

Metro

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



Metro

Agenda - Final

Wednesday, January 15, 2020

11:00 AM

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

Planning and Programming Committee

Hilda Solis, Chair

Jacquelyn Dupont-Walker, Vice chair

Mike Bonin

Janice Hahn

Ara Najarian

John Bulinski, non-voting member

Phillip A. Washington, Chief Executive Officer

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

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A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board must be submitted electronically using the tablets available in the Board Room lobby. Individuals requesting to speak will be allowed to speak for a total of three (3) minutes per meeting on agenda items in one minute increments per item. For individuals requiring translation service, time allowed will be doubled. The Board shall reserve the right to limit redundant or repetitive comment.

The public may also address the Board on non agenda items within the subject matter jurisdiction of the Board during the public comment period, which will be held at the beginning and/or end of each meeting. Each person will be allowed to speak for one (1) minute during this Public Comment period or at the discretion of the Chair. Speakers will be called according to the order in which their requests are submitted. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

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

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

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

CALL TO ORDER

ROLL CALL

5. **SUBJECT: QUARTERLY STATUS DASHBOARD OF COUNTYWIDE PLANNING AND DEVELOPMENT STRATEGIC PROJECTS AND PROGRAMS** [2019-0817](#)

RECOMMENDATION

RECEIVE AND FILE the Quarterly Status Dashboard of Countywide Planning and Development Strategic Projects and Programs.

Attachments: [Attachment A - Quarterly Planning Dashboard](#)

6. **SUBJECT: MEASURE R ORDINANCE 10-YEAR REVIEW AMENDMENT PROCESS AND PROGRESS REPORT** [2019-0881](#)

RECOMMENDATION

RECEIVE AND FILE the Measure R Ordinance Ten-Year Review Amendment Process and Progress Report.

Attachments: [Attachment A - Proposed Schedule.pdf](#)

7. **SUBJECT: METRO AFFORDABLE HOUSING POLICIES AND TOOLS** [2019-0848](#)

RECOMMENDATION

A. RECEIVE AND FILE Metro Affordable Housing Policies and Tools; and

B. ADOPT the proposed amendments to the 2020 State Legislative Program Goals.

Attachments: [Attachment A - Summary of Completed and Pipeline Joint Development Portfolio Presentation](#)

(ALSO ON EXECUTIVE MANAGEMENT COMMITTEE)

8. **SUBJECT: LOS ANGELES COUNTY GOODS MOVEMENT STRATEGIC PLAN DEVELOPMENT STATUS UPDATE** [2019-0849](#)

RECOMMENDATION

RECEIVE AND FILE status update on the development of the Los Angeles County Goods Movement Strategic Plan.

Attachments: [Attachment A - LA County Goods Movement Strategic Plan Update](#)
[Attachment B - Freight Working Group Member Organization List.pdf](#)
[Attachment C - Why LA County's Goods Movement Matters.pdf](#)

9. **SUBJECT: FUNDING AWARD RECOMMENDATION FOR FEDERAL
TRANSIT ADMINISTRATION SECTION 5310 GRANT
PROGRAM FUNDS**

[2019-0807](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING the federal Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program (“Program”) recommended funding awards totaling up to \$9,926,791 for Traditional Capital and Other Capital Projects, as shown in Attachments A and B;
- B. AUTHORIZING the Chief Executive Officer (CEO) or his designee to (1) negotiate and execute pass-through agreements with the agencies approved for funding, and (2) apply \$194,400 of unused funds from past awards to the recommended funding awards;
- C. DELEGATING to the CEO or his designee the authority to administratively approve minor changes to the scope of previously-approved Section 5310 funding awards;
- D. CERTIFYING that the Section 5310 funds are fairly and equitably allocated to eligible sub-recipients and, where feasible, projects are coordinated with transportation services assisted by other federal agencies; and
- E. CERTIFYING that the projects proposed for Section 5310 funding are included in the locally-developed 2016-2019 Coordinated Public Transit-Human Services Transportation Plan for Los Angeles County (“Coordinated Plan”) that was developed and approved through a process that included participation by seniors and individuals with disabilities, as well as by representatives of public, private and nonprofit transportation and human service providers and other members of the public.

Attachments: [Attachment A - Los Angeles Long Beach Anaheim Urbanized Areas](#)
[Attachment B - Lancaster Palmdale Urbanized Areas](#)
[Attachment C - Evaluation Criteria](#)

10. SUBJECT: METRO ACTIVE TRANSPORT, TRANSIT AND FIRST/LAST MILE (MAT) PROGRAM CYCLE 1

[2019-0834](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING the Metro Active Transport, Transit, and First/Last Mile (MAT) Program Cycle 1 Solicitation; and
- B. AUTHORIZING the Chief Executive Officer (CEO) or designee to release the Program Solicitation and initiate a project selection process as described therein.

Attachments: [Attachment A - MAT Program Cycle One Solicitation](#)
[Attachment B - MAT Program Administrative Procedures](#)
[Attachment C - Metro Board Motion 14.1](#)
[Presentation](#)

11. SUBJECT: MEASURE R HIGHWAY SUBREGIONAL PROGRAM SEMI-ANNUAL UPDATE

[2019-0838](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING \$109,537,000 of additional programming within the capacity of the Measure R Highway Subregional Programs and funding changes via the updated project list as shown in Attachment A for:
- Highway Operational Improvements in Arroyo Verdugo
 - Highway Operational Improvement in Las Virgenes Malibu
 - I-405, I-110, I-105 and SR-91 Ramp and Interchange Improvements (South Bay)
 - I-605 Corridor "Hot Spots" Interchange Improvements in Gateway Cities
 - I-710 South and/or Early Action Projects in Gateway Cities
- B. APPROVING deobligation of \$1,390,000 dollars of previously approved Measure R Highway Subregional Program funds for re-allocation at the request of project sponsors;
- C. AUTHORIZING the CEO or his designee to negotiate and execute all necessary agreements for the approved projects.

Attachments: [Attachment A.- Projects Receiving Measure R Funds](#)

12. SUBJECT: MOBILITY ON DEMAND PILOT PROJECT

[2019-0833](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute a Modification to Contract No. PS121778000 to exercise a six-month extension to the existing contract with NoMad Transit LLC, to continue to operate the Mobility on Demand (“MOD”) pilot project with enhanced service design for additional research at an increase in contract value not to exceed \$1,530,332, increasing the contract value from \$2,506,410 to \$4,036,742, and, at the discretion of the Chief Executive Officer, add an additional six months of service for a not to exceed amount of \$2,097,293, increasing the contract from \$4,036,742 to up to \$6,134,035, with no further options to extend.

Attachments: [Attachment A - Third Quarter Report](#)
[Attachment B - Preliminary Research Findings](#)
[Attachment C - Service Areas Map](#)
[Attachment D - Procurement Summary](#)
[Attachment E - Contract Modification Log](#)

(ALSO ON EXECUTIVE MANAGEMENT COMMITTEE)

12.1. SUBJECT: MOBILITY ON DEMAND PILOT PROJECT

[2020-0043](#)

RECOMMENDATION

APPROVE Najarian motion that staff conduct an analysis of the mobility on demand pilot program that includes, but is not limited to, the following:

A. Drivers’ fully-burdened salaries; MTA staffing and budgetary costs associated with the program; fully burdened cost per trip; compliance with Federal funding requirements; extrapolation of potential future cost increases due to AB5, and any other costs/charges.

B. The completed analysis should return to the Board in March and in the interim, the Board authorizes the extension of the existing pilot utilizing the remaining first year funds.

(ALSO ON EXECUTIVE MANAGEMENT COMMITTEE)

13. SUBJECT: GREEN LINE EXTENSION TO TORRANCE

[2019-0823](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to award and execute a 42-month, firm fixed price Contract No. AE63445000 with STV Incorporated (STV), in the amount of \$32,555,439 to provide environmental, advanced

conceptual engineering (ACE) design, and optional preliminary engineering (PE) services on the Green Line Extension to Torrance Project for work in support of the environmental clearance study and design services, subject to resolution of protest(s), if any.

Attachments: [Attachment A - Procurement Summary](#)
 [Attachment B - DEOD Summary](#)
 [Attachment C - Project Study Area Map](#)
 [Presentation](#)

**14. SUBJECT: PURPLE LINE EXTENSION SECTION 1, CRENSHAW/LAX
 AND REGIONAL CONNECTOR FIRST/LAST MILE
 PLANNING**

[2019-0806](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. Prepare First/Last Mile (FLM) plans for Purple Line Extension (PLE) Section 1 stations;
- B. Execute Modification No. 3 to Task Order No. AE115994000 with IBI Group for the Purple Line Sections 2 and 3 First/Last Mile (FLM) Plan and Guidelines to accommodate PLE Section 1 FLM planning work in the amount of \$378,864 increasing the task order value from \$1,171,722 to \$1,550,586; and
- C. Subsequently initiate planning for stations on the Crenshaw/LAX line and Regional Connector.

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

**15. SUBJECT: ALAMEDA CORRIDOR-EAST (ACE) PROGRAM FUNDING
PLAN UPDATE**

[2019-0850](#)

RECOMMENDATION

AUTHORIZE the CEO to amend the ACE funding agreement to increase Metro's contribution by \$15,000,000 (5.5% increase to the 2007 amount of \$274,323,220) for a new total amount of \$289,323,220 and program \$19,453,420, which includes previously committed funding. Metro will not participate in any future project cost increases or overruns.

