle Heights. The site is situated in the vicinity of the Metro Gold Line Indiana Station (see Attachment A - Site Map).

During the ENA term, which has included a number of extensions authorized by the Board, the Developer has diligently advanced the project through design development and entitlements including holding a number of community meetings and stakeholder engagements which helped shape the Proposed Project.

The Proposed Project scope calls for a mixed-use development inclusive of: 48 units of affordable housing primarily serving veterans and families earning 50% or below of the area median income, at least half of which will be reserved for homeless households; one market rate manager's unit; and

10,000 square feet of ground floor commercial space (see Attachment B - Project Scope). It is anticipated that approximately 50% of the retail space will be leased to community-serving uses supporting the needs of families and children.

In April 2016, an adjacent property owner filed a CEQA appeal with the City of Los Angeles (City), which delayed the issuance of project entitlements for nearly two years before the City Council ultimately rejected the appeal and granted the entitlements in March 2018. However, shortly after the City's action, the appellant filed a lawsuit further challenging the Proposed Project's CEQA clearance. A trial to resolve this suit was held in February 2019, and a ruling is expected in spring 2019.

DISCUSSION

Metro Joint Development Policy and relevant case law do not allow the Metro Board to approve JDA and GL terms and authorize Metro to enter into related agreements until such time as a project has an environmental clearance under CEQA. Although a ruling in the lawsuit challenging the Proposed Project's CEQA clearance is imminently expected, the determination will be subject to a 60-day appeal, which if pursued, could take upwards of a year or more to resolve. Furthermore, the Developer has been unable to complete numerous other predevelopment activities, such as applying for and securing various sources of affordable housing financing necessary to construct the Proposed Project, pending resolution of the lawsuit.

Throughout the course of the ENA, the Developer has acted in good faith despite project delays that have been outside of their control. The recommended 24-month ENA term extension will allow the Developer to resolve the pending CEQA challenges, begin to assemble the Proposed Project's financing sources, and negotiate proposed JDA and GL terms with Metro, subject to Metro Board approval.

Equity Platform

Consistent with the Equity Platform pillar "listen and learn", the Proposed Project has gone through a lengthy community engagement process and secured support of the local Neighborhood Council and the Boyle Heights Design Review Advisory Committee. Furthermore, the Proposed Project is an opportunity to "focus and deliver" by adding much needed, transit-oriented affordable housing stock in the community.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety as it only seeks a time extension for the ENA period during which no improvements will be constructed. An analysis of safety impacts will be completed and presented to the Board for consideration if and when negotiations result in proposed terms for a JDA and GL.

FINANCIAL IMPACT

Funding for joint development activities is included in the adopted FY19 and proposed FY20 budget under 401020.

Impact to Budget

There is no impact to the FY19 budget and staff costs are included in the proposed FY20 budget to negotiate the proposed transaction and review design and other project documents, as necessary. No new capital investment or operating expenses are anticipated to implement the Proposed Project, and revenues from the Developer deposit will offset continued staff and project-related professional service costs.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goal #3 “Enhance communities and lives through mobility and access to opportunity” by advancing a joint development project which will deliver critical community benefits, including transit-accessible affordable housing.

ALTERNATIVES CONSIDERED

The Board could chose not to extend the ENA term, in which case the ENA would expire in June 2019. Metro could then choose to solicit a new developer and proposal for development of the project site. Staff does not recommend this alternative due to the Developer’s longstanding commitment to and financial investment in the Proposed Project, the fact that the challenges and delays have been outside of the Developer’s control, and because the proposed project is line with Metro’s Equity Platform and Strategic Plan goals.

NEXT STEPS

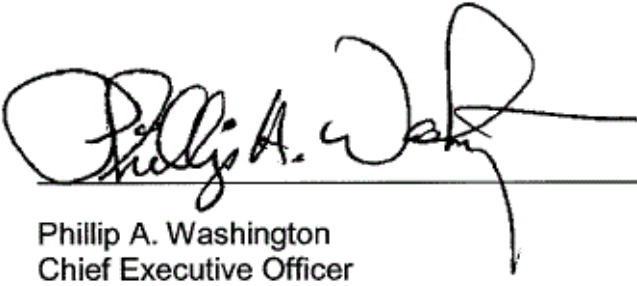
Upon approval of the recommended action, staff will prepare and execute an amendment to the ENA providing for a 24-month extension of the term. Staff will continue working with the Developer to finalize negotiations for a JDA and GL, and will present the terms of such agreements to the Board for consideration following Developer’s final resolution of the pending CEQA litigation. The Developer will keep the community informed of the status of the Project during the ENA extension period.

ATTACHMENTS

Attachment A - Site Map
Attachment B - Project Scope

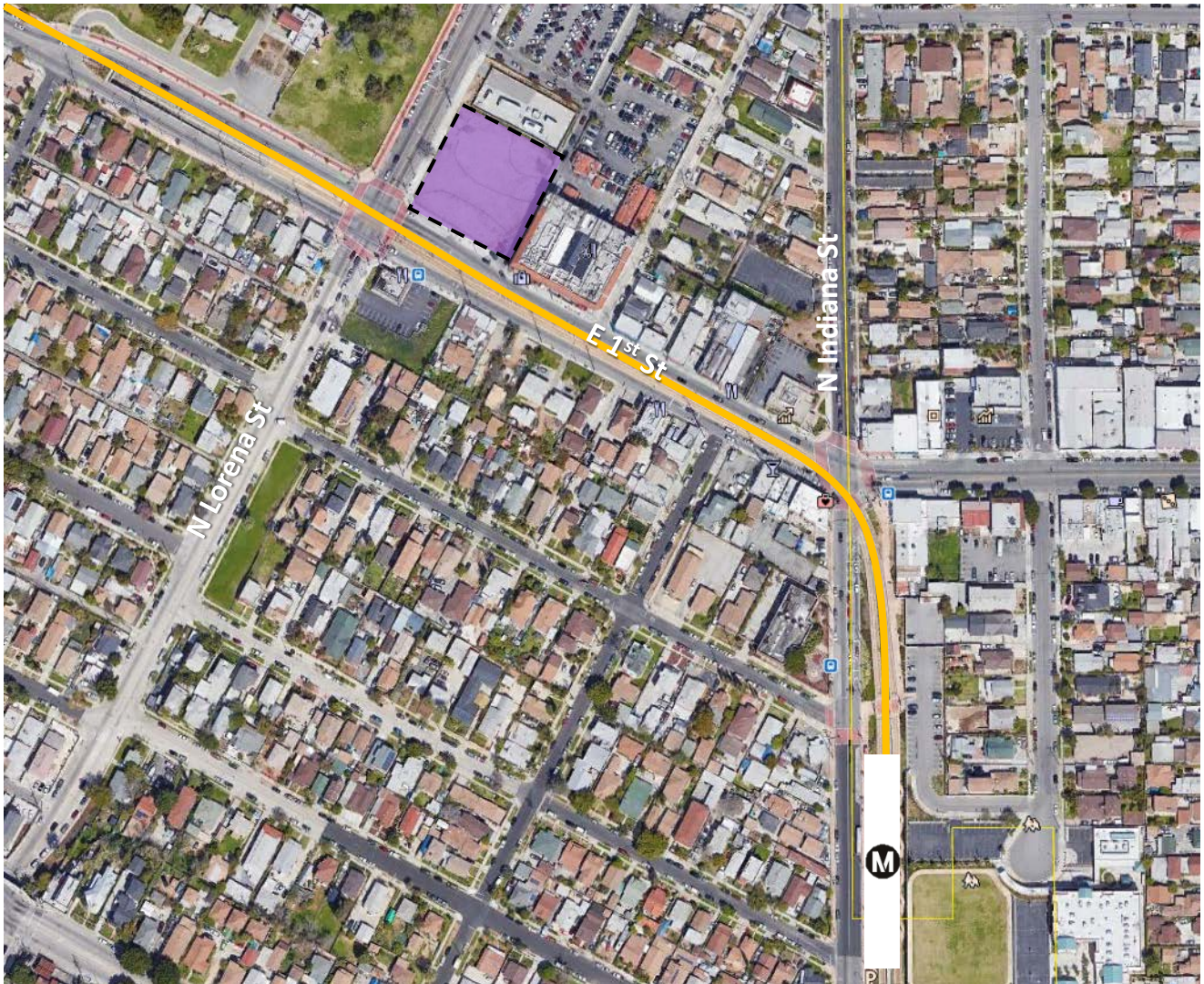
Prepared by: Nick Saponara, DEO, Countywide Planning & Development, (213) 922-4313
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Reviewed by: Laurie Lombardi, Interim Chief Planning Officer, (213) 418-3251



Phillip A. Washington
Chief Executive Officer

Site Map – 1st & Lorena Joint Development



Development Site



Metro Gold Line Indiana Station



Metro Gold Line

Project Scope



Project Description:

- > 49-unit mixed-use development primarily serving veterans and families including:
 - 48 units restricted to households earning 50% AMI or less, with at least half reserved for homeless households
 - 1 market rate manager's unit
- > Approximately 10,000 sq. ft. retail space
- > 66 parking spaces

Developer: A Community of Friends (ACOF)



Board Report

File #: 2019-0191, File Type: Motion / Motion Response

Agenda Number: 10.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
MAY 15, 2019

SUBJECT: READINESS IN RESPONSE TO POTENTIAL HIGH SPEED RAIL CHANGES

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE report on potential changes in the California High Speed Rail system.

ISSUE

On February 28, 2019, Directors Barger, Najarian and Krekorian directed the Chief Executive Officer to:

- A. Acknowledge the importance of connectivity through a Palmdale station to maximize regional integrated operations, and the importance of working towards the advancement of funding for critical projects in the Los Angeles region;
- B. Engage with the offices of Governor Newsom, the California High Speed Rail Authority (CAHSR), and the State Transportation Agency (CalSTA), to explore how the Governor's proposed changes to the HSR project might affect the Palmdale to Burbank, Burbank to Union Station, and Union Station to Anaheim segments, and identify what opportunities might be available to advance critical regional improvements, and;
- C. Engage Metrolink, CalSTA, and the CAHSR to begin coordinating efforts to identify specific projects to propose for advancement, taking into consideration the State Rail Plan, Metrolink's SCORE program, SCAG's ongoing RTP effort, the forthcoming Antelope Valley Line study, and the countywide Freight & Goods Movement Strategic Plan.

DISCUSSION

Background

The CAHSR 2018 Business Plan dated June 1, 2018 identifies the Palmdale to Burbank, Burbank to Union Station, and Union Station to Anaheim segments as critical to supporting the Southern California economy. Since then, a high-speed rail audit by the State Auditor was released on November 15, 2018 faulting the CAHSR for cost overruns and delays and identified a number of

areas of improvement. The CAHSR responded to the State Auditor and stressed commitment to its mission to deliver high-speed rail to California, while also being good stewards of taxpayer dollars. Furthermore, the Authority Board of Directors marked a program milestone in November 2018 by advancing environmental clearances in Southern California for three project sections: Palmdale to Burbank, Burbank to Los Angeles and Los Angeles to Anaheim. Then in Governor's State of the State address delivered on February 12, 2019, the Governor refocused the priority of the high speed rail system to completing the Central Valley. The CAHSR indicated that Governor's State address did not change the CAHSR's approach with respect to project delivery in Southern California and stated the Governor's commitment to continue advancing regional bookend projects north and south, and to finish environmental clearance for the statewide Phase 1 system including the Southern California project sections between Bakersfield and Anaheim. Given CAHSR's focus on the Central Valley to Silicon Valley segments, the arrival of high speed rail into the Southern California region may take longer than 2033 which will further increase the high speed rail project costs due to market escalation.

- A. In partnership with the City of Palmdale, the California High Speed Rail Authority is proposing a new multi-modal station in the City of Palmdale, located near Avenue Q and Sierra Highway, adjacent to the Metrolink Palmdale Station. This new multi-modal Palmdale Transportation Center (PTC) will feature a Metrolink station with local and commuter bus hub. The PTC will also serve the proposed Virgin USA Trains (formerly Brightline and XpressWest) high speed rail service via the future High Desert Corridor. This proposed PTC is currently part of the Palmdale Transit Village Specific Plan, a 110-acre transit-oriented, mixed-use planning area located between Rancho Vista Boulevard and Avenue R and between State Route 14 and 15th Street East, and includes the Palmdale Airport. The Palmdale Transit Village Specific Plan will be used to guide land use changes to promote economic development, encourage station accessibility and enhance regional mobility. The multimodal PTC is described in the 2018 State Rail Plan, Southern California Association of Government's Regional Transportation Plan (2016-2040) and California High Speed Rail Authority (CAHSR) 2018 Business Plan.
- B. Staff from Metro's Government Relations, County-wide Planning and Regional Rail engages regularly with the office of the Governor, the State Transportation Agency (CalSTA), CAHSR, State Senators and Assembly members. Staff continues to discuss the progress CAHSR's contribution totaling \$500 million to the bookend projects of the Link Union Station and the Rosecrans Marquardt Grade Separation Projects with CalSTA and CAHSR. At staff's recent meetings with CalSTA and CAHSR in February and April of 2019, CAHSR and Calsta have confirmed that there are no changes to the HSR plan outlined in the CAHSR 2018 Business Plan. On March 26, 2019, staff was invited to testify at the High Speed Rail Joint Informational Hearing of the Senate Transportation Committee & Senate Budget Sub-committee at the State Capital along with Metrolink and Caltrain. Staff testified on the significant benefits that can come from CAHSR making more new investments in the existing rail infrastructure system in Southern California especially in Los Angeles County, specifically Lancaster, Palmdale and Burbank to Los Angeles that will provide immediate benefits that speed up rail service in Southern California with decreased travel times as well as improved commutes for people in Southern California who are already making two to three hour commutes one way. Staff also reminded the Senators the importance of HSR's guiding principle of making strategic concurrent investments that will be

linked over time with the HSR system that enhance mobility and provide, economic and environmental benefits to Southern California while positioning CAHSR to construct additional segments as funding becomes available.

- C. Proposition 1A High Speed Passenger Train Bond Act stipulates that the high-speed train would need to move at a speed of at least 200 mph and connect San Francisco to Los Angeles Union Station in 2 hours and 40 minutes or less. Therefore, CAHSR has proposed dedicated high speed rail corridors statewide to meet the speed and travel time requirement for the high speed rail system. In densely populated and developed urban areas where an existing rail corridor exists, CAHSR has proposed to improve those corridors, currently used by other commuter and intercity rail operators (e.g. Metrolink and Amtrak) and freight railroads (e.g. Union Pacific Railroad and Burlington Northern Santa Fe), and operate high-speed trains at the same speed as other rail operators and freight in a shared corridor with a blended approach. Staff believes with additional infrastructure investments by CAHSR on the Metrolink Antelope Valley Line in which high-speed trains can begin to operate in Southern California sooner, although overall travel time may be longer given the lower operating speed. Staff has coordinated with Metrolink and other local agencies to propose the following specific projects for advancement that would provide immediate regional mobility benefits that will relieve traffic congestion while accommodating a future HSR system totaling \$1.044 billion or \$522 million of new CAHSR investments, specifically along the Metrolink Antelope Valley Line which is also used by the LOSSAN/Amtrak service from Burbank to Lo Angeles Union Station as listed below:

Metrolink Antelope Valley Line - \$1.044 Billion

1. Lancaster Terminal Improvements - \$27.3 million
2. Palmdale Lancaster Double Track - \$127.3 million
3. New multi-modal Palmdale Transportation Center - \$70 million
4. Rancho Vista Boulevard Grade Separation - \$100 million
5. Acton Downtown Double Track - \$40.2 million
6. Ravenna-Agua Dolce Double Track - \$56.3 million
7. Saugus-Hood Double Track - \$41.6 million
8. New multi-modal Vista Canyon Maintenance Facilities \$68.3 million
9. Santa Clarita Double Track - \$75.2 million
10. Tunnel 25 Track - \$10 million
11. Balboa Double Track Extension - \$41.8 million
12. Brighton to Roxford Double Track - \$226 million
13. Doran Street and Broadway/Brazil Grade Separation - \$160 million
14. ~~Burbank Junction - CP Taylor Track Improvements - \$13.4 million~~

Cities and communities along the existing Metrolink corridors will benefit immediately from the early high speed rail investments. For example, the proposed new intermodal Palmdale Transportation Center as discussed in Item A will promote economic development and enhance regional mobility. The proposed Rancho Vista Boulevard and Doran Street and Broadway/Brazil Grade Separation projects will improve safety and traffic circulation in Cities of Palmdale, Glendale, and Los Angeles. The proposed Brighton to Roxford Double Track project will improve regional rail service and mobility while enhancing safety for the corridor communities and

commuters on the Metrolink Antelope Valley Line. It should be noted that the recipient of the Proposition 1A funds shall provide matching funds in an amount not less than the amount awarded, i.e. a 50-50 match, under the Proposition 1A Bond Act. Therefore, the total cost of the specific projects is approximately \$1.044 billion which is approximately \$522 million of new CAHSR investments.

In addition, Metrolink has proposed a list of shovel-ready rehabilitation and capital projects for advancement on the Antelope Valley and Burbank to Anaheim corridor within the HSR project segments between Palmdale and Anaheim, including significant upgrades to track, signal and other railroad infrastructure with a total estimated cost of \$80.3 million. See Attachments A-1 and A-2 for a detail listing of proposed projects from Metrolink.

~~As part of the A study of the Antelope Valley Line Study between Lancaster and Burbank is currently underway, as directed by Directors Barger and Najarian, in coordination with Metrolink and the North Los Angeles County Transportation Coalition (NCTC) stakeholders, Study has to analyzed various capital projects and service improvement scenarios in order to develop a prioritized list of projects on the Antelope Valley Line. In April 2019, the North Los Angeles County Transportation Coalition (NCTC) stakeholders recommended that four (4) projects, at a total estimated cost of \$175 million, be advanced for further development in order to deliver a 30 minute service to Santa Clarita and hourly service to Lancaster. The Study is expected to be completed in August July 2019 with recommendation for strategic capital project advancements to and will be presented to the Metro Board for consideration by at the July 2019 board meeting.~~

Staff has coordinated with the CAHSR in regards to this Board motion and CAHSR has provided a memorandum in response to the motion (see Attachment B). This memorandum illustrates the long-standing working relationship between CAHSR, Metro, Metrolink, CalSTA, and other regional partners and reassures that there have been no changes to CAHSR priorities in Southern California and the commitments to the Southern California MOU projects from 2012. To date CAHSR has contributed and committed a total of \$888 million from Proposition 1A funds, including \$500 million in bookend projects (Link Union Station and Rosecrans/Marquardt Grade Separation) and \$388 million in connectivity projects (Regional Connector and others). The CAHSR is in the process of environmentally clearing the statewide Phase 1 system.

The projects proposed for advancement from staff, Metrolink and CAHSR take into consideration the State Rail Plan, Metrolink's SCORE program, SCAG's ongoing RTP effort, the forthcoming Antelope Valley Line study, and the countywide Freight & Goods Movement Strategic Plan.

FINANCIAL IMPACT

This report is a response to Board inquiry on high-speed rail changes. There is no direct financial impact by this Receive and File report.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports strategic plan goals 1, 3 and 4. This receive and file supports Metro's partnership with other rail operators to improve service reliability and mobility, provide better transit

connections throughout the network and serves to implement the following specific strategic plan goals:

- Goal 1.2: Improve LA County's overall transit network and assets;
- Goal 3.3: Genuine public and community engagement to achieve better mobility outcomes for the people of LA County; and
- Goal 4.1: Metro will work with partners to build trust and make decisions that support the goals of the Strategic Plan.

ALTERNATIVES CONSIDERED

The alternative would be for the Board not to receive this report. This is not recommended as this response was requested by the Board.

NEXT STEPS

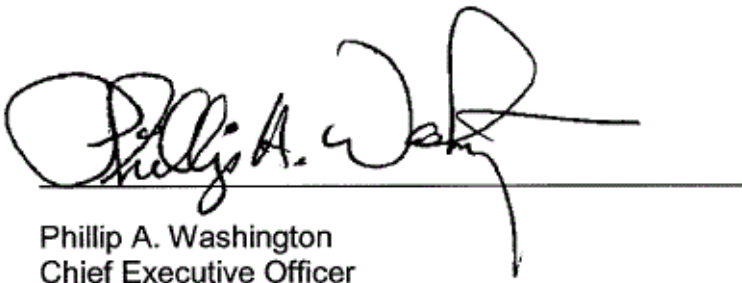
Staff will complete the Antelope Valley Line Study by June 2019 with recommendation for capital project advancements to be presented to the Metro Board for consideration in July 2019. Staff will continue to coordinate with Metrolink and CAHSR to advance the capital projects and seek funding for construction.

ATTACHMENTS

Attachment A-1 - Metrolink's Burbank to Anaheim Shovel-Ready Projects
Attachment A-2 - Metrolink's Antelope Valley Line Capital Program
Attachment B - CAHSR's Memorandum on Readiness in Response to Potential High-Speed Rail Changes

Prepared by: Brian Balderrama, Senior Director, Regional Rail, (213) 418-3177
Jeanet Owens, Senior Executive Officer, Regional Rail (213) 418-3189

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Phillip A. Washington
Chief Executive Officer



Burbank to Anaheim Shovel-Ready Projects Fact Sheet

The Corridor between Burbank and Anaheim is one of Metrolink’s busiest corridors that serves LOSSAN, Orange County bound trains, trains from both the Antelope Valley and the Ventura Lines, Amtrak, Union Pacific (UPRR), and Burlington Northern Santa Fe (BNSF). Metrolink owns and maintains the tracks along three subdivisions on this corridor: the Valley Subdivision, the River Subdivision, and the Orange Subdivision. The stretch of track between the River Subdivision and the Orange Subdivision is owned, dispatched, and maintained by BNSF.



Due to the age and deferred maintenance of the existing infrastructure when purchased in the early 1990s, and the heavy train traffic along these corridors, the segments between Burbank and Anaheim have a growing list of rehabilitation, state of good repair (SGR), and other construction projects that are shovel-ready and can break ground within 3-12 months of funding being allocated.

Currently, there are a number of capacity expansion projects in development within this corridor but due to their early stage of development will not be shovel ready within 3-12 months and thus are not considered shovel-ready.

The rehabilitation shovel-ready projects listed below have either the design complete or near completion or require little to no design using Metrolink’s standard plans and can move immediately into construction (many rehabilitation projects are like this). Metrolink also has the ability, using job order contracts, to begin construction almost immediately once funding is allocated on standard railroad projects such as rail, tie, and culvert replacements.

Priority	Capital Rehabilitation & Expansion Projects:	Project Benefit	Assemb./Senate Dist. No.	Total Projected Cost
1*	LAUS Track and Signal Modernization	Reliability	Assemb. 51 – Sen. 24	\$28,643,632
2	FY20 Valley Signal System Request	Reliability	Assemb. 43,51 – Sen 24,25	\$1,000,825
3	FY20 Facilities Request – CMF	Reliability	Assemb. 51 – Sen. 24	\$1,810,000
4	Burbank Jct – CP Taylor Track Improvements	Reliability	Assemb. 43,51 – Sen 24,25	\$13,400,000
5	River Sub Track Improvements CP Taylor to CP Chavez	Reliability	Assemb. 51,53 – Sen. 24	\$4,500,000
6	Station Communications Upgrades – Burbank to Anaheim	Customer Experience	Assemb. 43, 51, 53, 68, 69 – Sen. 24, 25, 29, 34, 37	\$1,720,000
7	River Sub West Bank Track Improvements - Chavez to Redondo	Reliability	Assemb. 53 – Sen. 24	\$6,000,000
8	Orange Sub Grade Crossing Warning System Rehabilitation – Fullerton to Anaheim	Safety and Reliability	Assemb. 68, 69 – Sen. 29, 34, 37	\$2,300,000
9	Valley Sub Siding Tracks, Spur Tracks and Turnout Rehabilitation	Reliability	Assemb. 43,51 – Sen 24,25	\$2,000,000
10	Orange Sub Signal Rehabilitation – Fullerton to Anaheim	Safety and Reliability	Assemb. 68, 69 – Sen. 29, 34, 37	\$300,000
11	Valley Signal Rehabilitation between Burbank and CP Taylor	Reliability	Assemb. 43,51 – Sen 24,25	\$1,300,000
12	River Sub Bridge 3.35 Grading, Drainage, and Fencing	Safety and Security	Assemb. 51 – Sen. 24	\$300,000
13	River Sub Signal Rehabilitation – CP Taylor to Redondo	Reliability	Assemb. 51,53 – Sen. 24	\$3,500,000
14	Burbank to Los Angeles Lubricator Replacements and Enhancements	SGR	Assemb. 43,51 – Sen 24,25	\$1,000,000

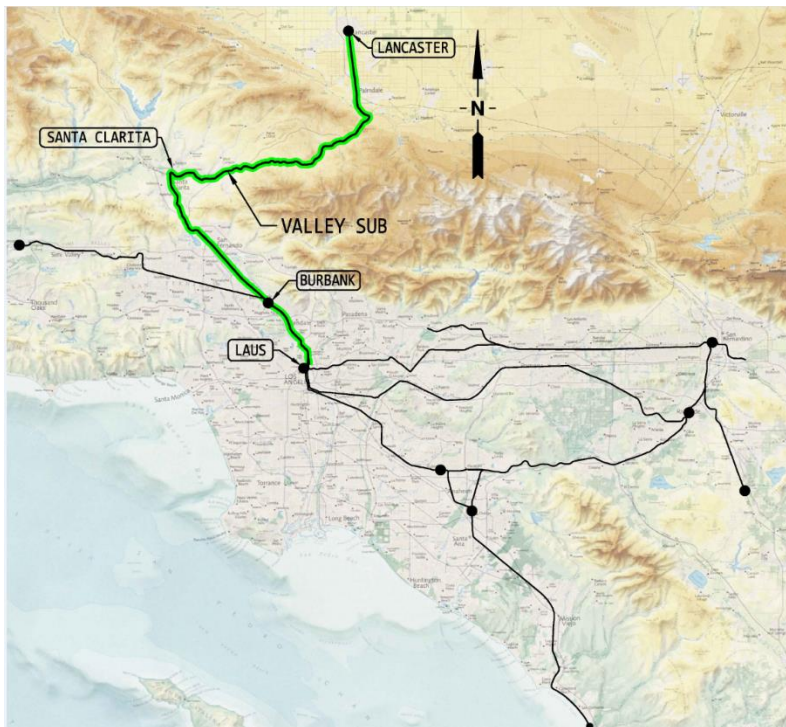
15	Main St – West Bank Crossing Track Rehabilitation	SGR	Assemb. 51 – Sen. 24	\$650,000
16	Fencing/Slope Stabilization between Capitol and Dayton	Safety and Security	Assemb. 51 – Sen. 24	\$250,000
17	Valley Sub Grading and Ditching between Chevy Chase and Colorado and Glendale Fwy to CP Taylor	SGR	Assemb. 43,51 – Sen 24,25	\$1,500,000
18	Replacement of East and West Diamonds into CP Mission	Reliability	Assemb. 51 – Sen. 24	\$1,600,000
19	Orange-Olive Wye Modernization and Signal Improvements	Operational Efficiencies and Reliability	Assemb. 68 – Sen. 37	\$5,000,000
20	Orange Siding and Spur Tracks – MSEP Phase 2	Operational Efficiencies and Reliability	Assemb. 69 – Sen. 29	\$3,000,000
21	“Roundhouse” Lead Rehabilitation – Siding Track to Amtrak Yard	SGR	Assemb. 53 – Sen. 24	\$500,000
Total				\$80,274,457

*LAUS Track and Signal Modernization project is partially funded, with a funding gap of approximately \$28.6M for the preferred Scope of Work.