Attachments: [Attachment A - ACE Program Revised Cost and Funding Request](#)
[Attachment B - SGVCOG Letter of Request](#)
[Attachment C - Measure R and Measure M Unified Cost Management Policy Ar](#)
[Presentation](#)

SUBJECT: GENERAL PUBLIC COMMENT

[2020-0036](#)

RECEIVE General Public Comment

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

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

Adjournment

**Board Report**

File #: 2019-0817, **File Type:** Informational Report

Agenda Number: 5.

**PLANNING AND PROGRAMMING COMMITTEE
JANUARY 15, 2020**

SUBJECT: QUARTERLY STATUS DASHBOARD OF COUNTYWIDE PLANNING AND DEVELOPMENT STRATEGIC PROJECTS AND PROGRAMS

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the Quarterly Status Dashboard of Countywide Planning and Development Strategic Projects and Programs.

ISSUE

This item provides a snapshot of Countywide Planning and Development (CPD) work program, with the status of key projects and programs that are pending or ongoing before the Board during the next 10 years in a dashboard format (Attachment A). To be provided on an approximately quarterly basis, the Dashboard is a simplified approach to communicating information to enhance transparency and accountability, along with providing a comprehensive context for informed decision-making.

The last quarterly update was presented to the Planning and Programming Committee in September 2019 (Legistar File #2019-0570). At that meeting, the committee directed staff to make changes to the Dashboard, including listing the Pillar Projects first; ordering the projects by completion date rather than next Board action date; and formatting for increased legibility (larger typeface). This update complies with this request.

BACKGROUND

CPD introduced its Fiscal Year (FY) 2018 work program and intent to provide periodic updates at the September 2017 Planning and Programming Committee meeting (Legistar File #2017-0565). As part of that report to the Board, an overview of CPD's core services was provided.

DISCUSSION

The Dashboard summarizes the status of CPD's key projects and programs that are pending or anticipating action by the Board. These include:

- Pillar Projects, sorted by completion of the environmental clearance phase
- Other Major Capital Projects, categorized by Measure M and non-Measure M projects;

- Joint Development Projects;
- Programs; and
- Strategies and Policies.

Equity Platform

The transparency and accountability inherent to the Dashboard facilitates access to information that supports engagement and decision-making. Access to information promotes access to opportunity, a fundamental principle of the Equity Platform Framework.

FINANCIAL IMPACT

This item has no fiscal impact to the agency because no action results from this receive and file report.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Dashboard is consistent with Metro Vision 2028 Goal #5: Provide responsive, accountable, and trustworthy governance within the Metro organization. The Dashboard is transparent about CPD's work programs that are pending before the Board, which promotes accountability and trust in delivering public services.

NEXT STEPS

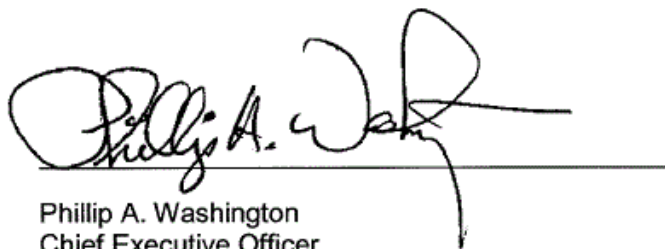
CPD will provide an update of the Dashboard approximately every quarter.

ATTACHMENTS

Attachment A - Quarterly Planning Dashboard

Prepared by: Brian Lam, Principal Transportation Planner, Countywide Planning & Development,
(213) 922-3077
David Mieger, Interim SEO, Countywide Planning & Development, (213) 922-3040

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



Phillip A. Washington
Chief Executive Officer

**QUARTERLY PLANNING DASHBOARD
JANUARY 2020**

Pillar Projects					Planning Process Phase			Next Board Date	Next Board Action
	Project Name	Notes	Env Completion (FY)	Measure M Opening (FY)	AA	Draft Env	Final Env		
1	West Santa Ana Branch LRT	▲	2022	2028-2030		X		April 2020	- Receive and File Project Status Update
2	Green Line Extension to Torrance LRT	△	2023	2030-2032		X		January 2020	- Award environmental and advanced conceptual design contract
3	Eastside Transit Corridor Phase 2	△	2024	2035-2037		X		February 2020	- Refine Project Alternatives
4	Sepulveda Transit Corridor	△	2024	2033-2035	X			July 2020	- Award environmental contract

Other Measure M Projects					Planning Process Phase			Next Board Date	Next Board Action
	Project Name	Notes	Env Completion (FY)	Measure M Opening (FY)	AA	Draft Env	Final Env		
5	East San Fernando Valley Transit Corridor LRT	▲	2020	2027-2029			X	March 2020	- Certify Final Environmental Impact Report
6	North San Fernando Valley BRT	▲	2021	2023-2025	X			April 2020	- Refine Project Alternatives
7	North Hollywood - Pasadena BRT	▲	2021	2022-2024		X		TBD	- Select Locally Preferred Alternative
8	Crenshaw Northern Extension LRT	◻	2023	2047-2049	X			March 2020	- Receive Advanced Alternatives Screening Study - Select Alternatives for environmental review - Authorize Award of Environmental Contract
9	LA River Path (central gap)	▲	2024	2025-2027		X		TBD	- Select Locally Preferred Alternative
10	Vermont Transit Corridor	▲	2024	2028-2030	X			Summer 2020	- Award Environmental Contract

Notes:

Groundbreaking and opening fiscal years have a three-year range.

▲ Twenty-Eight by '28 Capital Project

△ Measure M Capital Projects in Twenty-Eight by '28 List with Measure M completion date beyond 2028

◻ Measure M Project not on Twenty-Eight by '28 List but is being studied faster than otherwise needed to meet Measure M schedule

○ Major capital project effort that is neither Measure M or in the LRTP

**QUARTERLY PLANNING DASHBOARD
JANUARY 2020**

Non-Measure M Projects				Planning Process Phase				Next Board Date	Next Board Action
Project Name	Notes	Env Completion (FY)	Opening/Completion (FY)	AA	Draft Env	Final Env			
11	Centinela Grade Separation LRT	○	2020	TBD		X		April 2020	- Approve findings of Feasibility Study, Environmental Statutory Exemption, and recommendation for next steps
12	LAUS Forecourt and Esplanade Improvements	○	2021	2023			X	TBD	- Approve Addendum to EIR
13	Rio Hondo Confluence Station Feasibility Study	○	TBD	TBD	X			February 2020	- Award Feasibility Study Contract
14	Los Angeles Aerial Rapid Transit Project (private proposal)	○	TBD	TBD		X		Summer 2020	- Certify Environmental Impact Report
15	Rail-to-River ATC (Segment B)	○	TBD	TBD	X			Fall 2020	- Receive Supplemental Alternatives Analysis - Select Revised Locally Preferred Alternative
16	Arts District/ 6th Street Station HRT	○	TBD	TBD	X			TBD	- Initiating the EIR in 2020
17	First/Last Mile Implementation in Transit Corridor Projects (PLE 2 and forward)		varies by project	varies by project				February 2020	Periodic project-specific actions; Upcoming-approve FLM project lists and next steps for East San Fernando Valley

Notes:

Groundbreaking and opening fiscal years have a three-year range.

- ▲ Twenty-Eight by '28 Capital Project
- △ Measure M Capital Projects in Twenty-Eight by '28 List with Measure M completion date beyond 2028
- Measure M Project not on Twenty-Eight by '28 List but is being studied faster than otherwise needed to meet Measure M schedule
- Major capital project effort that is neither Measure M or in the LRTP

**QUARTERLY PLANNING DASHBOARD
JANUARY 2020**

Joint Development									
	Project Name	Notes	Groundbreaking/ Initiation (FY)	Opening/ Completion (FY)	Status			Next Board Date	Next Board Action
					Planning/ Developer Selection	ENA	Ground Lease		
18	Expo/ Crenshaw		2021	2023		X		Spring 2021	- Authorize Joint Development Agreement and Ground Lease Terms
19	North Hollywood		2021	2028		X		December 2021	- Authorize Joint Development Agreement and Ground Lease Terms
20	1st/ Soto		2021	2023		X		Fall 2020	- Authorize Joint Development Agreement and Ground Lease Terms
21	Vermont/ Santa Monica		2021	2023		X		Fall 2020	- Authorize Joint Development Agreement and Ground Lease Terms
22	Mariachi Plaza		2021	2023		X		Summer 2020	- Extend Exclusive Negotiation Agreement
23	Chavez/ Fickett		2022	2024		X		Summer 2020	- Extend Exclusive Negotiation Agreement
24	Division 6 (Venice Bus Yard)		2023	2024		X		Fall 2020	- Authorize Exclusive Negotiation Agreement
25	Westlake/MacArthur Park		2023	2025		X		March 2020	- Authorize Exclusive Negotiation Agreement
26	103rd & Watts		2023	2025		X		February 2020	- Authorize Exclusive Negotiation Agreement
27	Little Tokyo/ Arts District		TBD	TBD		X		March 2020	- Authorize Exclusive Negotiation Agreement (Board update in June 2019)
28	El Monte		TBD	TBD	X			Fall 2021	- Authorize Exclusive Negotiation Agreement
29	LAUS Master Commercial Development		TBD	TBD	X			FY 2022	- Authorize Exclusive Negotiation Agreement
30	Taylor Yard Lot 9		TBD	TBD			X	TBD	- TBD
29	1st/ Lorena		TBD	TBD		X		Spring 2021	- Authorize Joint Development Agreement and Ground Lease Terms
30	Unsolicited Proposal 3		TBD	TBD	X			Summer 2020	- Authorize Exclusive Negotiation Agreement
31	Unsolicited Proposal 4		TBD	TBD	X			Fall 2020	- Authorize Exclusive Negotiation Agreement