Antelope Valley Line Capital Program – Fact Sheet

The Antelope Valley Line is one of Metrolink’s busiest lines that brings passengers from Lancaster into Los Angeles, passing through both the Antelope and San Fernando Valleys. Due to the age and deferred maintenance of the existing infrastructure when purchased in the early 1990s, and the mountainous geography that this line traverses, the Antelope Valley Line requires a combination of Capital Rehabilitation projects and Capital Expansion projects to provide reliable service and enable more frequent passenger service in the future. There are existing structures that date back as far as the 1930s, which are in dire need of replacement to maintain reliable services for our existing operation and proposed service increases.



Metrolink’s Rehabilitation Plan prioritizes rehabilitation needs throughout the system using a condition and performance-based assessment methodology. Rehabilitation projects along the Antelope Valley Line listed below address large scale issues in two primary areas: (1) the most geographically difficult area between Palmdale and Santa Clarita; and (2) the busiest section of track between Burbank and Los Angeles. In addition, the initial goal of Metrolink’s Southern California Optimized Rail Expansion (SCORE) program

for the Antelope Valley line is to enable reliable bi-directional 30-minute service to Santa Clarita and an hourly peak express train to Lancaster.

The prioritized list below includes both Rehabilitation and Capital Expansion projects. The Rehabilitation projects are prioritized ahead of the Expansion projects to ensure reliable service is provided for the existing operations, regardless of when the Expansion projects are implemented. However, it is assumed that the Expansion projects, with priority rankings 6 through 14 below, include rehabilitation of the existing infrastructure within the project footprint, bringing the assets up to a State of Good

Repair and ensuring the reliability of service into the future. Rehabilitation projects have been identified in the MRP and Expansion projects have been identified in the SCORE Program.

Priority	Capital Rehabilitation & Expansion Projects:	Total Projected Cost
1*	Tunnel 25 Track and Drainage	\$10,000,000
2*	Burbank Jct. – CP Taylor Track Improvements	\$13,400,000
3*	Valley Rail and Ties between Palmdale and CP Soledad**	\$37,500,000
4*	Valley Culverts between Palmdale and CP Soledad (36 Total)	\$18,849,246
5*	Valley Signal Rehabilitation	\$3,156,030
6	Balboa Siding Extension and Speed Improvements	\$41,800,000
7	Santa Clarita Double Track	\$95,400,000
8	Brighton-Roxford Double Track	\$214,400,000
9	Lancaster Terminal Improvements	\$27,300,000
10	Saugus-Hood Double Track	\$41,600,000
11	Acton Downtown Double Track	\$56,000,000
12	Expanded Maintenance Facilities	\$68,300,000
13	Palmdale-Lancaster Double Track	\$127,300,000
14	Ravenna-Agua Dolce Double Track	\$77,300,000
Total		\$832,305,276

*Rehabilitation Project. Does not include FY20 Capital Rehabilitation Projects.

**Project includes resiliency upgrades from wood to concrete ties along portions of mountainous curved track. These upgrades have a large upfront cost but reduce Operating Maintenance costs long-term due to the longer life of these investments.



RE: Readiness in Response to Potential High-Speed Rail Changes

The California High-Speed Rail Authority (Authority) is providing the Los Angeles County Metropolitan Transportation Authority (Metro) with this memo in response to the motion presented at the Metro Board meeting on February 28, 2019 titled: Readiness in Response to Potential High-Speed Rail Changes. The motion was initiated so that Metro staff can understand how changes to the high-speed rail project might impact the region and to combine efforts with local and state partners to identify and promote critical projects that can provide mutual benefits.

In Governor Newsom's State of the State address delivered on February 12, 2019, the Governor did not change the Authority's approach with respect to project delivery in Southern California. The Governor stated a commitment to continue advancing regional bookend projects north and south, and to finish environmental clearance for the statewide Phase 1 system including the Southern California project sections between Bakersfield and Anaheim. Nevertheless, while there are no recent changes to the high-speed rail project that may impact the Southern California region, the Authority is glad to provide Metro staff with information that may be helpful for a response to the Metro Board motion.

Text from the Metro Board motion are provided in italics within this memo. Information from the Authority in response to the motion is provided below each section of text.

***Paragraph 1:** A great amount of uncertainty remains over potential impacts to the Los Angeles region as a result of any changes to the California High-Speed Rail project. Metro and the Authority have entered into a funding agreement for the critical Rosecrans/Marquardt grade separation, and a Memorandum of Understanding (MOU) for the Link Union Station project.*

Authority Response: The Rosecrans/Marquardt Project Management and Funding Agreement (PMFA) signed by the Authority and Metro in May 2018 remains in effect, with a maximum Proposition 1A funding commitment of \$76.665 million towards this important grade separation project.

The Authority will direct the remaining \$423.335 million in Proposition 1A Southern California early investment funding to the Link Union Station (Link US) project, as stated in the Authority's 2018 Business Plan adopted by the Authority Board in May 2018. This direction is also consistent with Senate Bill 1029 signed into law in July 2012 that legislatively appropriated \$500 million in funding to Southern California early investment projects, a letter sent by former Governor Brown to the Metro Board in March 2017 that affirms a commitment to the Link US early investment project (provided as an attachment to this memo), and Governor Newsom's State of the State address in February 2019 that called for completion of regional bookend projects in Southern California. The decision on the Proposition 1A funding allocation to the Link US project is final. The Authority and Metro are currently completing the required administrative steps, including developing the Link US subdivision (d) funding plan.

This \$500 million in Proposition 1A bookend funding is in addition to about \$388 million of Proposition 1A connectivity funding for major capital projects in Southern California including Metro's Regional Connector, SCRRRA's new Tier 4 locomotives, and San Diego MTS Blue Line improvements.

***Paragraphs 2 and 3:** The Authority, Metro, and other Southern California partner agencies also entered into an MOU in 2012 for the purpose of identifying and investing in local rail corridors to prepare for future integrated service and operations. This MOU identified a "prioritized rail improvement list"*

(PRIL), resulting from a collaborative process, for a region-wide series of improvements and enhancements, including the HSR phase 1 corridor and feeder rail corridors, that would support a blended systems/operations model.

A majority of the PRIL projects are in Los Angeles County and a significant number of those fall on the Metrolink Antelope Valley Line (AVL), between Palmdale (where a future HSR station is to be built) and Union Station. The AVL plays a critical role in connecting North Los Angeles County, Union Station and cities in between, carrying the third highest ridership in Metrolink's commuter rail system, reducing the equivalent of one lane of traffic from major freeways during peak commute hours, and removing approximately 1,000,000 weekday automobile trips per year.

Authority Response: The State of California has invested over \$1.3 billion in 13 PRIL projects since the year 2012 Southern California MOU was executed, as shown in the table below.

PRIL#	County	Description	Lead Agency	Project Cost, in millions	State Funds, in millions	State Funds, percentage
1	LA	Link Union Station	Metro	\$2,100.0	\$845.5	40.3%
4	Riv	McKinley St Grade Separation	RCTC	\$91.3	\$84.5	92.5%
5	SB	CP Lilac to CP Rancho Double Track	SBCTA	\$72.0	\$2.3	3.2%
6	SD	San Onofre to Pulgas Double Track	SANDAG	\$67.7	\$38.9	57.4%
9	Riv	Jurupa Rd Grade Separation	RCTC	\$108.4	\$108.4	100.0%
14	Ora	Laguna Niguel to SJ Capistrano Siding	OCTA	\$30.8	\$7.9	25.7%
16	SD	Elvira to Morena Double Track	SANDAG	\$192.0	\$66.0	34.4%
30	SD	Sorrento to Miramar Phase 2	SANDAG	\$98.0	\$2.0	2.0%
31	LA	Vincent Siding Extension and Platform	Metro	\$17.4	\$8.2	47.1%
32	LA	Rosecrans/Marquardt Grade Separation	Metro	\$156.4	\$107.7	68.8%
38	LA	Raymer to Bernson Double Track	Metro	\$104.4	\$6.3	6.0%
40	LA	Van Nuys Station Platform	SCRRA	\$34.9	\$31.1	89.1%
48	LA	Durfee Grade Separation	ACE	\$91.1	\$2.7	3.0%
Total				\$3,164.5	\$1,311.4	41.4%

Notes:

- County abbreviations – LA: Los Angeles, Ora: Orange, Riv: Riverside, SB: San Bernardino, SD: San Diego.
- Lead Agency abbreviations – ACE: Alameda Corridor-East Construction Authority, Metro: Los Angeles County Metropolitan Transportation Authority, OCTA: Orange County Transportation Authority, RCTC: Riverside County Transportation Commission, SANDAG: San Diego Association of Governments, SBCTA: San Bernardino County Transportation Authority, SCRRA: Southern California Regional Rail Authority.
- Project Cost is the latest available estimated total project cost reported by the lead agency.
- State Funds include the following state funding sources: Proposition 1A, Transit Intercity and Rail Capital Program (TIRCP), Cap and Trade, Senate Bill (SB) 1, SB 132, State Transportation Improvement Program (STIP), California Public Utilities Commission (CPUC) Section 190, Proposition 1B, Proposition 116, and Caltrans' Division of Rail.
- A Proposition 1A funding commitment of \$423.3 million for Link Union Station, and a \$5.0 million funding commitment from CalSTA and Caltrans, are in progress. These amounts are included in the state funding of \$845.5 million indicated for the project.

The State's investment of over \$1.3 billion in the PRIL projects includes about \$1.0 billion in funding for projects in Los Angeles County, of which \$853.7 million is going towards projects located on the Metrolink AVL Line (#1: Link Union Station, #31: Vincent Siding Extension).

The Authority is also environmentally clearing four Southern California project sections of the high-speed rail Phase 1 system: Bakersfield to Palmdale, Palmdale to Burbank, Burbank to Los Angeles, and Los Angeles to Anaheim. This includes the environmental clearance of 20 PRIL projects, including 13 projects in Los Angeles County of which 9 are located on the AVL Line:

- #3: State College Blvd Grade Separation (Orange County)
- #8: Ball Rd Grade Separation (Orange County)
- #12: Orangethorpe Ave Grade Separation (Orange County)
- #20: Lancaster to Palmdale Double Track (Los Angeles County – AVL Line)
- #26: Sycamore St Closure (Orange County)
- #33: Norwalk Blvd / Los Nietos Rd Grade Separation (Los Angeles County)
- #35: Glendale Slide Relocation (Los Angeles County – AVL Line)
- #36: Glendale Station Redesign (Los Angeles County – AVL Line)
- #43: Sheldon St Grade Separation (Los Angeles County – AVL Line)
- #45: Chevy Chase Closure / Goodwin Ave Grade Separation (Los Angeles County – AVL Line)
- #52: Grandview Ave Grade Separation (Los Angeles County – AVL Line)
- #53: Sonora Ave Grade Separation (Los Angeles County – AVL Line)
- #63: Alondra Blvd Grade Separation Reconstruction (Los Angeles County)
- #64: Carmenita Rd Grade Separation Widening (Los Angeles County)
- #66: Pioneer Blvd Grade Separation (Los Angeles County)
- #67: Vermont Ave Grade Separation (Orange County)
- #68: South St Closure (Orange County)
- #69: Penrose St Closure (Los Angeles County – AVL Line)
- #70: Broadway St Grade Separation (Orange County)
- #73: Main St Grade Separation (Los Angeles County – AVL Line)

Within the portion of the AVL Line between Lancaster and Palmdale, the Authority is environmentally clearing projects that include adding a second mainline track for Metrolink service, adding a high-speed rail station in Palmdale that will be used by future California high-speed rail service and XpressWest service to/from Las Vegas, 11 new grade separations for both Metrolink and high-speed rail trains, and a new high-speed rail maintenance facility that could potentially be shared with Metrolink. The Authority is glad to discuss additional opportunities to improve the AVL Line with Metro.

In summary:

- The State of California has provided over \$1.3 billion in funding towards the design and construction of 13 PRIL projects since the year 2012 MOU was executed. About \$1.0 billion of that investment is going towards six projects in Los Angeles County, of which \$853.7 million is going towards two projects located on the Metrolink AVL Line.
- The Authority is environmentally clearing 20 other PRIL projects; 13 are in Los Angeles County of which 9 are located on the Metrolink AVL Line. Environmental clearance of these projects is an important step that is necessary for the Authority and/or other agencies to advance these projects into final design and construction.

Paragraph 4: *It is important that Metro take this opportunity to engage local and state partners to understand how any changes to the HSR project might impact the region and to combine efforts to identify and promote critical projects that can provide mutual benefits, should an opportunity arise to advance them.*

Authority Response: The Authority has coordinated closely with our local and state partners since execution of the year 2012 Southern California MOU. Staff from each of the 2012 MOU signatory agencies participated in the Southern California Passenger Rail Partners Working Group, which was formed to maintain the list of early investment projects in Southern California, develop funding plans for projects on the list, and work collaboratively to implement projects consistent with the commitments made in the year 2012 MOU. As noted in our response to Paragraphs 2 and 3, the State of California has invested over \$1.3 billion in 13 PRIL projects since the year 2012 MOU was executed.

In its 2016 and 2018 Business Plans, the Authority identified the rail corridor connecting Burbank, Los Angeles, and Anaheim as being of regional and statewide significance, critical to supporting the Southern California economy. The Authority and its partners are focusing on modernizing and improving this shared urban mobility corridor because:

- The corridor facilitates cargo movements to and from the Ports of Los Angeles and Long Beach, the nation's two busiest ports based on container traffic.
- The corridor is part of the nation's second busiest Amtrak line and is served by four of Metrolink's seven regional rail lines.
- The corridor will be an essential link in the statewide high-speed rail system, connecting with some of California's most significant tourist, entertainment, cultural and business destinations.

Working with our partners to improve the Burbank to Anaheim rail corridor will have tremendous benefits for the region including enhanced capacity and reliability for all rail operators in the corridor, improved safety and air quality, increased passenger rail ridership, and reduced traffic congestion. The "Triple Bottom Line" objectives of this work are to: improve safety and state of good repair, protect and enhance existing services, and establish the foundation for introduction of high-speed rail service.

The Authority recently partnered with Metro, SCRRA, the LOSSAN Rail Corridor Agency, and BNSF Railway and applied in January 2018 to the California State Transportation Agency (CalSTA) for funding from the Transit and Intercity Rail Capital Program (TIRCP). The application, submitted by SCRRA as the lead agency, was for the Southern California Optimized Rail Expansion (SCORE) Program which would fundamentally transform, expand, connect and improve regional rail service throughout Southern California in advance of the Los Angeles 2028 Summer Olympics. CalSTA awarded a TIRCP grant of \$875.7 million to SCRRA in April 2018 for the SCORE Program.

SCRRA subsequently developed its multi-year allocation plan for the SCORE Program that included \$398.4 million to the Link US project and \$477.3 million for numerous additional regional rail investments throughout Southern California, including double-track projects, grade separations, station improvements and maintenance facilities. The Authority, CalSTA, SCRRA, and BNSF worked together to identify early action projects for implementation in the Burbank to Anaheim rail corridor during the next five years, including:

- Relocation of the Commerce Metrolink station, which will enable the separation of passenger trains and freight trains near the BNSF Commerce Yard.

- The Fullerton Interlocker project, which will help untangle passenger and freight train crossing movements near the Fullerton Metrolink and Amtrak station.
- A passenger track flyover between I-710 and I-5, which will help enhance capacity, reliability, and on-time performance in the corridor.

The Authority has also coordinated closely with Metro on project-level environmental clearance work since 2015:

- In February 2015, the Authority and Metro executed a contract for Metro to engage with Authority staff to complete the Authority's environmental clearance of high-speed rail service in Southern California and to make sure that high-speed rail trains can operate in a shared urban corridor. Through this agreement, Metro has reviewed the Authority's draft preliminary engineering work and provided comments to the Authority.
- In May 2016, the Authority and Metro executed a contract for the Authority to share project development costs for the integration of high-speed rail service at Los Angeles Union Station (LAUS) in downtown Los Angeles, for up to \$15.0 million. The Authority and Metro executed an amendment in August 2017 to increase the contract value from \$15.0 million to \$18.7 million. Through this agreement, the Authority has reviewed Metro's environmental and preliminary engineering work for the Link US project and provided comments to Metro.

The Authority's environmental clearance work is essential to implement a number of the PRIL projects (as identified in our response to Paragraphs 2 and 3), to make investments on the AVL Line in the Antelope Valley, and to move forward with early action projects in the Burbank to Anaheim shared urban mobility corridor.

These activities collectively demonstrate the Authority's ongoing commitment to work with our local and state partner agencies to modernize the passenger and freight rail network in Southern California, and advance early investment projects that bring mobility, reliability, and connectivity benefits to Southern California travelers in an expedited timeframe. The Authority will continue to work with Metro and our partners to deliver projects throughout the region.

Actions Requested by the Metro Board for the Metro CEO to take:

- A. *Acknowledge the importance of connectivity through a Palmdale station to maximize regional integrated operations, and the importance of working towards the advancement of funding for critical projects in the Los Angeles region.*

Authority Response: The Authority agrees with the importance of multimodal connectivity in the City of Palmdale. The Authority has been working closely with the City of Palmdale to develop a station area plan for the area adjacent to the Palmdale Transportation Center. The intent of this work is to plan for expanded regional rail services, expanded local and commuter bus services, new California high-speed rail service, and new XpressWest service to Las Vegas via the future High Desert Corridor.

- B. *Engage with the office of Governor Newsom, the Authority, and the California State Transportation Agency (CalSTA) to explore how the Governor's proposed changes to the HSR project might affect the Palmdale to Burbank, Burbank to Union Station, and Union Station to Anaheim segments, and identify what opportunities might be available to advance critical regional improvements.*

Authority Response: As noted in our response to Paragraph 4, the Authority welcomes further discussion with Metro and our partner agencies on opportunities to advance critical regional improvements throughout Southern California.

C. Engage Metrolink, CalSTA, and the Authority to begin coordinating efforts to identify specific projects to propose for advancement, taking into consideration the State Rail Plan, Metrolink's SCORE program, SCAG's ongoing RTP effort, the forthcoming Antelope Valley Line study, and the countywide Freight & Goods Movement Strategic Plan.

Authority Response: The Authority has coordinated closely with SCRRA on development and implementation of the Metrolink SCORE Program over the past year. The Authority provided input to the California Department of Transportation (Caltrans) for the California State Rail Plan in 2016 and 2017, and was in contact with the Southern California Association of Governments (SCAG) regarding development of SCAG's 2020 RTP/SCS earlier this year. The Authority has also discussed Metro's ongoing Antelope Valley Line study and development of the countywide Freight & Goods Movement Strategic Plan with Metro staff earlier this year.

The Authority welcomes further discussion with Metro, SCRRA, CalSTA, SCAG, and Caltrans on ways to advance specific projects that are described or will be described in these plans and studies. The Authority believes there is strong alignment between the goals and objectives of these agencies with respect to improving the passenger and freight rail network in Southern California, which provides a solid foundation for moving forward with project implementation.

D. Report back to the Board in 90 days with an update on progress and findings.

Authority Response: The Authority intends for this memo to provide information to Metro that may be helpful as Metro staff prepares an update to the Metro Board.

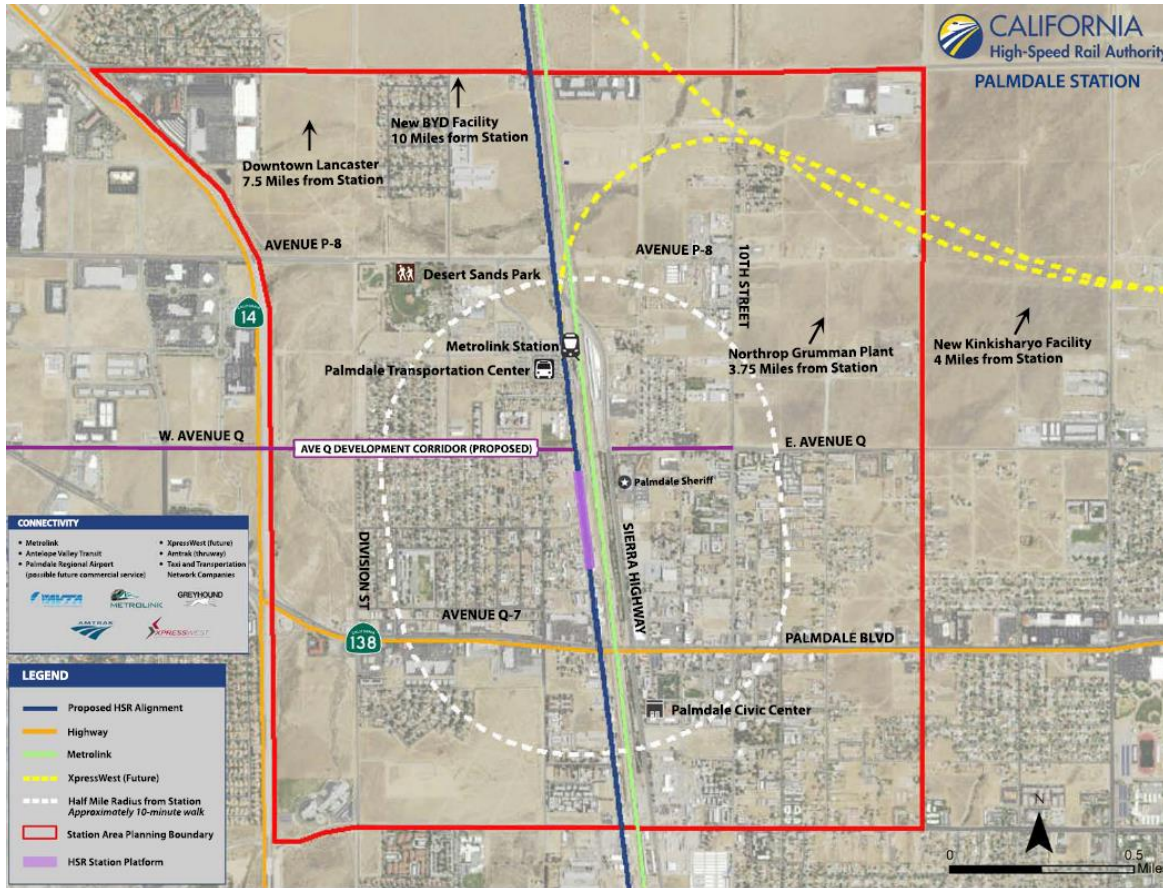
Readiness in Response to Potential High Speed Rail Changes

- A. Acknowledge the importance of connectivity through a Palmdale station to maximize regional integrated operations, and the importance of working towards the advancement of funding for critical projects in the Los Angeles region;
- B. Engage with the offices of Governor Newsom, the California High Speed Rail Authority (CAHSR), and the State Transportation Agency (CalSTA), to explore how the Governor's proposed changes to the HSR project might affect the Palmdale to Burbank, Burbank to Union Station, and Union Station to Anaheim segments, and identify what opportunities might be available to advance critical regional improvements, and;
- C. Engage Metrolink, CalSTA, and the CAHSR to begin coordinating efforts to identify specific projects to propose for advancement, taking into consideration the State Rail Plan, Metrolink's SCORE program, SCAG's ongoing RTP effort, the forthcoming Antelope Valley Line study, and the countywide Freight & Goods Movement Strategic Plan.

Metro Planning and Programming Committee Meeting

May 15, 2019

Palmdale Transportation Center (PTC)



CALIFORNIA High-Speed Rail Authority
PALMDALE STATION

This will be a new high speed rail station that features a Metrolink station with local and commuter bus hub.



This multi-modal PTC is described in the 2018 State Rail Plan, Southern California Association of Government's Regional Transportation Plan (2016 – 2040) and California High Speed Rail Authority 2018 Business Plan.

Engagement with the office of the Governor

1. At staff's recent meetings with CAHSR and Calsta have confirmed that there are **no changes to the HSR plan** outlined in the CAHSR 2018 Business Plan.
2. Staff from Metro's Government Relations, County-wide Planning and Regional Rail **engages regularly** with the office of the Governor, the State Transportation Agency (CalSTA), CAHSR, State Senators and Assembly members.
3. Staff continues to discuss the progress CAHSR's contribution totaling **\$500 million to the bookend projects** of the Link Union Station and the Rosecrans Marquardt Grade Separation Projects with CalSTA and CAHSR.

California Senate Hearing on HSR

On March 26, 2019, staff was invited to testify at the High Speed Rail Joint Informational Hearing of the Senate Transportation Committee & Senate Budget Sub-committee at the State Capital along with Metrolink and Caltrain.

Staff testified on the significant benefits that can come from CAHSR **making more new investments in the existing rail infrastructure system in Southern California** especially in Los Angeles County, specifically Lancaster, Palmdale and Burbank to Los Angeles that **will provide immediate benefits** that speed up rail service in Southern California with **decreased travel times** as well as **improved commutes for people in Southern California** who are already making two to three hour commutes one way.