**QUARTERLY PLANNING DASHBOARD
JANUARY 2020**

Programs				Phase			Next Board Date	Next Board Action
Project Name	Notes	Groundbreaking/ Initiation (FY)	Opening/ Completion (FY)	Dev	Implementation/ Operation			
32	TOC Small Business Fund		Ongoing	Ongoing		X	Fall 2020	- Approve amended program eligibility and additional lending partner
33	Multi-year Sub-regional Programs		2019	Ongoing	X		February 2020	- Annual programming update of Measure M Multi-Year Subregional Program funds for the Las Virgenes/Malibu and North County subregions
34	Twenty-Eight by '28 Financial and Funding Plan		N/A	N/A	X		April 2020	- Receive Board Report on the task force, feasibility, and commitments to subregions
35	Metro Active Transport (MAT) Program - Cycle 1 Authorization		N/A	N/A	X		January 2020	-Approve Cycle 1 program funding and authorize solicitation
36	First/Last Mile Planning for Existing/Under-Construction Stations		N/A	N/A	X		January 2020	- Authorize FLM plan development for PLE Section 1 stations, and subsequently for CLAX and Regional Connector

**QUARTERLY PLANNING DASHBOARD
JANUARY 2020**

Strategies/ Policies								
	Project Name	Notes	Groundbreaking/ Initiation (FY)	Opening/ Completion (FY)	Phase		Next Board Date	Next Board Action
					Policies/ Strategic Plans	Implementation Plans		
37	Transit Oriented Communities (TOC) Implementation Plan		Ongoing	Ongoing		X	Spring 2020	- Approve TOC Implementation Plan
38	Long Range Transportation Plan Update		2017	2020	X		March 2020	- Approve release of Draft LRTP for public review
39	Goods Movement Strategic Plan		2018	2020	X		Summer 2020	- Approve draft Plan
40	Equity Platform		2018	Ongoing	X		TBD	Selection of Equity Officers
41	Integrated Station Design Solutions		2018	2020		X	TBD	- Final Findings (TBD)
42	BRT Vision and Principles Study		2019	2021	X		Early 2020	- Receive Board Box on project status
43	Measure R 10-year Review		N/A	N/A	X		January 2020	- Receive and File the 10-year review
44	First/Last Mile Guidelines		N/A	N/A	X		Spring 2020	- Adopt Guidelines
45	LAUS/ Civic Center Exploratory Taskforce		N/A	N/A	X		Summer 2020	- Approval of Action Plan



Board Report

File #: 2019-0881, **File Type:** Informational Report

Agenda Number: 6.

**PLANNING AND PROGRAMMING COMMITTEE
JANUARY 15, 2020**

**SUBJECT: MEASURE R ORDINANCE 10-YEAR REVIEW AMENDMENT PROCESS AND
PROGRESS REPORT**

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the Measure R Ordinance Ten-Year Review Amendment Process and Progress Report.

ISSUE

This Board item responds to Motion #7 from December 2019 to provide monthly progress reports on the development of a process to implement a transfer amendment to the Measure R Ordinance.

BACKGROUND

The Measure R Ordinance (“Ordinance”) permits the Board to amend the Ordinance not more than once every ten years, beginning in 2020, to transfer sales tax revenue between the transit and highway capital subfunds. This Board item identifies a proposed process and schedule (Attachment A) that would disseminate information to key decision-makers, including the public at-large, receive input, and provide the Metro Board with components of a transfer amendment for consideration during the summer of 2020.

DISCUSSION

Staff proposes that the transfer amendment process include the following steps:

- Outreach with stakeholders including Metro staff, Board staff, subregional councils, Policy Advisory Council, and public at-large.
- Staff will provide useful information to stakeholders during February 2020 regarding existing Metro projects and programs, related funding, potential transfer amounts, Ordinance requirements, related Board policy including those for sustainability and complete streets, and expected timing of the amendment.

- Staff will develop and conduct a public outreach effort intended to inform the public at-large of the potential transfer amendment, implications, and mechanisms to provide input.
- Staff will coordinate with the subregional councils and other regional transportation entities to facilitate formal internal discussions with their members during February, March, and April 2020 regarding potential components of the transfer amendment.
- Staff will conduct face-to-face meetings with stakeholders during April through May 2020 to identify the components of the transfer amendment, including potential projects that will be defunded or newly created, and the use of any project surplus.
- Staff will draft a Board report that identifies the proposed transfer amendment language, financial impact, Metro programs and priorities impacts, project delivery impact, and relevant background, for review and comment by stakeholders.
- Staff will submit the transfer amendment in concept to the Board in May 2020 for consideration at the June 2020 Board meeting.

Should the Board approve the transfer amendment in concept at the June 2020 meeting, staff will administer the amendment process, including the initiation of public notice, public meeting in September 2020, review by the Proposition R Independent Taxpayers Oversight Committee of Metro in September 2020, notification of the state legislature, and schedule a Board vote to amend the Ordinance in 2021.

A proposed schedule of activities is included as Attachment A. The schedule will be updated as activities and dates become more definitive. Based on the early list of potential new projects that would be funded from a transfer, staff does not believe the schedule and timing of legislative notice requirements would inhibit or preclude the funding of a project.

Equity Platform

No equity platform impact yet. This is an information item.

DETERMINATION OF SAFETY IMPACT

No safety impact yet. This is an information item.

FINANCIAL IMPACT

This is an information item and has no direct impact to the agency. Should the process ultimately result in a transfer amendment, the financial impact will be discussed at that time and could require funding in the FY21 and/or future Metro annual budgets.

Impact to Budget

There is no impact to the FY20 budget.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This item helps ensure fiscal responsibility in how funding determinations are made and transparency in the agency's investment decisions (Goal #5).

NEXT STEPS

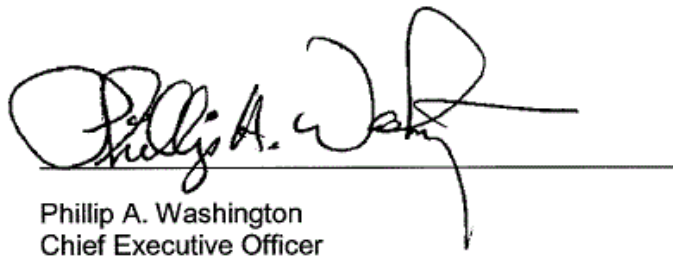
Metro staff will continue to provide monthly progress reports to the Board on the development and implementation of a process to prepare a transfer amendment to the Measure R Ordinance.

ATTACHMENTS

Attachment A - Proposed Schedule

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

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



Phillip A. Washington
Chief Executive Officer

**MEASURE R ORDINANCE 10-YEAR REVIEW AMENDMENT PROCESS
PRELIMINARY SCHEDULE**

Date	Activity	Responsible Party
Feb 2020	<ul style="list-style-type: none"> • Metro distributes informational materials to stakeholders • Metro conducts public outreach • Metro coordinates with stakeholders 	Metro staff, Board, subregional councils
Feb to Apr 2020	<ul style="list-style-type: none"> • Subregional councils meet and discuss with members 	Subregional councils
May 2020	<ul style="list-style-type: none"> • Metro meetings with stakeholders to formulate input 	Metro staff, subregional councils
	<ul style="list-style-type: none"> • Draft Board report 	Metro staff, Board, subregional councils
Jun 2020	<ul style="list-style-type: none"> • Metro Board meeting consideration of transfer amendment in concept 	Metro staff, Board
Sep 2020	<ul style="list-style-type: none"> • Public meeting • Review by Oversight Committee • Notify state legislature 	Metro staff, Board
2021	<ul style="list-style-type: none"> • Metro Board vote on transfer amendment 	Metro staff, Board

Measure R Ordinance 10-Year Review Amendment Process and Progress Report Agenda Item #6