Opportunities to Advance Critical Regional Improvements

A future HSR blended service/blended operations system totaling \$1.044 billion or \$522 million of new potential CAHSR investments, specifically along the Metrolink Antelope Valley Line which is also used by the LOSSAN/Amtrak service from Burbank to Lo Angeles Union Station as listed below:

Metrolink Antelope Valley Line - \$1.044 Billion

1. Lancaster Terminal Improvements - \$27.3 million
2. Palmdale Lancaster Double Track - \$127.3 million
3. New multi-modal Palmdale Transportation Center - \$70 million
4. Rancho Vista Boulevard Grade Separation - \$100 million
5. Acton Downtown Double Track - \$40.2 million
6. Ravenna-Agua Dolce Double Track - \$56.3 million
7. Saugus-Hood Double Track - \$41.6 million
8. New multi-modal Vista Canyon Maintenance Facilities \$68.3 million
9. Santa Clarita Double Track - \$75.2 million
10. Tunnel 25 Track - \$10 million
11. Balboa Double Track Extension - \$41.8 million
12. Brighton to Roxford Double Track - \$226 million
13. Doran Street and Broadway/Brazil Grade Separation - \$160 million

Additional Feedback from Metrolink

Metrolink provided fact sheets to address HSR blended service/blended operations new investment on the Antelope Valley Line and shovel ready projects within the Metrolink system shown as attachments A-1 and A-2 to this board report. Below are some additional capital rehabilitation and expansion projects not included in the \$1.044 Billion investment needed for Southern California:

Capital Rehabilitation & Expansion Projects:	Total Projected Cost
LAUS Track and Signal Modernization	\$28,643,632
FY20 Valley Signal System Request	\$1,000,825
FY20 Facilities Request – CMF	\$1,810,000
Burbank Jct – CP Taylor Track Improvements	\$13,400,000
River Sub Track Improvements CP Taylor to CP Chavez	\$4,500,000
Station Communications Upgrades – Burbank to Anaheim	\$1,720,000
River Sub West Bank Track Improvements - Chavez to	\$6,000,000

Capital Rehabilitation & Expansion Projects:	Total Projected Cost
Orange Sub Grade Crossing Warning System Rehabilitation – Fullerton to Anaheim	\$2,300,000
Valley Sub Siding Tracks, Spur Tracks and Turnout Rehabilitation	\$2,000,000
Orange Sub Signal Rehabilitation – Fullerton to Anaheim	\$300,000
Valley Signal Rehabilitation between Burbank and CP Taylor	\$1,300,000
River Sub Bridge 3.35 Grading, Drainage, and Fencing	\$300,000
River Sub Signal Rehabilitation – CP Taylor to Redondo	\$3,500,000
Burbank to Los Angeles Lubricator Replacements and Enhancements	\$1,000,000

Additional Feedback from CAHSR



CALIFORNIA High-Speed Rail Authority

RE: Readiness in Response to Potential High-Speed Rail Changes

CAHSR provided response to comments in attachment B to this board report regarding the board motion to illustrate their continued commitment to book-end investments and breakdown of state funding to-date by sources toward Southern California capital projects.



Metro



Board Report

File #: 2019-0219, **File Type:** Motion / Motion Response

Agenda Number: 11.

**PLANNING AND PROGRAMMING COMMITTEE
MAY 15, 2019**

SUBJECT: RIO HONDO CONFLUENCE STATION FEASIBILITY STUDY

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE update on the Rio Hondo Confluence Station Feasibility Study.

ISSUE

At the December 2018 meeting, the Board approved Motion 15.1 (Attachment A) to conduct a feasibility study of a potential West Santa Ana Branch (WSAB) station at the confluence of the Los Angeles River and the Rio Hondo Channel (Confluence). This report provides an update on the status of the feasibility study.

BACKGROUND

The West Santa Ana Branch (WSAB) Transit Corridor would travel over the Confluence area (Attachment B). Locating a station at the Confluence could connect light rail transit (LRT) with planned community uses in the area as part of the recently completed Lower Los Angeles River Revitalization Plan (LLARRP), should that vision be implemented. Doing so would also offer WSAB LRT access to each of the planned amenities while supporting potential economic development.

At the December 6, 2018 meeting, the Metro Board of Directors approved Motion 15.1 directing a separate, parallel feasibility study of a WSAB station at the Confluence area. The motion directed staff to:

- Fund a feasibility study and any necessary environmental clearance for a potential station at the confluence site;
- Commence the feasibility study immediately, with a determination of feasibility and whether to advance into environmental review made after the completion of the environmental documentation process for the WSAB Project;
- Participate with proponents seeking to design and implement the confluence area vision, which is set forth in the LLARRP;
- Work collaboratively with state, local and federal partners to secure funding for the capital improvements of the potential confluence site station, should Metro subsequently find the station would provide mobility value after consideration of a future study; and

- Report back to the Board in six months on the progress of the feasibility study.

DISCUSSION

Staff is currently finalizing the Statement of Work and the Independent Cost Estimate as part of the Request for Proposals (RFP) package that will be used to solicit qualified firms to conduct the feasibility study. Once finalized, the RFP package will be released this summer, and the contract will be awarded by winter of this year. The feasibility study is anticipated to be completed within 24 months of award date. Below is the anticipated schedule.

Phase	Date
Pre-procurement (Scope of Work, VCM review, DEOD Review etc.)	Spring/Summer 2019
Metro Releases RFP	Summer 2019
Notice of Award	Winter 2019
Prepare Feasibility Study	Winter 2019 - Winter 2021

EQUITY

The Feasibility Study conforms to the recently adopted Metro Equity Platform Framework through assessing the potential new benefits of enhanced mobility and regional access to the historically underinvested populations in the Project Area.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

The FY 2018-19 budget contains no funds for the feasibility study. Funds will need to be added to the

FY 2019-20 budget in Cost Center 4370 (Systemwide Team 3) in order to award the contract.

Impact to Budget

The funding for the feasibility study is in the Measure M Expenditure Plan. As these funds are intended for the feasibility study, they are not eligible for Metro bus and rail capital and operating expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The feasibility study will assess the need and benefit of a station at the Rio Hondo Confluence area. This directly supports Strategic Plan Goal 1: Provide high quality mobility options that enable people to spend less time traveling. The Study will evaluate the mobility value of a station at this location, consistent with Goal 1.

ALTERNATIVES CONSIDERED

The Board could decide not to release an RFP package to solicit services for the feasibility study. This alternative is not recommended as it would directly contradict the December Board Motion 15.1. The Board could also decide to delay the release of the RFP package until the completion of the WSAB environmental study. This alternative is not recommended however, as a delay in reaching a finding of feasibility for adding a station at the confluence could have potential impacts to the WSAB project schedule.

NEXT STEPS

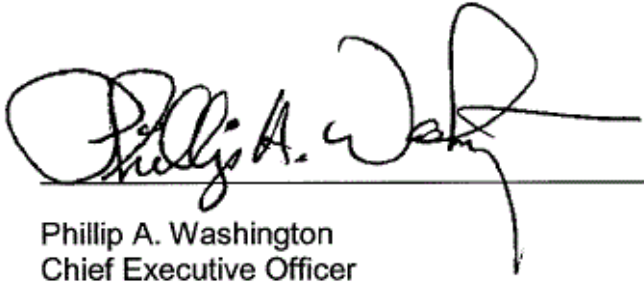
Staff will continue to prepare the RFP package for release in summer. Once the bidding window has closed, staff will review qualified proposals and award the contract in winter.

ATTACHMENTS

ATTACHMENT A - December 2018 Board Motion #15.1
ATTACHMENT B - Confluence Area Map

Prepared by: Meghna Khanna, Senior Director, Countywide Planning & Development, (213) 922-3931
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Reviewed by: Laurie Lombardi, Interim Chief Planning Officer, (213) 418-3251



Phillip A. Washington
Chief Executive Officer



Metro

Board Report

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

File #: 2018-0773, **File Type:** Motion / Motion Response

Agenda Number: 15.1

REGULAR BOARD MEETING DECEMBER 6, 2018

Motion by:

SOLIS, HAHN, BUTTS, RIDLEY-THOMAS & DUPONT-WALKER

The Los Angeles River is currently seeing unprecedented levels of investment. The recently completed Lower Los Angeles River Revitalization Plan (LLARRP) established a vision for the revitalization of the 19-mile south end of the river. Today, Los Angeles County is developing a master plan to reimagine all 51 miles of the Los Angeles River corridor and make it a destination for the county. In conjunction with these efforts, the State has dedicated \$100 million in Proposition 1 bond funding and an additional \$20 million through a budget appropriation for improvements to all 51 miles of the river. Much of this funding will be used to implement the LLARRP which proposes a slew of projects including a signature project at the Los Angeles River/Rio Hondo Confluence that would include a cultural center. The Los Angeles County Flood Control District with support of the First Supervisorial District have engaged a consultant team which includes subconsultant Frank Gehry, the renowned architect behind the Walt Disney Concert Hall in Downtown Los Angeles, to develop the Los Angeles River Master Plan and to plan the Confluence project .

The Confluence area and the surrounding cities make up one of the most disadvantaged and transit-dependent communities in the county with extremely low access to parks and high-quality transit. To address this, Los Angeles County voters passed Measures M and A in 2016 to enhance the county's transportation network and to increase access to parks. Measure A, which was passed with 75 percent voter approval, evaluated each community in the county through the Parks Needs Assessment and ranked the southeast cities as "Very High Need" areas.

Despite these challenges, the Confluence has already become a destination for the local community - the City of South Gate and Speaker of the California State Assembly Anthony Rendon have held movie nights and festivals at the nearby Hollydale Regional Park and the adjacent riverbed, drawing between 200 and 2000 people at each event. The cultural center will further entrench the Confluence as a community anchor and will be accompanied by park and open space improvements as proposed in the LLARRP including an amphitheater, bridge parks, and stormwater treatment facilities. Additionally, nearby developments including the \$470 million Rancho Los Amigos South Campus project are helping to spur economic growth.

The West Santa Ana Branch Transit Corridor passes over the Los Angeles River/Rio Hondo Confluence, which offers a unique opportunity to connect light-rail transit, multi-use trails along the

Los Angeles and Rio Hondo rivers, regional park space, and the cultural arts center all in one location. A new station located along the West Santa Ana Branch Transit Corridor at the Confluence would offer access to each of these amenities for residents from all over the county while spurring economic development.

A preliminary feasibility study cited station costs ranging from \$60 to \$100 million with associated schedule delays of 12 to 24 months. These costs and schedule delays have not been substantiated in detail and the station warrants further study to identify efficiencies. While there are substantial costs associated with the construction of any light-rail station, the costs for the Confluence Station can be minimized by a variety of factors. For example, as-built plans show that the existing railroad bridges over the Los Angeles and Rio Hondo rivers measure approximately 16 and 17.5 feet wide, respectively. To accommodate new tracks for the West Santa Ana Branch Transit Corridor, new railroad bridges would likely need to be constructed and can include a simple concrete-pad station platform as part of their designs. Opportunities for joint parking facilities could be explored at the nearby cultural center to eliminate or minimize costs for a dedicated station parking lot. Inclusion of the Confluence station in the project would also eliminate the need for robust first/last mile connections between the cultural center and the Firestone and Gardendale stations which could total tens of millions of dollars. The schedule delays related to US Army Corps approvals for the station platform would be included as part of the approvals for the construction of new bridges. US Army Corps involvement can be further minimized if station work is mostly located on the Rio Hondo due to this portion of the river being under Los Angeles County Flood Control jurisdiction. Eminent domain proceedings or lengthy acquisition periods can be shortened or eliminated entirely by utilizing one of the several pieces of land nearby owned by Los Angeles County or the City of South Gate.

This station would connect some of the county's most park-poor and disadvantaged communities to world-class transportation and recreational facilities and should not be precluded from being studied as part of the Draft Environmental Impact Statement (EIS)/Environmental Impact Report (EIR). The West Santa Ana Branch Transit Corridor Project Definition should be revised to include an optional station located at the Confluence and re-evaluated after the Draft EIS/EIR is prepared to determine the feasibility of the station.

SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR CONFLUENCE STATION

RECOMMENDATION

APPROVE motion by Solis, Hahn, Butts, Ridley-Thomas & Dupont-Walker that:

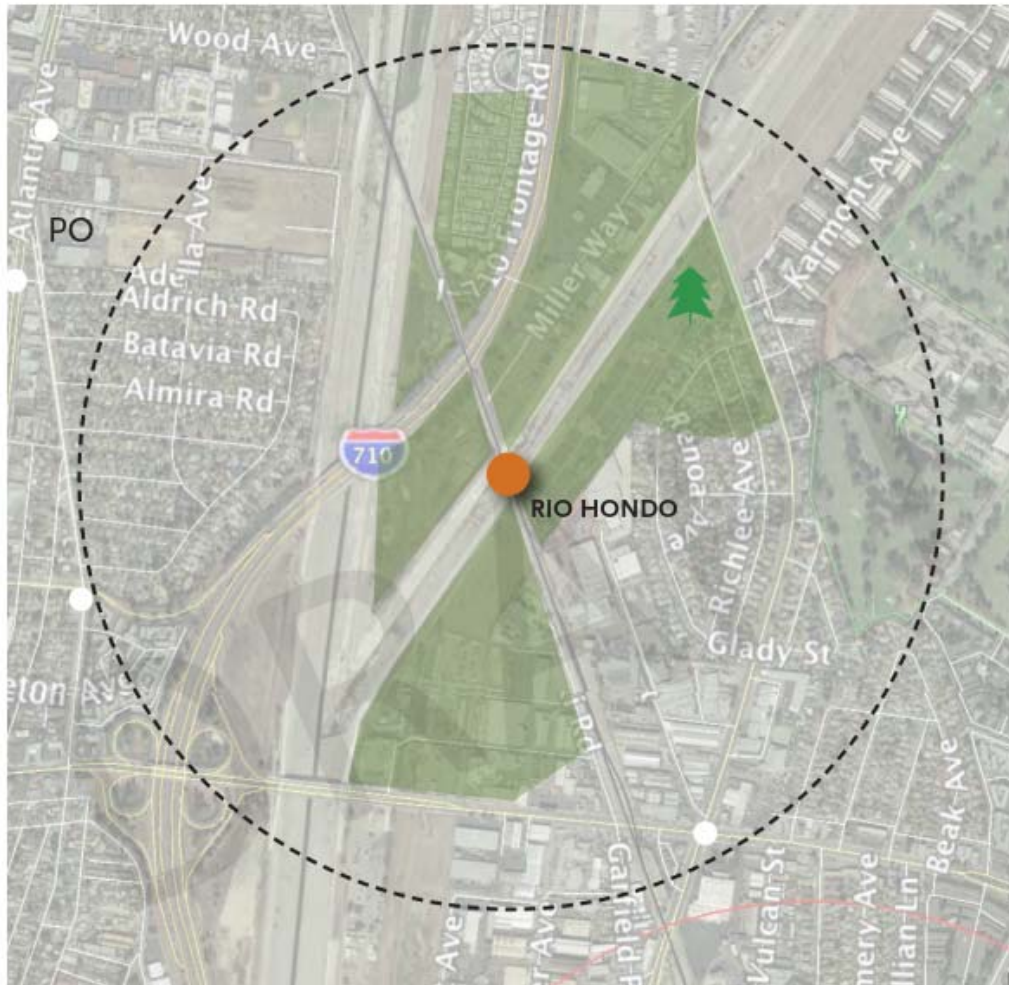
- A. Metro will fund the feasibility study and any necessary environmental clearance for a potential station at the confluence site;
- B. A feasibility study of a station at the confluence site shall commence immediately, with a determination of feasibility and whether to advance into environmental review made after the completion of the environmental documentation process for the Project;

- C. Metro staff shall participate with proponents seeking to design and implement the confluence area vision, which is set forth in the Lower Los Angeles River Revitalization Plan;

- D. Metro will work collaboratively with its state, local and federal partners to secure funding for the capital improvements of the potential confluence site station, should Metro subsequently find the station would provide mobility value after consideration of a future study;

- E. Metro will report back in 6 months on the progress of the feasibility study.

ATTACHMENT B
Confluence Area Map





Board Report

File #: 2019-0276, File Type: Motion / Motion Response

Agenda Number: 13.

PLANNING AND PROGRAMMING COMMITTEE MAY 15, 2019

SUBJECT: RESPONSE TO MOTION ITEM 17: METRO BIKE SHARE BUSINESS PLAN AND FARE STRUCTURE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE report on Metro Bike Share Business Plan and Fare Structure in response to Board Motion Item 17 on the Regular Board Meeting agenda, May 24, 2018.

ISSUE

Pursuant to Motion Item 17:

Through data collection and submittal to the State and Federal governments, MTA receives substantial funding annually for commuter ferry miles, vanpools and bus travel. Since implementation of the bike share program, the following data has been captured: total trips, 407,349; passes sold: 13,522; miles traveled: 1,185,389, emissions reduced: 1,126,119 pounds of CO2, not to mention traffic reduction. Clearly the reduction in vehicle miles traveled makes this eligible for Cap and Trade funds and possibly other sources of funding. At the very least we should be looking into these resources as a revenue stream to further advance and expedite the bike sharing program throughout the County.

At the May 24, 2018 the Metro Board of Directors submitted Motion Item 17 which directed staff to:

- Pursue qualifying MTA's bicycle programs as a transportation mode, which should be eligible for funding from State or Federal funds; and
- Report back with an update on staff efforts/information and a path forward with next steps.

The motion was amended to include a report back by the Planning Department and Office of Extraordinary Innovation on the feasibility and plans for Metro's Bike Share program. This report will detail efforts on the State and Federal level to support funding and advocacy for Metro's Bike Share program.

BACKGROUND

According to the Bike Share Business Plan report, which was submitted to the Board of Directors in

May of 2018, Metro's Board of Directors approved bicycles as a transportation mode in October 2013. January 2014 marked the Board's direction to establish a Countywide Bike Share system. Metro's Bike Share program launched in July 2016 - Phase I included 700 bikes at 61 stations throughout Downtown Los Angeles. Phase II included Pasadena, Port of Los Angeles and Venice - doubling the number of bikes and station locations. Costs to develop, market, implement, maintain and operate the program are shared by Metro and the participating jurisdictions in cooperative operating agreements.

DISCUSSION

State Eligibility and Advocacy Efforts

Currently, bike share is considered an eligible mode of transportation. This designates the Bike Share program for funding under the State's Active Transportation Program and a number of programs that are funded by the Greenhouse Gas Reduction Fund (GGRF/Cap and Trade). Metro was previously successful in receiving approximately \$7 million of GGRF grants. Metro, in partnership with the City of LA, successfully utilized the \$2.5 million for DTLA expansion to USC.

This is a fund source that the Planning staff can consider submission of Bike Share Program for future award cycles. Metro works with cities throughout the county to submit applications for Active Transportation Program funds, which are partially funded through SB 1 dollars. This funding program is competitive, and in Cycle 4 of the program - Los Angeles County received over \$88 million in funding. The CTC's discretionary program includes a rigorous application process, wherein projects showing significant GHG reductions while demonstrating direct benefits to Cal-EnviroScreen designated disadvantaged communities are given priority. In support of the agency's 2019 State Legislative Program Goals, staff will advocate for funding for Metro's first/last mile, bike and pedestrian projects under the State's Active Transportation and Local Planning Grants programs.

Federal Eligibility and Advocacy Efforts

On the federal level, bike share systems are not currently considered an eligible mode of transit for federal formula funding. In support of the agency's 2019 Federal Legislative Program Goals, staff will continue to communicate Metro's support for funding for bike share on the federal level as well express support for legislation and/or legislative provisions that would designate bike share as an eligible mode - to gain access to additional potential funding.

During the 115th Congress, which ended in December of 2018, Congressman Earl Blumenauer (D-OR), a senior member of the House Ways and Means Committee, sponsored legislation to allow bike share systems to be eligible for federal funding. With an appreciation that Congressman Blumenauer has not yet reintroduced this bill in the current 116th Congress, Metro is working closely with his senior professional staff to support the goals of the bill and having its provisions embedded in any future transportation legislation that moves through Congress. In addition to working with Congressman Blumenauer's office, we are working with the transit associations and our Los Angeles County Congressional Delegation to support the legislative goal of defining bike share as an eligible mode of transit at the federal level.

Considerations

Metro staff is always looking for long term funding stream for Bike Share and other micro mobility

programs. There is always a question of funding sources - most discretionary grant programs cover infrastructure/capital costs. We are working on ways to ensure that Operations and Maintenance - including the purchase of bikes as a covered expense in the future.

FINANCIAL IMPACT

The estimated financial impact has yet to be determined.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Motion response supports strategic plan goal # 4.2: Metro will help drive mobility agendas, discussions and policies at the state, regional and national levels.

NEXT STEPS

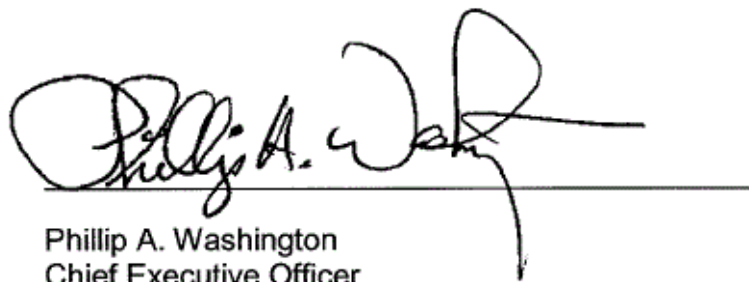
Should the Board RECEIVE AND FILE this report, staff will communicate the Board's position through the execution of the State and Federal Legislative Program Goals throughout the State Legislative and Federal Congressional sessions. Pursuant to the Board's direction, staff will aggressively pursue additional funding for the Metro Bikeshare program in various state and federal funding processes.

ATTACHMENTS

Attachment A - Board Motion - Item 17, May 2018

Prepared by: Desarae Jones, State Affairs Administrator, (213) 922-2230
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Michael Turner, Deputy Executive Officer, Government Relations, (213) 922-2122

Reviewed by: Yvette Rapose, Chief Communications Officer (Interim), (213) 418-3154



Phillip A. Washington
Chief Executive Officer

REGULAR BOARD MEETING

MAY 24, 2018

Motion by: Najarian and Barger

Item 17: Metro Bike Share Business Plan and Fare Structure

Through data collection and submittal to the State and Federal governments, MTA receives substantial funding annually for commuter ferry miles, vanpools and bus travel. Since implementation of the bike share program, the following data has been captured: total trips, 407,349; passes sold: 13,522; miles traveled: 1,185,389, emissions reduced: 1,126,119 pounds of CO₂, not to mention traffic reduction. Clearly the reduction in vehicle miles traveled makes this eligible for Cap and Trade funds and possibly other sources of funding. At the very least we should be looking into these resources as a revenue stream to further advance and expedite the bike sharing program throughout the County.

APPROVE Motion by Najarian and Barger that the CEO direct staff to pursue qualifying MTA's bicycle programs as a transportation mode, which should be eligible for funding from State or Federal funds; and

FURTHER MOVE that staff report back to the Board in 60 days with an update on staff efforts/information and a path forward with next steps.



Board Report

File #: 2018-0584, File Type: Contract

Agenda Number: 14.

PLANNING AND PROGRAMMING COMMITTEE MAY 15, 2019

**SUBJECT: PURPLE LINE SECTIONS 2 AND 3 FIRST/LAST MILE PLAN AND GUIDELINES
CONTRACT MODIFICATION**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Modification No. 1 to Task Order No. AE115994000 with IBI Group, for the Purple Line Sections 2 and 3 First/Last Mile (FLM) Plan and Guidelines (Project), to: 1) provide additional community engagement for the Purple Line FLM planning, and 2) further the development of the FLM Guidelines, in the amount of \$118,512 increasing the task order value from \$986,246 to \$1,104,758; and
- B. INCREASE Contract Modification Authority (CMA) specific to Task Order No. AE115994000 in the amount of \$100,000, increasing the CMA amount from \$100,000 to \$200,000, in support of additional services related to the Project.

ISSUE

The Project is in response to Metro Board motions 14.1 (Attachment A) and 14.2 (Attachment B), requiring future transit capital projects to integrate FLM improvements into project planning and delivery. The Project consists of two components, and the task order modification is necessary in order to provide: 1) additional community engagement to support FLM Plan development for Purple Line Sections 2 and 3 stations and 2) additional consultant support of FLM Guidelines development, including preparation of training materials.

DISCUSSION

In August 2018, Metro began work on the Project. The first component of the Project, the FLM Plan, will document improvements around four stations (Wilshire/Rodeo, Century City/Constellation, Westwood/UCLA, and Westwood/VA Hospital). As the coordination and engagement process has been unfolding, it has become necessary to add more coordination points with stakeholders such as city staff and other key community organizations, as well as develop interactive and high-quality engagement materials for future community events.

The second component of the Project, the FLM Guidelines, will inform how FLM elements are

integrated into the planning and construction of all future transit capital projects. The task order modification is necessary in order to include additional support to prepare the document and facilitate trainings once the Guidelines are adopted by the Board. Since the project kick-off, it also became clear that added interim drafts will be needed to provide direction to the final Guidelines document.

In addition, an increase in contract modification authority is recommended in order to anticipate future needed services related to the Project.

EQUITY PLATFORM

The Project has involved a diverse range of voices in the decision-making process, in particular through the FLM walk audits that document existing conditions and will generate recommended FLM improvements for the four targeted stations. Development of the FLM plan and the guidelines includes robust internal and external participation.

DETERMINATION OF SAFETY IMPACT

This Board action will not have any adverse impact on safety standards for Metro. Rather, the planning and implementation of FLM improvements will improve safe access to Metro's transit network.

FINANCIAL IMPACT

There will be no overall financial impacts to the FY19 and FY20 budget. The FY19 and FY20 budget in Cost Center 4340, Project 405310, Countywide First/Last Mile Plan, has sufficient funds available to accommodate the task order modification. The source of funds in FY19 and FY20 is Measure M 2% Active Transportation Project funds which are not eligible for bus and rail operating and capital expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The task order modification furthers Strategic Plan Goal #1: High quality mobility options and Strategic Plan Initiative 1.1 "Target infrastructure and service investments toward those with the greatest mobility needs." It accomplishes this by guiding future investment to pedestrian and bicycle infrastructure around high capacity transit.

ALTERNATIVES CONSIDERED

The Board could consider not approving the contract modification. This is not recommended because it would result in a less robust, interactive engagement process and would risk not having sufficient buy in from key stakeholders when plan specifics are finalized.

NEXT STEPS

Upon Board approval, staff will execute Modification No. 1 to Task Order No. AE115994000 with IBI Group and continue working with the consultant team to provide additional support and research around the FLM planning for Purple Line Sections 2 and 3 and further develop the Guidelines. The FLM planning work and Guidelines are anticipated to be completed and presented to the Board for consideration in fall 2019.