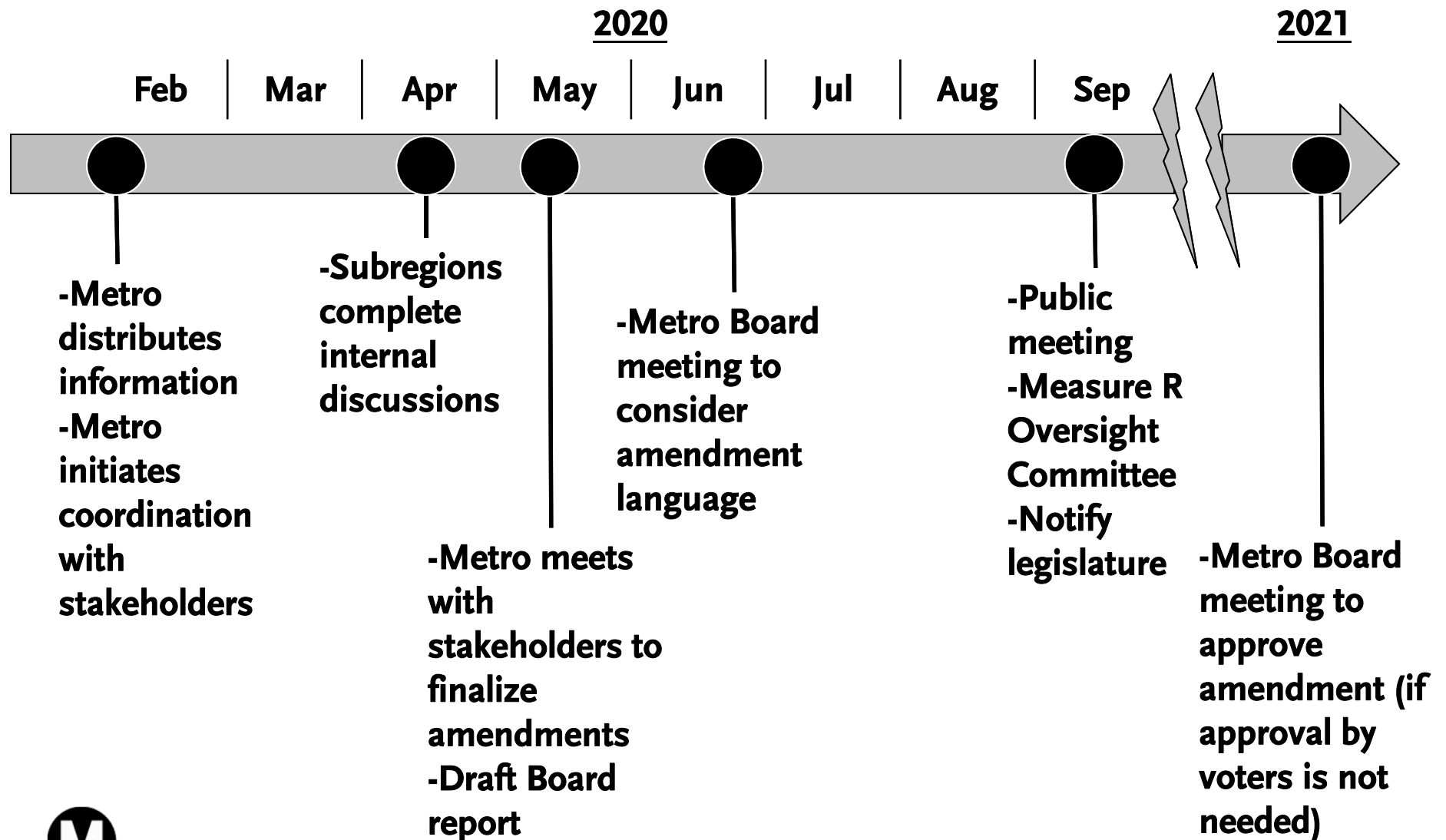
Planning and Programming Committee
January 15, 2020



Summary

- **Metro staff has started a process to amend the Measure R Ordinance**
- **The process will involve outreach to the public and key stakeholders to determine transfer amounts and any new projects**
- **Board will consider the amendment language in June 2020**

Schedule



Key Issues

- **Metro staff to provide options and supporting information**
- **Stakeholders to achieve consensus**
- **Timing of transfers and funding requirements**



Board Report

File #: 2019-0848, File Type: Informational Report

Agenda Number: 7.

PLANNING AND PROGRAMMING COMMITTEE

JANUARY 15, 2020

EXECUTIVE MANAGEMENT COMMITTEE

JANUARY 16, 2020

SUBJECT: METRO AFFORDABLE HOUSING POLICIES AND TOOLS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

- A. RECEIVE AND FILE Metro Affordable Housing Policies and Tools; and
- B. ADOPT the proposed amendments to the 2020 State Legislative Program Goals.

ISSUE

Housing undersupply and affordability continues to worsen and homelessness continues to increase in Los Angeles County. In an effort to help address these crises, Metro Joint Development plans to undertake a thorough and thoughtful examination of its policies to assess what Metro could do to address the deepening crisis, particularly through the Joint Development program policy and process. Thoughtful consideration of the potential policy enhancements is needed to ensure that development is feasible and preserves Joint Development program's community-focused approach.

BACKGROUND

At its July 2015 meeting, the Metro Board adopted an updated Joint Development Policy, which, among other things, established a goal that 35% of the housing units in Metro's joint development portfolio be affordable to residents earning 60% or less than the Area Median Income for Los Angeles County, as established by the US Department of Housing and Urban Development. In an effort to provide further subsidy to support such affordable housing, the 35% goal was supported by a corollary provision that allows proportional discounts (up to 30%) to the fair market/rental value of Metro-owned property used for joint development purposes.

Prior to the adoption of the new affordable housing goal, approximately 29% of housing units in Metro's joint development portfolio were affordable. Since adoption of the new policy, the percentage of completed affordable units has increased to approximately 34%, and should increase to 36% when projects that are currently in negotiations are completed. A summary of the portfolio is provided as Attachment A.

Even though Metro's efforts to date are producing significant amounts of affordable housing, there continue to be numerous challenges to producing housing units across the full spectrum of need at levels that are impactful. These challenges often involve inadequate or nonexistent funding sources that are necessary to compensate developers for the covenanted, below market rents required in affordable housing projects.

Meanwhile, housing affordability continues to worsen, and homelessness continues to increase. According to the California Housing Partnership Corporation, as of April 2018, Los Angeles County has a shortfall of 516,946 homes affordable to lower income renters. Additionally, rents in Los Angeles County have increased 25% since 2013, while incomes have only increased by 10%. Today, 56% of Los Angeles households spend more than 30% of their income on housing, the threshold at which households are considered at risk of becoming homeless. In last year's homeless count, individuals experiencing homelessness in the county have increased 12% to 58,936 individuals.

In October 2019 the California Department of Housing and Community Development issued an updated Regional Housing Needs Assessment (RHNA) determination of 1.34 million new homes in the six-county Southern California region over the next eight years. In November 2019, Southern California Association of Governments (SCAG) adopted a draft allocation methodology for this RHNA allocation. The assessment calls for the construction of approximately 819,000 new homes in LA County, of which 27% are needed for very low-income households earning less than 50% of Area Median Income. While the LA region has been constructing significant amounts of housing, in the last 8 years only 11% of the new units have been affordable, where the need is greatest. To make matters worse, 13% of subsidized units are at high risk of losing their affordability in the next 5 years due to expiring affordability covenants on those properties.

Considering these pressures, Metro Joint Development will be undertaking a thorough examination of its policies to assess what more Metro may be able to do to address the situation.

DISCUSSION

Over the next six months, Joint Development staff, with support from technical consultants, will undertake an assessment of the current Joint Development policy and identify opportunities for strengthening Metro's commitment to meeting the County's housing needs. The effort seeks to identify interventions and policy changes that will ultimately be most impactful to achieve these goals. These interventions will consider real market conditions, developer concerns, funding constraints and other Joint Development policy goals, which include preservation of properties for existing and future transit uses; increasing transit ridership; engaging with and reflecting the needs and desires of the communities surrounding Metro Joint Development projects; producing projects with high quality design; and, observing fiscal responsibility. In addition, the evaluation will consider measures supported by the Transit Oriented Communities (TOC) Policy to stabilize and enhance existing communities in partnership with local jurisdictions through policies such as inclusionary zoning, rent control or rent stabilization, just-cause eviction and other anti-displacement measures.

Potential changes/additions to the existing policy that will be evaluated include, but are not limited to:

- Changing the percentage goal for affordable housing portfolio-wide;
- Adding target ranges of affordability levels to portfolio-wide goal;

- Changing the requirements for and amount of ground lease discount available to developers;
- Setting per site minimum levels of affordable housing (a “floor”) for each Joint Development project that includes a housing component;
- Exploring alternative means of allowing developers to achieve affordable housing requirements, including Community Land Trusts (CLTs) and other types of shared equity and inclusive development models;
- Adjusting the metrics used to track housing goals, including accounting for micro-units and co-housing;
- Adjusting requirements of the Metro Affordable Transit Connected Housing (MATCH) and Transit Oriented Communities Small Business (TOC-SB) Loan Programs;
- Seeking reasonable and impactful legislative changes; and
- Assessing opportunities to address regional housing needs and greenhouse gas reductions.

In addition to affordable housing, there are a wide range of community benefits that Metro strives to achieve in its Joint Development program. For example, the Joint Development program encourages local hire through application of its Project Labor Agreement and Construction Careers Policy; the inclusion of Community Based Organizations (CBOs), Small/Disadvantaged Business Enterprise (SBE/DBE), and Disabled Veteran Business Enterprises as part of development teams; the presence of local-serving, legacy businesses as commercial tenants; and on- and off-site improvements that enhance the public realm and transit connectivity. As staff revisits policies around land discounts, the broader series of potential community benefits, and related trade-offs, will be considered as well.

Process

In the next few months, Joint Development staff, working with consultants, will conduct listening sessions and one-on-one meetings with local industry and policy stakeholders, including:

- Developers (including developers who are working or have worked on projects with Metro)
- Metro Board staff
- Cities/County/SCAG
- Non-Profits Organizations focused on affordable housing
- Other affordable housing stakeholders such as community-based organizations, philanthropic organizations, academics, large employers, etc.

Through these conversations and consultant technical analysis, the team will complete a high-level evaluation of the potential strengths and weaknesses of potential policy interventions and recommend a shortlist of policies for more detailed evaluation. Joint Development staff will then facilitate a series of roundtables stakeholders to identify preliminary policy recommendations for the Board.