ATTACHMENTS

Attachment A - File # 2016-0442

Attachment B - File # 2016-0451

Attachment C - Procurement Summary

Attachment D - Task Order Modification/Change Order Log

Attachment E - DEOD Summary

Prepared by: My La, Manager, Transportation Planning, Countywide Planning
& Development, 213-922-5634

Jacob Lieb, Senior Director, Countywide Planning & Development, 213-922-4132

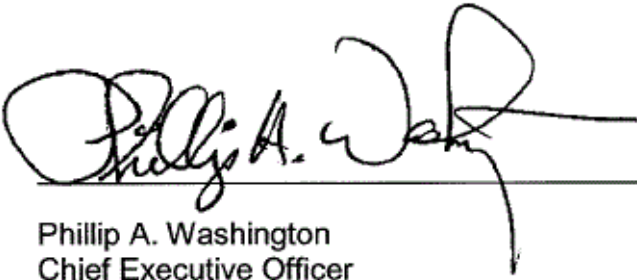
Nick Saponara, DEO, Countywide Planning & Development, (213) 922-
4313

Jenna Hornstock, EO, Countywide Planning & Development, (213) 922-7437

Holly Rockwell, SEO, Countywide Planning & Development, (213) 922-5585

Reviewed by: Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051

Laurie A. Lombardi, Interim Chief Planning Officer, (213) 418-3251



Phillip A. Washington
Chief Executive Officer

Metro

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



Board Report

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

Agenda Number:14.1

**PLANNING AND PROGRAMMING COMMITTEE
MAY 18, 2016**

Motion by:

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

May 18, 2016

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

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

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

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

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

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

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

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

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

WE FURTHER MOVE that the Board direct the CEO to:

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

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

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

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

Metro

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



Board Report

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

Agenda Number:

**PLANNING AND PROGRAMMING COMMITTEE MEETING
MAY 18, 2016**

Motion by:

Directors Butts, DuBois, Knabe and Solis

May 18, 2016

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

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

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

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

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

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

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

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

Agenda Number:

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

PROCUREMENT SUMMARY

PURPLE LINE FIRST/LAST MILE GUIDELINES/AE115994000

1.	Contract Number: Task Order No. AE115994000 (PS4010-3041-BB-XX)		
2.	Contractor: IBI Group		
3.	Mod. Work Description: Purple Line Sections 2 and 3 First/Last Mile (FLM) Plan and Guidelines - Provide additional community engagement for the Purple Line FLM planning and further the development of the FLM Guidelines		
4.	Work Description: Purple Line First/Last Mile Guidelines		
5.	The following data is current as of: 04/04/19		
6.	Contract/TO Completion Status:		Financial Status:
	Award Date:	06/05/18	Awarded Task Order Amount: \$986,246
	Notice to Proceed (NTP):	06/23/18	
	Original Completion Date:	02/28/20	Value of Mods. Issued to Date (including this action): \$118,512
	Current Est. Complete Date:	09/26/20	Total Amount (including this action): \$1,104,758
7.	Contract Administrator: Samira Baghdikian		Telephone Number: (213) 922-1033
8.	Project Manager: My La		Telephone Number: (213) 922-5634

A. Contract Action Summary

This Board Action is to approve Modification No. 1 to Task Order No. AE115994000 under Contract No. PS4010-3041-BB-XX for Purple Line Sections 2 and 3 First/Last Mile (FLM) Plan and Guidelines to provide additional community engagement for Purple Line FLM planning and further the development of the FLM Guidelines.

This Task Order Modification was processed in accordance with Metro's Acquisition Policy. The task order type is firm fixed price. All other terms and conditions remain in effect.

On June 5, 2018, Task Order No. AE115994000 in the firm fixed price of \$986,246 was issued to IBI Group, a contractor on the Countywide Planning Bench.

Refer to Attachment D – Task Order Modification/Change Order Log for modifications issued to date.

B. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate (ICE), cost analysis, and technical analysis. All labor and profit rates remain unchanged from the original task order.

Proposal Amount	Metro ICE	Negotiated Amount
\$130,191	\$125,727	\$118,512

ATTACHMENT D

**TASK ORDER MODIFICATION/CHANGE ORDER LOG
PURPLE LINE FIRST/LAST MILE GUIDELINES
TASK ORDER NO. AE115994000 VALUE ISSUED TO DATE**

Mod. No.	Description	Status (approved or pending)	Date	Amount
1	Purple Line Sections 2 and 3 First/Last Mile (FLM) Plan and Guidelines - Provide additional community engagement for the Purple Line FLM planning and further the development of the FLM Guidelines.	Pending	Pending	\$118,512
	Task Order Modification Total:			\$118,512
	Original Task Order Amount:		06/05/18	\$986,246
	Total:			\$1,104,758

DEOD SUMMARY

PURPLE LINE FIRST/LAST MILE GUIDELINES/AE115994000

A. Small Business Participation

IBI Group made a 29.28% Small Business Enterprise (SBE) commitment. The project is 14% complete and the current SBE participation is 9.31%, which represents a shortfall of 19.98%. IBI explained that a pending March invoice will increase their SBE participation to 37%. Additionally, SBE subcontractors The Robert Group and Terry A. Hayes Associates are expected to begin work in summer 2019.

Notwithstanding, Metro Project Managers and Contract Administrators, will work in conjunction with DEOD to ensure that IBI Group is on schedule to meet or exceed its SBE commitment. If IBI Group is not on track to meet its small business commitment, Metro staff will request that IBI Group submit an updated mitigation plan. Additionally, key stakeholders associated with the contract have been provided access to Metro's tracking and monitoring system to ensure that all parties are actively tracking Small Business progress.

Small Business Commitment	29.28% SBE	Small Business Participation	9.31% SBE
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	SBE Subcontractors	% Committed	Current Participation¹
1.	Here Design	8.68%	8.64%
2.	The Robert Group	7.12%	0.00%
3.	Terry A. Hayes Associates	9.40%	0.00%
4.	Engineering Solutions Services	4.08%	0.67%
	Total	29.28%	9.31%

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is not applicable to this modification.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. Project Labor Agreement/Construction Careers Policy is applicable only to construction contracts that have a construction contract value in excess of \$2.5 million.



Board Report

File #: 2019-0222, File Type: Program

Agenda Number: 15.

**PLANNING AND PROGRAMMING COMMITTEE
MAY 15, 2019**

**SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM - ARROYO VERDUGO
SUBREGION**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. APPROVING:

1. Programming of \$3,958,591 in Measure M Multi-Year Subregional Program (MSP) - Modal Connectivity and Complete Streets Program (Attachment A);
2. Programming of \$10,793,663 in Measure M MSP - Transit Program (Attachment B);
3. Inter-program borrowing and programming of \$7,131,180 from Subregion's Measure M MSP - Modal Connectivity and Complete Streets and Transit Programs to Active Transportation Program (Attachment C);
4. Inter-program borrowing and programming of \$1,140,000 from Subregion's Measure M MSP - Transit Program to Highway Efficiency, Noise Mitigation and Arterial Program (Attachment D); and

B. AUTHORIZING the CEO or his designee to negotiate and execute all necessary agreements for approved projects.

ISSUE

Measure M MSPs are included in the Measure M Expenditure Plan. All MSP funds are limited to capital projects. Each subregion is required to develop the MSP five-year plan (Plan) and project list. Based on the amount provided in the Measure M Expenditure Plan, a total amount of \$24,160,402 was forecasted to be available for programming in Fiscal Year (FY) 2017-18 to FY 2021-22, to the Arroyo Verdugo Subregion (Subregion) in two Programs: 1) Modal Connectivity and Complete Streets (expenditure line 62); and 2) Transit (expenditure line 65). The Subregion identified several priority projects that are eligible for the Active Transportation and Highway Efficiency, Noise Mitigation

and Arterial Programs (expenditure lines 71 and 83 - funds scheduled to be available in 2033 and 2048, respectively) and elected to borrow from the Modal Connectivity/Complete Streets and Transit Programs to advance the projects. Board approval is necessary to program the funds to these projects and serve as the basis for Metro to enter into Funding Agreements with the respective implementing agencies.

DISCUSSION

In June 2017, the Metro Board of Directors approved the adoption of the Measure M Master Guidelines (Guidelines), with two amendments and five approved motions. Subsequently, the Administrative Procedures for Measure M MSP was signed by the CEO on February 2, 2018.

The Arroyo Verdugo Subregion consists of member agencies from the cities of Burbank, Glendale, La Canada Flintridge, Pasadena, South Pasadena and adjacent unincorporated area of Crescenta Valley/Montrose within Los Angeles County. On April 27, 2018, a Funding Agreement was executed between Metro and the Arroyo Verdugo Communities Joint Powers Authority (AVCJPA) for the Planning Activities (Plan development and updates) for the MSP. The AVCJPA along with its consultant led the Plan development process, which included working with the member agencies along with the public participation process. The AVCJPA Governing Board also adopted Subregional Qualitative Performance Measures including Mobility, Economic Vitality, Accessibility, Safety and Sustainability & Quality of Life, per the Administrative Procedures.

In the last several months, Metro staff worked closely with the AVCJPA and the implementing agencies on project eligibility reviews of the proposed projects. For those proposed projects that are to be programmed in FY 2018-19 and FY 2019-20 (near term - first two programming years), Metro required a detailed project scope of work during staff review for eligibility and program nexus during the Plan development process, i.e. project location and limits, length, project elements, project phase(s), total project expenses and funding requested, project schedule, etc. This level of detail will ensure timeliness of the Project Funding Agreement execution once the Metro Board approves the Plan. For those proposed projects that will have programming funds in FY 2020-21 and beyond, Metro accepted high level (but focused and relevant) project scope of work during the review process. Metro staff will work with the Subregion and the implementing agencies on the details through a future annual update process. Those projects will receive conditional approval as part of this approval process. However, final approval of funds for those projects shall be contingent upon the implementing agency demonstrating the eligibility of each project as required in the Guidelines.

Equity Platform

Consistent with Metro's Equity Platform, the MSP outreach effort recognizes and acknowledges the need to establish comprehensive, multiple forums to meaningfully engage the community to comment on the proposed projects under all Programs. The AVCJPA along with the cities of Burbank, Glendale, La Canada Flintridge, Pasadena, South Pasadena and adjacent unincorporated area of Crescenta Valley/Montrose within Los Angeles County undertook an extensive outreach effort and invited the general public to a series of public workshops and meetings. Metro will continue to work with the Subregion to seek opportunities to reach out to a broader constituency of stakeholders.

DETERMINATION OF SAFETY IMPACT

Programming of Measure M MSP funds to the Arroyo Verdugo Subregional projects will not have any adverse safety impacts on Metro's employees or patrons.

FINANCIAL IMPACT

Project expenditures are not expected to occur in FY19. Since these are multi-year projects, Cost Centers 0441 (Planning - Subsidies to Others), 0442 (Highway Subsidies) and the Chief Planning Officer will be responsible for budgeting the cost in future years.

Impact to Budget

The sources of funds for these projects are Measure M Transit, First/Last Mile (Capital) and Highway, Active Transportation, Complete Streets (Capital). These fund sources are not eligible for Metro bus and rail operating and capital expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

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 by partnering with the Council of Governments and the local jurisdictions to identify the needed improvements and take the lead in development and implementation of their projects.

ALTERNATIVES CONSIDERED

The Board could elect not to approve the programming of funds for the Measure M MSP projects for the Arroyo Verdugo Subregion. This is not recommended as the proposed projects were developed by the Subregion in accordance with the Measure M Ordinance, Guidelines and the Administrative Procedures.

NEXT STEPS

Upon Board approval, respective implementing agencies will be notified, and Funding Agreements will be executed with those who have funds programmed in FY 2018-19 and FY 2019-20. Staff will continue to work with the AVCJPA and the implementing agencies to identify and implement projects. Annual updates will be provided to the Board.

ATTACHMENTS

Attachment A - Modal Connectivity and Complete Streets Program Project List
Attachment B - Transit Program Project List

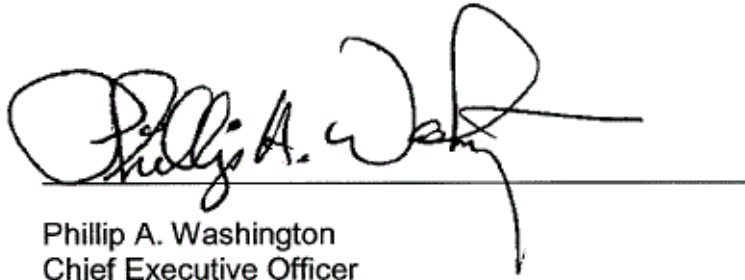
Attachment C - Active Transportation Program Project List

Attachment D - Highway Efficiency, Noise Mitigation and Arterial Program Project List

Prepared by: Fanny Pan, DEO, Countywide Planning & Development, (213) 418-3433

Wil Ridder, Interim SEO, Countywide Planning & Development, (213) 922-2887

Reviewed by: Laurie Lombardi, Interim Chief Planning Officer, (213) 418-3251



Phillip A. Washington
Chief Executive Officer

Arroyo Verdugo Subregion
Measure M Multi-Year Subregional Plan - Modal Connectivity and Complete Streets Program

	Agency	Project ID No.	Project/Location	Funding Phases	FY 2018-19	FY2019-20	FY2020-21	FY 2021-22	Total Program
1	La Canada Flintridge	MM4101.02	Foothill Blvd. Link Bikeway and Pedestrian Greenbelt	Construction	\$ 953,919				\$ 953,919
2	Pasadena	MM4101.03	Avenue 64 Complete Street Project	PS&E Construction	300,000	1,500,000			1,800,000
3	Pasadena	MM4101.04	North Hill Complete Street Project	PS&E Construction		300,000	235,020	600,000	1,135,020
4	South Pasadena	MM4101.05	Fair Oaks, El Centro/Oxley, Meridian, Fremont Bikeway Improvements *	PS&E Construction				69,652	69,652
Total Programming Amount					\$ 1,253,919	\$ 1,800,000	\$ 235,020	\$ 669,652	\$ 3,958,591

* Conditional programming approval as only high level scope of work was developed and reviewed. Future annual update process will reconfirm the programming.

**Arroyo Verdugo Subregion
Measure M Multi-Year Subregional Plan - Transit Program**

	Agency	Project ID No.	Project/Location	Funding Phases	FY 2018-19	FY2019-20	FY2020-21	FY 2021-22	Total Program
1	Burbank	MM4102.01	BurbankBus State of Good Repair - Bus Replacement *	Vehicle Purchase				\$ 1,800,000	\$ 1,800,000
2	Glendale	MM4102.02	Beeline Maintenance Facility	Construction		4,426,000			4,426,000
3	Glendale	MM4102.03	Beeline Replacement Buses *	Vehicle Purchase			832,051		832,051
4	Pasadena	MM4102.04	Purchase Replacement Buses	Vehicle Purchase		700,000			700,000
5	Pasadena	MM4102.05	Pasadena Transit Maintenance Facility *	Construction			1,635,612	1,400,000	3,035,612
Total Programming Amount					\$ -	\$ 5,126,000	\$ 2,467,663	\$ 3,200,000	\$ 10,793,663

* Conditional programming approval as only high level scope of work was developed and reviewed. Future annual update process will reconfirm the programming.