2020 Legislative Program

Through the policy evaluation process staff will also identify any state legislative measures that may

facilitate or otherwise impact development of housing on Metro-owned land or provide better housing outcomes in LA County more generally. At its December 2019 meeting, the Board approved Motion 38.1, which requested that staff prepare a supplemental legislative program to address the supply and affordability of housing in Los Angeles County. The following measures are proposed to supplement the State legislative program goals presented in that meeting:

GOAL #10.16: ADVOCATE FOR POLICIES AND FUNDING THAT INCREASE THE SUPPLY AND AFFORDABILITY OF HOUSING IN LOS ANGELES COUNTY.

Proposed Activities:

Support legislation, initiatives, and programs that

- Reduce the costs and time to deliver affordable housing
- Compliment Metro's TOC Policy;
- Stabilize and enhance housing affordability in existing communities.
- Provide resources to Metro, LA County jurisdictions and other partner agencies to develop land use policies that support equitable transit-oriented communities;
- Support legislation and funding opportunities that incentivize and support the development of affordable and transit-adjacent housing;
- Work with legislators and the Governor's office to preserve and increase the ability of the Joint Development Program to deliver on its portfolio approach to achieving housing goals;
- Identify and pursue opportunities to consolidate and streamline applying for transportation infrastructure and transit-oriented development grants; and,
- Seek to program modifications that recognize Metro's land discount as a significant contribution to affordable projects.

Over the course of next year's legislative session Metro Government Relations, working with Joint Development, will bring specific legislation to the Board for consideration if it is not specifically covered by these goals. Additionally, legislation is expected next year that would revive proposals that have been previously considered by the Legislature. These include proposals to require density increases around transit projects, linking land use decisions to transportation funding as well as specific proposals relating to the implementation of the State's Sustainable Communities Strategy. As these proposals develop, staff will both keep the Board apprised of those developments and work with staff and the Board offices to develop any positions that would be appropriate for the Board to consider.

Equity Platform

The evaluation will invoke all four pillars of the equity platform. With the support of a consultant, we will start by defining and understanding the problem; bringing all stakeholders into the conversation; advancing changes that deliver beneficial outcomes to low-income households; and establishing an

on-going system for monitoring these outcomes.

DETERMINATION OF SAFETY IMPACT

The proposed assessment of affordable housing policies and tools and amendment of the legislative agenda will have no impact on safety.

FINANCIAL IMPACT

There is no financial impact related to this receive and file and amendment of the legislative agenda.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The evaluation and amendment of the legislative agenda will fulfill both Strategic Plan Goal 3.2, by seeking to catalyze transit-oriented communities with affordable housing and helping to stabilize neighborhoods, and Strategic Plan Goal 3.4 by playing a leadership role in addressing homelessness.

NEXT STEPS

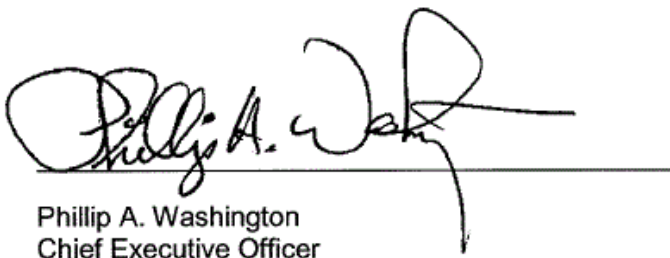
Based on the findings from this process, staff will return to the Board no later than September 2020 with a summary of the study results and recommendations for updating the Joint Development policy.

ATTACHMENTS

Attachment A - Summary of Completed and Pipeline Joint Development Portfolio

Prepared by: Wells Lawson, Senior Director, Countywide Planning & Development, (213) 922-7217
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Nick Saponara, DEO, Countywide Planning & Development, (213) 922-4313
Michael Turner, DEO, Government Relations, (213) 922-2122
Holly Rockwell, SEO - Real Estate, Transit Oriented Communities and Transportation Demand Management

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



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A
COMPLETED / IN PROGRESS JOINT DEVELOPMENT PROJECTS WITH HOUSING

Project	Rental		For Sale	Total Units	% Afdb	Year Complete
	Market Rate Rental	Affordable Rental				
COMPLETED						
Hollywood/Western	-	60	-	60	100%	2004
Wilshire/Vermont	359	90	-	449	20%	2005
Hollywood/Vine Apartments	300	75		375	20%	2009
Hollywood/Vine Condominiums			143	143	0%	2009
Wilshire/Western			186	186	0%	2009
Westlake/MacArthur Park (Phase A)	-	90	-	90	100%	2012
One Santa Fe	350	88	-	438	20%	2014
Taylor Yard (Lots 1, 2A, 3, 4 & 5)	-	263	95	358	73%	2014-2018
1st & Boyle - Santa Cecilia	-	80	-	80	100%	2016
Subtotal - Completed	1,009	746	424	2,179	34%	
IN NEGOTIATIONS (Current Proposals, subject to change)						
Vermont/Santa Monica		190		190	100%	
Mariachi Plaza		60		60	100%	
Chavez/Fickett		60		60	100%	
Expo/Crenshaw	320	81		401	20%	
1st/Lorena		49		49	100%	
1st/Soto		66		66	100%	
Chavez/Soto		77		77	100%	
Taylor Yard Lot 2B		42		42	100%	
North Hollywood	1216	311		1527	20%	
Subtotal - In Negotiations	1,536	936	-	2,472	38%	
TOTAL	2,545	1,682	424	4,651	36%	

Updated 12/12/2019



Next stop: building communities.

**RECEIVE AND FILE
Metro Affordable Housing Policies and Tools**

Legistar Item: 2019-0848



Recommendation

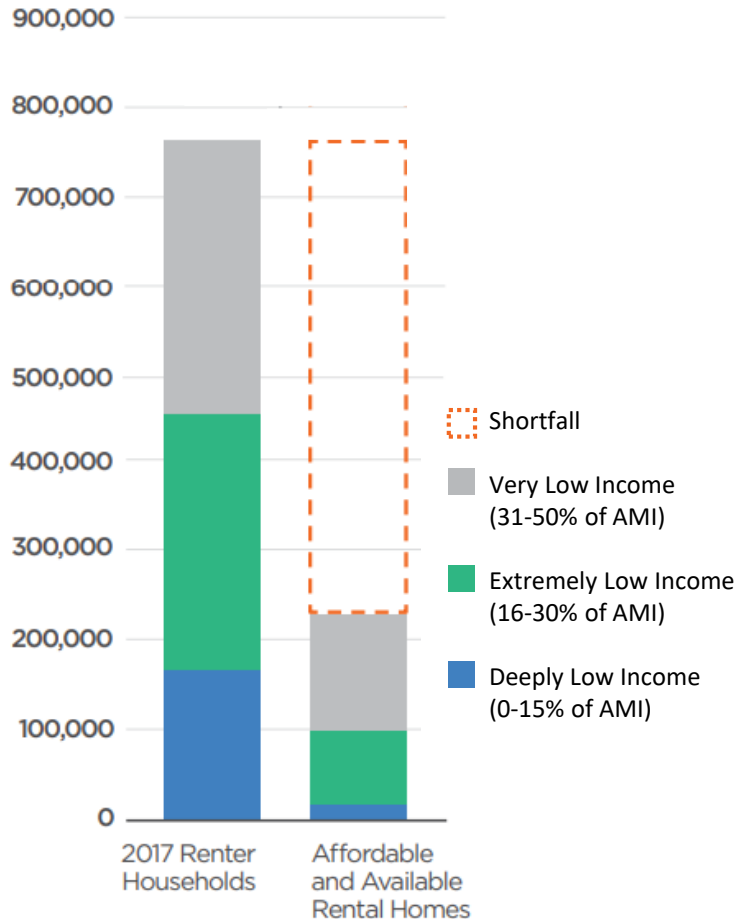


- A. RECEIVE AND FILE Metro Affordable Housing Policies and Tools;
and
- B. ADOPT the proposed amendments to the 2020 State
Legislative Program Goals.

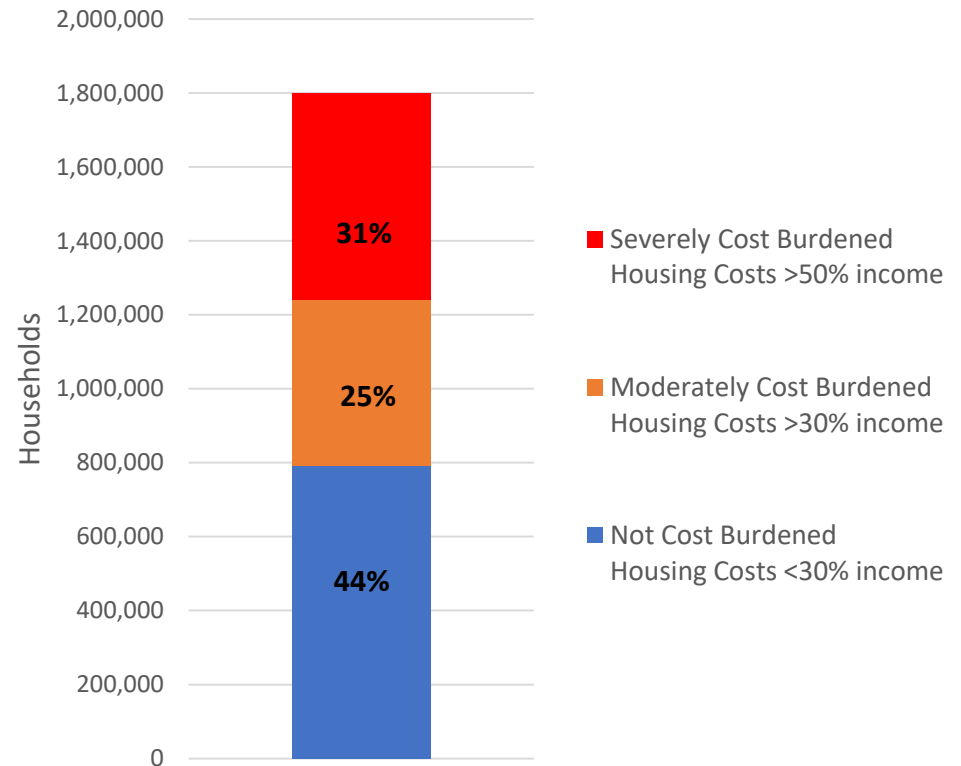
County Context



Affordable Housing Shortfall



Los Angeles County Households Cost Burden



Current Joint Development Policy

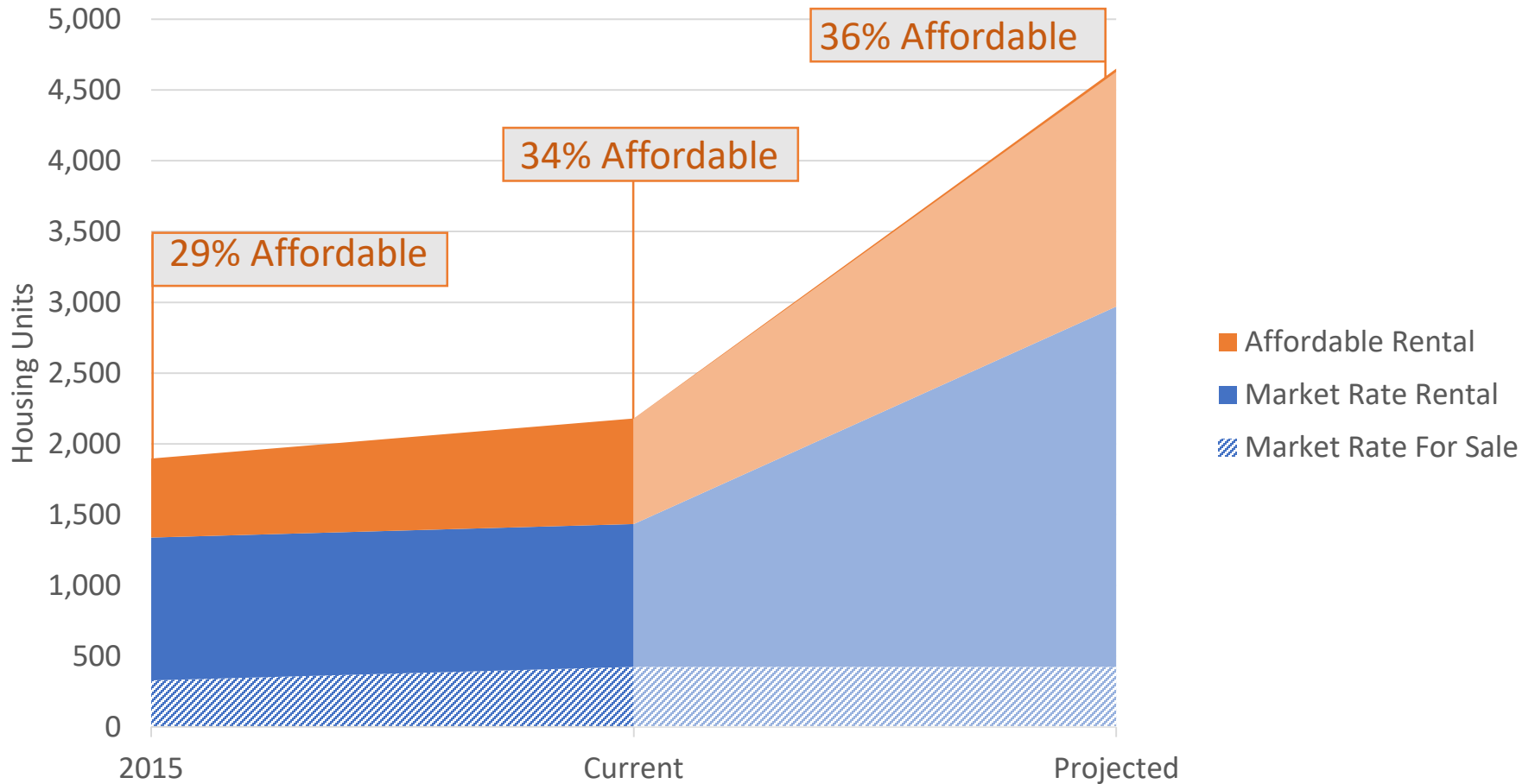


- **Policy Update Adopted by Board in February 2016**
- **Establish a portfolio-wide goal of 35% affordable housing units.**
 - “Affordable” defined as 60% AMI or below.
 - Current portfolio is 34% affordable (36% including pipeline)
- **Allow for proportional discounting to projects on Metro-owned land.**
 - Maximum discount is 30%

Metro Affordable Housing Portfolio



COMPLETED / IN PROGRESS JOINT DEVELOPMENT PROJECTS



Affordable Housing Policy Next Steps



- Case Studies and Research
- Policy Brainstorm
- Feasibility Testing
- Roundtable Discussions
- Report Back to the Board

Amendment to 2020 Legislative Agenda



NEW GOAL #10.16: ADVOCATE FOR POLICIES AND FUNDING THAT INCREASE THE SUPPLY AND AFFORDABILITY OF HOUSING IN LOS ANGELES COUNTY.

Support legislation, initiatives, and programs that

- Reduce the costs and time to deliver affordable housing;
- Stabilize and enhance housing affordability in existing communities;
- Support planning for equitable transit-oriented communities;
- Incentivize and support the development of affordable and transit-adjacent housing; and
- Preserves and increases the ability of the Joint Development Program to deliver on its portfolio approach to achieving housing goals.



Board Report

File #: 2019-0849, **File Type:** Informational Report

Agenda Number: 8.

**PLANNING AND PROGRAMMING COMMITTEE
JANUARY 15, 2020**

**SUBJECT: LOS ANGELES COUNTY GOODS MOVEMENT STRATEGIC PLAN DEVELOPMENT
STATUS UPDATE**

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE status update on the development of the Los Angeles County Goods Movement Strategic Plan.

ISSUE

In November 2018, Metro awarded a contract to develop the Los Angeles County (County) Goods Movement Strategic Plan (Plan). The intent of the Plan is to develop a strategic vision for the Metro Board, in collaboration with the many goods movement stakeholders in the County, to address the many challenges and capture the tremendous number of opportunities presented by Los Angeles County’s status as the nation’s leading freight gateway. The Plan will also inventory existing conditions surrounding goods movement activities in Los Angeles County-including economic benefits, community impacts, and system performance-and develop a robust stakeholder engagement process to inform the recommendations of the Plan to allow the County to maintain its national freight competitiveness in a sustainable manner.

This report serves as an update for the Board on the current activities of the Plan development since the last update in June 2019.

BACKGROUND

The County is home to over 10 million people - a population that would rank as approximately the ninth largest state - and generates a tremendous demand for goods on a daily basis. The daily activities and purchases made by the residents, visitors and businesses of the County are the main drivers of goods movement, which fuel our regional economy. The County also serves the nation as its premier global trade gateway, comprising the nation’s largest container port complex, the nation’s sixth busiest air cargo hub, nearly 35,000 warehouse sector buildings, and the extensive multimodal transportation network that connects all these important trade hubs to the populations, businesses, and markets located in the rest of the country.

While the County's surface transportation system supports the national and regional need for efficient flow of goods through the Ports of Long Beach and Los Angeles, the communities located closest to freight facilities and major goods movement corridors disproportionately suffer localized impacts to health, equity, and quality of life associated with the movement of these goods. On a regional level, robust economic activities impact the mobility, safety, and air quality for all residents of the County because of the conflicts created by the shared use of the multimodal transportation network-most notably between passenger vehicles and commercial trucks on the highway system and between freight trains and commuter trains on rail corridors.

As the County's and the nation's population are expected to grow, Metro, as the regional transportation planning agency for Los Angeles County, must lead and develop a strategic planning vision that is well-informed through robust stakeholder engagement. The vision must be effective in supporting the County's economic competitiveness, delivering solutions for our sustainability needs, and advancing equity goals. The vision must support a collaborative framework among our many goods movement stakeholders that guides development of strategies and programs that address goods movement challenges in a comprehensive manner.

The Plan will develop a cohesive narrative for the County's goods movement system that identifies the benefits and impacts associated with goods movement projects, programs, and policies; articulates the need to invest in our multimodal freight system; and supports the acquisition of state and federal discretionary funding to leverage local investment in goods movement related projects and programs.

DISCUSSION

At the June 2019 Planning & Programming Committee, staff presented on the status of the Plan's development. This presentation included the following:

- A brief profile of the County's goods movement system and how the goods movement sectors contribute to the economy
- The relationship of the Plan to Metro's Vision 2028 and Long Range Transportation Plan
- A draft vision statement
- The structure of the Plan development
- How stakeholders would shape the Plan development.