**Arroyo Verdugo Subregion
Measure M Multi-Year Subregional Plan - Active Transportation Program**

	Agency	Project ID No.	Project/Location	Funding Phases	FY 2018-19	FY2019-20	FY2020-21	FY 2021-22	Total Program
1	Burbank	MM4103.01	Victory Blvd. Connectivity Gap Closure and Transit Enhancements - Between Downtown Burbank Metrolink station and	PS&E ROW Construction	\$ 3,000,000				\$ 3,000,000
2	Glendale	MM4103.02	Victory Boulevard Project - Burbank City Limit to River Walk bikeway entrance in Glendale *	PS&E Construction			4,131,180		4,131,180
Total Programming Amount					\$ 3,000,000	\$ -	\$ 4,131,180	\$ -	\$ 7,131,180

* Conditional programming approval as only high level scope of work was developed and reviewed. Future annual update process will reconfirm the programming.

**Arroyo Verdugo Subregion
Measure M Multi-Year Subregional Plan - Highway Efficiency, Noise Mitigation and Arterial Program**

	Agency	Project ID No.	Project/Location	Funding Phases	FY 2018-19	FY2019-20	FY2020-21	FY 2021-22	Total Program
1	South Pasadena	MM5506.01	Columbia St. and Pasadena Ave Turn Lanes, Columbia St. and Orange Grove Ave. Striping	PS&E Construction		\$ 150,000			\$ 150,000
2	South Pasadena	MM5506.02	Garfield Ave. and Monterey Road Signal	PS&E Construction		400,000			400,000
3	South Pasadena	MM5506.03	Garfield Ave. and Oak St. Signal	PS&E Construction		400,000			400,000
4	South Pasadena	MM5506.04	Fremont Ave. and Huntington Dr. Signage *	PS&E Construction				140,000	140,000
5	South Pasadena	MM5506.05	Grevelia St and Fair Oaks Ave. Striping and Signal Timing *	PS&E Construction				50,000	50,000
Total Programming Amount					\$ -	\$ 950,000	\$ -	\$ 190,000	\$ 1,140,000

* Conditional programming approval as only high level scope of work was developed and reviewed. Future annual update process will reconfirm the programming.



Board Report

File #: 2019-0233, File Type: Program

Agenda Number: 16.

PLANNING AND PROGRAMMING COMMITTEE
MAY 15, 2019

SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM - SAN GABRIEL
SUBREGION

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. APPROVING:

1. Programming of \$497,474 in Measure M MSP - Bus System Improvement Program (Attachment A);
2. Inter-program borrowing and programming of \$14,676,801 from subregion’s Measure M Multi-year Subregional Program (MSP) - Bus System Improvement and Highway Demand Based Programs to Active Transportation Program (Attachment B);
3. Inter-program borrowing and programming of \$16,890,775 from subregion’s Measure M MSP - Highway Demand Based Program to to First/Last Mile and Complete Streets Program (Attachment C);
4. Inter-program borrowing and programming of \$5,273,500 from subregion’s Measure M MSP - Highway Demand Based Program to Highway Efficiency Program (Attachment D); and

B. AUTHORIZING the CEO or his designee to negotiate and execute all necessary agreements for approved projects.

ISSUE

Measure M MSPs are included in the Measure M Expenditure Plan. All MSP funds are limited to capital projects. Each subregion is required to develop the MSP five-year plan (Plan) and project list. Based on the amount provided in the Measure M Expenditure Plan, a total amount of \$37,627,287 was forecasted to be available for programming in Fiscal Year (FY) 2017-18 to FY 2021-22, to the San Gabriel Subregion (Subregion) in four Programs: 1) Active Transportation (expenditure line 54); and 2) Bus System Improvement (expenditure line 58); 3) First/Last Mile and Complete Streets

Program (expenditure line 59); and 4) Highway Demand Based (expenditure line 60). The Subregion elected to borrow from the Bus System Improvement and Highway Demand Based Programs to fund additional projects eligible for the Active Transportation, First/Last Mile and Complete Streets Programs. The Subregion also identified one priority projects that is eligible for the Highway Efficiency Program (expenditure line 82 - funds scheduled to be available in 2048) and elected to borrow from the Highway Demand Based Program to advance the project. Board approval is necessary to program the funds to these projects and serve as the basis for Metro to enter into Funding Agreements with the respective implementing agencies.

DISCUSSION

In June 2017, the Metro Board of Directors approved the adoption of the Measure M Master Guidelines (Guidelines), with two amendments and five approved motions. Subsequently, the Administrative Procedures for Measure M MSP was signed by the CEO on February 2, 2018.

The San Gabriel Subregion consists of 30 cities and unincorporated communities in Los Angeles County Supervisorial Districts 1, 4, and 5. On July 6, 2018, a Funding Agreement was executed between Metro and the San Gabriel Valley Council of Governments (SGVCOG) for the Planning Activities (Plan development and updates) for the MSP. The SGVCOG led the Plan development process, which included working with the member agencies along with the public participation process. The SGVCOG Governing Board also adopted Subregional Qualitative Performance Measures including Mobility, Economic Vitality, Accessibility, Safety and Sustainability & Quality of Life, per the Administrative Procedures.

In the last several months, Metro staff worked closely with the SGVCOG and the implementing agencies on project eligibility reviews of the proposed projects. For those proposed projects that are to be programmed in FY 2018-19 and FY 2019-20 (near term - first two programming years), Metro required a detailed project scope of work during staff review for eligibility and program nexus during the Plan development process, i.e. project location and limits, length, project elements, project phase (s), total project expenses and funding requested, and project schedule, etc. This level of detail will ensure timeliness of the Project Funding Agreements execution once the Metro Board approves the Plan. For those proposed projects that will have programming funds in FY 2020-21 and beyond, Metro accepted high level (but focused and relevant) project scope of work during the review process. Metro staff will work with the Subregion and the implementing agencies on the details through a future annual update process. Those projects will receive conditional approval as part of this approval process. However, final approval of funds for those projects shall be contingent upon the implementing agency demonstrating the eligibility of each project as required in the Guidelines.

Equity Platform

Consistent with Metro's Equity Platform, the MSP outreach effort recognizes and acknowledges the need to establish comprehensive, multiple forums to meaningfully engage the community to comment on the proposed projects under all Programs. The SGVCOG along with member agencies and unincorporated area within Los Angeles County Supervisorial Districts 1, 4, and 5 undertook an extensive outreach effort and invited the general public to a series of public workshops and meetings. Metro will continue to work with the Subregion to seek opportunities to reach out to a broader

constituency of stakeholders.

DETERMINATION OF SAFETY IMPACT

Programming of Measure M MSP funds to the San Gabriel Subregional projects will not have any adverse safety impacts on Metro's employees or patrons.

FINANCIAL IMPACT

Project expenditures are not expected to occur in FY19. Since these are multi-year projects, Cost Centers 0441 (Planning - Subsidies to Others), 0442 (Highway Subsidies) and the Chief Planning Officer will be responsible for budgeting the cost in future years.

Impact to Budget

The sources of funds for these projects are Measure M Transit, First/Last Mile (Capital) and Highway, Active Transportation, Complete Streets (Capital). These fund sources are not eligible for Metro bus and rail operating and capital expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

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 by partnering with the Council of Governments and the local jurisdictions to identify the needed improvements and take the lead in development and implementation of their projects.

ALTERNATIVES CONSIDERED

The Board could elect not to approve the programming of funds for the Measure M MSP projects for the San Gabriel Subregion. This is not recommended as the proposed projects were developed by the Subregion in accordance with the Measure M Ordinance, Guidelines and the Administrative Procedures.

NEXT STEPS

Upon Board approval, respective implementing agencies will be notified, and Funding Agreements will be executed with those who have funds programmed in FY 2018-19 and FY 2019-20. Staff will continue to work with the SGVCOG and the implementing agencies to identify and implement projects. Annual updates will be provided to the Board.

ATTACHMENTS

Attachment A - Bus System Improvement Program Project List

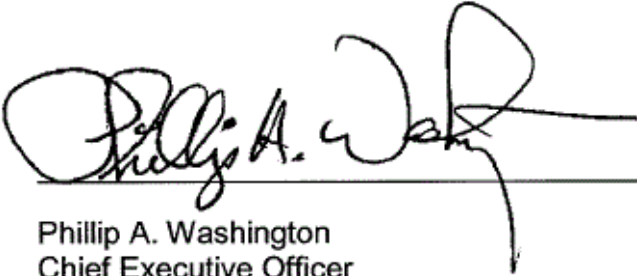
Attachment B - Active Transportation Program Project List

Attachment C - First/Last Mile and Complete Streets Program Project List

Attachment D - Highway Efficiency Program Project List

Prepared by: Fanny Pan, DEO, Countywide Planning & Development, (213) 418-3433
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Reviewed by: Laurie Lombardi, Interim Chief Planning Officer, (213) 418-3251



Phillip A. Washington
Chief Executive Officer

San Gabriel Subregion
Measure M Multi-Year Subregional Plan - Bus System Improvement Program

	Agency	Project ID No.	Project/Location	Funding Phases	FY 2018-19	FY2019-20	FY2020-21	FY 2021-22	Total Program
1	Foothill Transit	MM4702.01	Colorado Boulevard Corridor Signal Priority Upgrade Project	Construction	\$ 144,740	\$ 141,576			\$ 286,316
2	Foothill Transit	MM4702.02	Amar Boulevard Corridor Improvement Project	Construction	121,096	90,062			211,158
Total Programming Amount					\$ 265,836	\$ 231,638	\$ -	\$ -	\$ 497,474

**San Gabriel Subregion
Measure M Multi-Year Subregional Plan - Active Transportation Program**

	Agency	Project ID No.	Project/Location	Funding Phases	FY 2018-19	FY2019-20	FY2020-21	FY 2021-22	Total Program
1	Alhambra	MM4701.02	Lit Crosswalk Control Devices *	Construction				\$ 636,800	\$ 636,800
2	El Monte	MM4701.03	El Monte Fern and Elliot Class (3) Bike Boulevard Project	PS&E Construction		57,470	470,063	54,542	582,075
3	Industry	MM4701.04	City of Industry East-West Bikeway Project *	Construction			1,492,500		1,492,500
4	LA County	MM4701.05	Huntington Drive Bike Lanes	Construction		3,830,750	447,750		4,278,500
5	Monrovia	MM4701.06	Monrovia Active Community Travel Vinculum	PS&E Construction		1,192,869		2,687,131	3,880,000
6	Pomona	MM4701.07	San Jose Creek Multi-Use Bikeway *	PS&E			298,104	1,130,772	1,428,876
7	Rosemead	MM4701.08	Mission Drive: Pedestrian Hybrid Beacon System	PS&E Construction		388,050			388,050
8	Temple City & LA County	MM4701.09	Eaton Canyon Wash Bike Trail *	PS&E Construction			1,436,800	553,200	1,990,000
Total Programming Amount					\$ -	\$ 5,469,139	\$ 4,145,217	\$ 5,062,445	\$ 14,676,801

* Conditional programming approval as only high level scope of work was developed and reviewed. Future annual update process will reconfirm the programming.

San Gabriel Subregion

Measure M Multi-Year Subregional Plan - First/Last Mile and Complete Streets Program

	Agency	Project ID No.	Project/Location	Funding Phases	FY 2018-19	FY2019-20	FY2020-21	FY 2021-22	Total Program
1	Arcadia	MM4703.01	Arcadia Gold Line Station Pedestrian Access Corridors *	Environmental PS&E Construction			\$ 150,000	\$ 1,591,250	\$ 1,741,250
2	Baldwin Park	MM4703.02	Baldwin Park Transit Center First-Last Mile Project	PS&E Construction		652,975			652,975
3	Claremont	MM4703.03	College Avenue Pedestrian and Bike Improvements	PS&E Construction		686,945			686,945
4	Covina	MM4703.04	Citrus Avenue Complete Streets Enhancements	PS&E Construction		149,250	1,592,000		1,741,250
5	Diamond Bar	MM4703.05	Diamond Bar Blvd. Complete Streets Project	PS&E Construction		2,985,000			2,985,000
6	Duarte	MM4703.06	Duarte Gold Line Station Pedestrian Access and Bicyclist Safety Improvements,	PS&E Construction				1,620,855	1,620,855
7	SGVCOG (La Verne)	MM4703.07	Gold Line Transit Oriented Development Pedestrian Bridge	PS&E		323,375	398,000	174,125	895,500
8	San Dimas	MM4703.08	San Dimas Ave. Pedestrian and Bikeway Improvement Project from Gold Line Station to Avenida Loma Vista *	PS&E Construction				895,500	895,500
9	South El Monte	MM4703.09	Santa Anita Avenue Walkability Project	PS&E Construction		133,012	189,973	5,348,515	5,671,500
Total Programming Amount					\$ -	\$ 4,930,557	\$ 2,329,973	\$ 9,630,245	\$ 16,890,775

* Conditional programming approval as only high level scope of work was developed and reviewed. Future annual update process will reconfirm the programming.

**San Gabriel Subregion
Measure M Multi-Year Subregional Plan - Highway Efficiency Program**

	Agency	Project ID No.	Project/Location	Funding Phases	FY 2018-19	FY2019-20	FY2020-21	FY 2021-22	Total Program
1	SGVCOG (ACE)	MM5505.01	State Route 60 and Lemon Avenue	Construction	\$ 5,273,500				\$ 5,273,500
Total Programming Amount					\$ 5,273,500	\$ -	\$ -	\$ -	\$ 5,273,500