Metro invited regional stakeholders from public, private, and community organizations representing various logistics modes, regulatory agencies, academia, subject matter expert organizations, equity and public health advocacy groups, and local and state partner agencies to participate in a Freight Working Group that served to provide input into and guide the development of the Plan's purpose, priorities, and content. Metro convened the Freight Working Group and subject matter focus groups to capture expert insight into and guidance on the most critical challenges facing the County; strategies to address these challenges; development of evaluation criteria for strategies that lead towards sustainable competitiveness; early action items; and the clarification of Metro's role in advancing such strategies and early action items.

Through the guidance of our stakeholders, the Plan's project team has finalized the vision statement for the Los Angeles County Goods Movement Strategic Plan and identified five elements of

sustainable freight competitiveness to be the focus of our Plan.

The five sustainable freight competitiveness elements identified through our stakeholder engagement and endorsed by the Freight Working Group are as follows:

- Equity and Sustainability
- A Safe and Efficient Multimodal System
- A Culture of Investment and Innovation
- Strong Markets and Reliable Supply Chains
- A Strong Labor Force

The project team then embarked on focus group meetings around each of the sustainable competitiveness elements to garner in-depth understanding from subject matter experts and stakeholders. Discussions during these meetings highlighted the need for equity and sustainability to be a foundation of the Plan infused into and predicated the other four elements. Further, through these discussions, the project team identified early action items that call for Metro's immediate leadership as the Plan is being developed. These early action items are as follows:

- Define what equity means for goods movement in the County through a creation of a recurrent goods movement-focused task force involving equity-focused stakeholders;
- Develop a Clean Truck Initiative to accelerate the deployment of near-zero and zero emission trucks in the region to address air quality and public health concerns, particularly for our most vulnerable communities;
- Craft a framework for a freight rail investment partnership for the region's shared use rail corridors;
- Foster a regional forum for urban delivery and curbside demand management needs in the County to mainstream this policy issue across other planning efforts;
- Identify opportunities to create programs for and conduct research on countywide workforce development in logistics.

Staff intends to continue preliminary research and further discussions with the key stakeholders on these items. However, staff anticipates that these action items will require further resources and intends to develop them into full workplans in the coming months.

Additionally, staff considers close coordination with our State partners to be an important hallmark of a successfully developed Plan, specifically in working through the implications of the implementation of the Governor's Executive Order N-19-19 and the State's development of the California Freight Mobility Plan 2020 (CFMP 2020). At the third Freight Working Group meeting in October 2019, staff invited Deputy Secretary for Transportation Planning at the California State Transportation Agency (CalSTA) Avital Barnea, and Office Chief for Caltrans Freight Planning Yatman Kwan, to share their insights on the Governor's Executive Order, the status of the CFMP 2020 and how Metro can best continue coordinating closely with CalSTA, Caltrans and other state departments.

Through our stakeholder discussions and Freight Working Group meetings, the project team identified several research topics and implementation topics that merit further effort beyond the Plan

development and adoption. These topics include but are not limited to the following:

- Robust economic impacts analysis of goods movement activities;
- A strategy for logistics planning and coordination in support of the Los Angeles 2028 Olympic and Paralympic Games;
- Development of a countywide legislative platform to articulate the County's freight needs for the next federal surface transportation reauthorization bill and future state funding programs and policies; and
- Broader deployment of technology-based operational efficiency improvements and cleaner freight rail technology.

Equity Platform

The LA County Goods Movement Strategic Plan supports three of the four Equity Platform Pillars I (Define and Measure), II (Listen and Learn) and III (Focus and Deliver).

Pillar I (Define and Measure): By focusing on Equity and Sustainability as the core element of the Plan and working with stakeholders to receive input on equity concerns and creating inclusive conversations on goods movement issues, the Plan seeks to define measurable objectives that will help advance equity goals for the County.

Pillar II (Listen and Learn): To develop the Plan staff will hold focused meetings with key equity-focused communities and representatives to gain an understanding of equity needs for the region. Staff also will develop an ongoing working group tailored specifically to goods movement equity-focused organizations to facilitate a forum that will continuously inform Metro's goods movement planning.

Pillar III (Focus and Deliver): The Plan, through input with our stakeholders, will help determine where Metro can lead and where Metro can partner in implementing equity-conscious policies and programs to improve health, economic opportunity, accessibility and quality of life for those most impacted by freight externalities in the County.

DETERMINATION OF SAFETY IMPACT

The LA County Goods Movement Strategic Plan supports a number of projects that have considerable safety improvements associated with movement of goods, including at-grade separation projects, intelligent transportation system projects, advanced vehicle technologies and transportation facility operational improvements. As such, the Plan supports Metro's agency safety standards.

FINANCIAL IMPACT

There is no financial impact associated with this report.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Los Angeles County Goods Movement Strategic Plan supports implementation of the following

Strategic Plan Goals, 1. Provide high-quality mobility options that enable people to spend less time traveling; 3. Enhance communities and lives through mobility and access to opportunity; and 4. Transform LA County through regional collaboration and national leadership.

ALTERNATIVES CONSIDERED

No decisions are required at this time.

NEXT STEPS

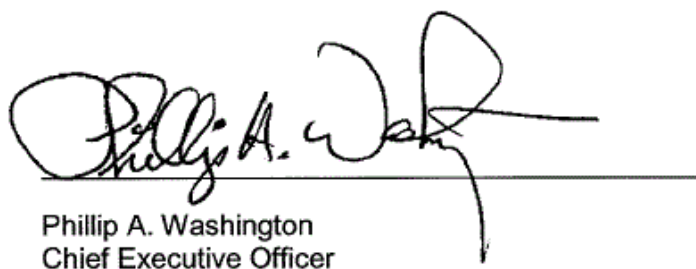
Staff will initiate Board office outreach on the Plan through January and February 2020, develop a draft plan and present in spring 2020, with a Board consideration of the Final Plan to be presented in summer 2020.

ATTACHMENTS

- Attachment A - LA County Goods Movement Strategic Plan Update
- Attachment B - Freight Working Group Member Organization List
- Attachment C - Why Los Angeles County's Goods Movement Matters

Prepared by: Akiko Yamagami, Manager, Countywide Planning & Development, (213) 418-3114
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Wil Ridder, EO, Countywide Planning & Development, (213) 922-2887
Laurie Lombardi, SEO, Countywide Planning & Development, (213) 418-3251

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



Phillip A. Washington
Chief Executive Officer

Update on the Los Angeles County Goods Movement Strategic Plan

LA County Goods Movement Strategic Plan

Metro Planning and Programming Committee

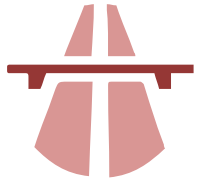
January 15, 2020

Legistar File #2019-0849



Metro

LA County Goods Movement By the Numbers



851 miles of State Highways
3,200 miles of County Roads
17,631 miles of City Roads

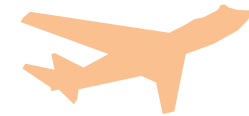


10th Busiest container port complex in the World (Ports of Long Beach and Los Angeles)

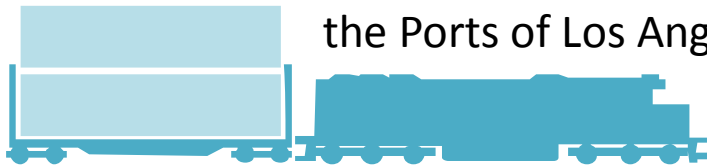
Over **578 million sq. ft.** of warehousing space
With over **18,000** warehousing buildings



Nations' **6th** busiest air cargo hub



2 Class I Railroads connecting the Ports of Los Angeles and Long Beach to the rest of the nation



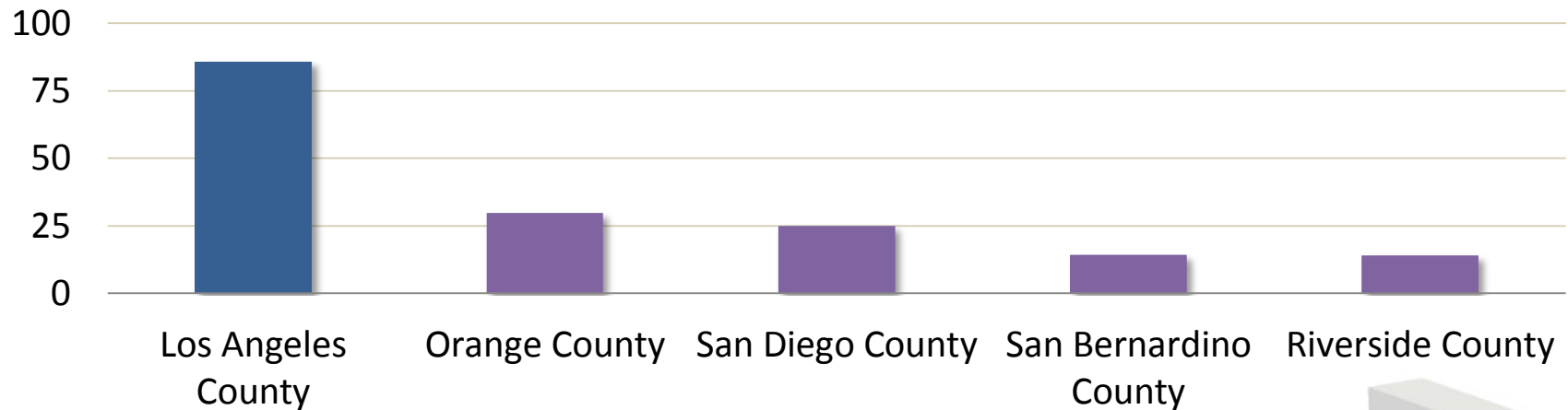
Goods Movement Means Jobs

LA County holds nearly **30%** share of California's goods movement dependent industries

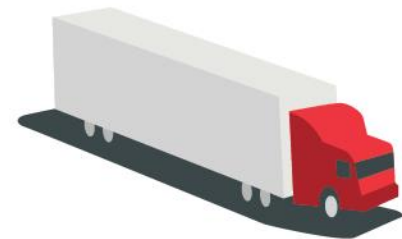
Close to **86,000** firms

With over **1.3 million** people employed

Top 5 CA Counties by Number of Goods Movement Dependent Industry Firms, 2015 (in thousands)



Source: US Census, County Business Patterns, 2015



Goods Movement Means Sales Tax Revenue

\$10.9 Billion: Sales taxes generated from Retail and Foods Services sectors in LA County in 2017¹

\$1.7 trillion worth of goods moved into, out of, and within the Los Angeles Region in 2017²

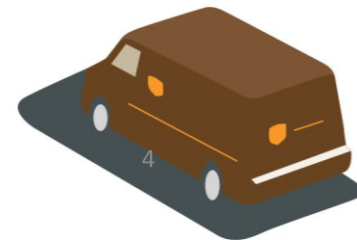
- \$1.02 trillion: Value of goods moved by **trucks**
- \$391 billion: Value of goods moved by multiple modes & mail

78 percent: California communities who depend exclusively on trucks to move their goods³

1: California Department of Tax and Fee Administration

2: Federal Highway Administration, Freight Analysis Framework (FAF) 4.5, 2019

3: Smart Freight Center: Caltrans case study in *Developing a Sustainable Urban Freight Plan*



Stakeholders Are Shaping the Plan

Stakeholders:

- Provide input and feedback throughout the project
- Weigh in on key questions from a variety of perspectives
- Vet findings and guide the project team at critical points in the process



Stakeholder Guidance

Questions we have posed to stakeholders:

1. What are the most critical challenges facing LA County? What strategies should be undertaken to meet these challenges?
2. What criteria can we use to evaluate strategies that lead towards sustainable competitiveness?
3. Are there immediate steps to take, aka “early wins”?
4. What should Metro’s role be? What should Metro *not do*?

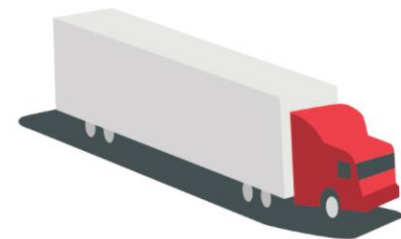


Mission and Vision Statement

Metro's Mission: *To provide a world-class transportation system that enhances quality of life for all who live, work, and play within LA County.*

Goods Movement Strategic Plan Vision: Metro will become...

- > ...a *national leader* and *regional partner* in implementing a modern, responsive, resilient, and effective freight transportation system through policies, programs, and projects that support a competitive global economy.
- > ...a steward of *equitable and sustainable investments* and *technological innovation* that will increase regional economic competitiveness, advance environmental goals, and provide access to opportunity for County residents.



Sustainable Freight Competitiveness



Elements of Sustainable Freight Competitiveness

Equity and Sustainability

- > Foundation of Metro's Goods Movement Planning activities
- > Permeate through other elements

Questions to be addressed:

- > How can we achieve competitiveness that is grounded in equity and sustainability?
- > What does equity in goods movement look like for LA County?

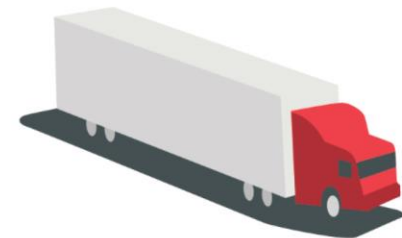
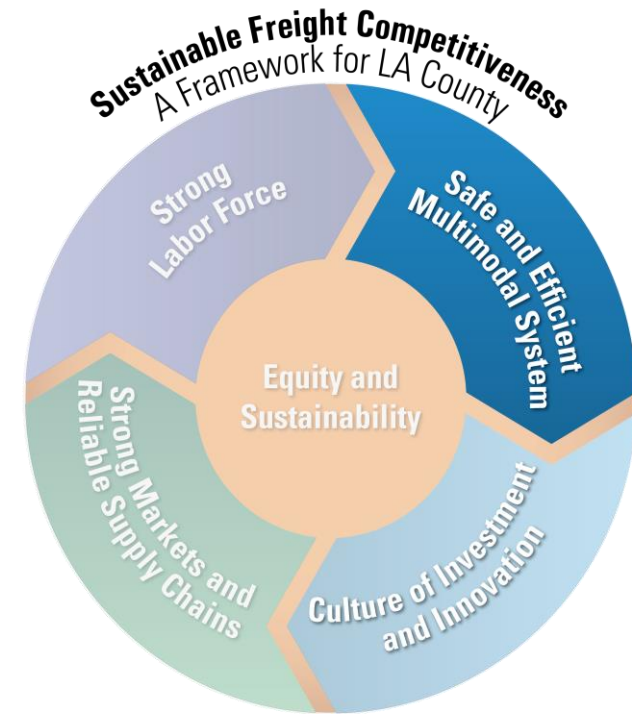


Elements of Sustainable Freight Competitiveness

Safe and Efficient Multimodal Systems

Questions to be addressed:

- > Can the shared system meet future demand as the population grows? Can it respond to changes in the way people/goods move?
- > How does Los Angeles County compete nationally in terms of cost, reliability, etc.?

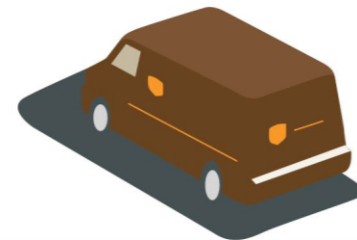
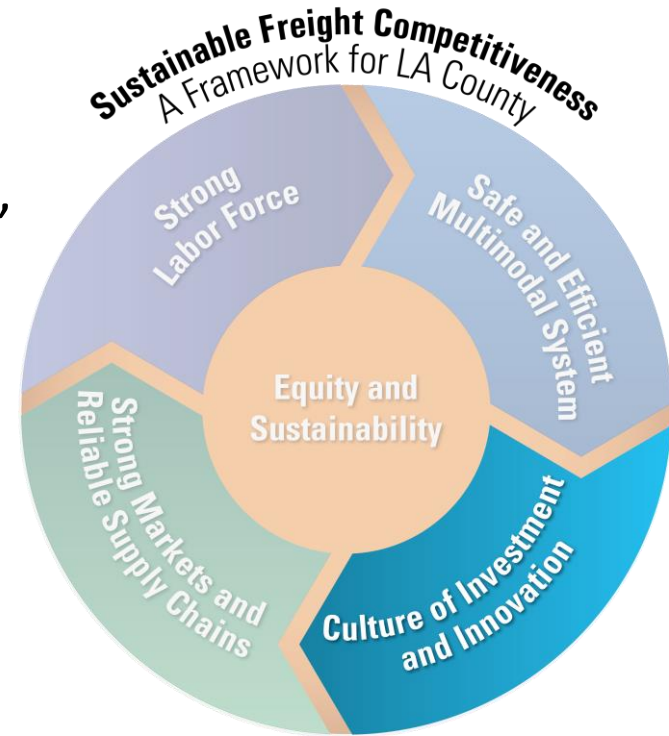


Elements of Sustainable Freight Competitiveness

Culture of Investment and Innovation

Questions to be addressed:

- > Is the regional leadership, policy environmental, and available capital sufficient to support investments in infrastructure and technology?
- > How do we balance our unique regulatory and policy environment with the need for private sector investment?



Elements of Sustainable Freight Competitiveness

Reliable Supply Chains

Questions to be addressed:

- >Do we have the right mix of consumers, importers, exporters, etc. to grow our economy effectively?
- >Are we positioned for an optimal amount of discretionary cargo coming through the Ports?



Elements of Sustainable Freight Competitiveness










Strong Labor Force

Questions to be addressed:

- >Is the local labor force positioned to support the industries of today and tomorrow?
- >Does the transportation system provide effective and efficient connections between workers and these industries?



Expert Meetings

-  Public health
-  Equity
-  Innovative vehicle technologies
-  State of clean emission vehicle technologies
-  Workforce development initiatives and research
-  Ports (LA, LB, and LAWA)
-  Freight railroads and the trucking industry
-  Urban freight
-  Curbside demand management



Coordination with the State

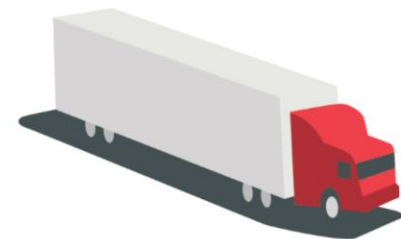
 Governor's Executive Order N-19-19

 California Freight Mobility Plan 2020



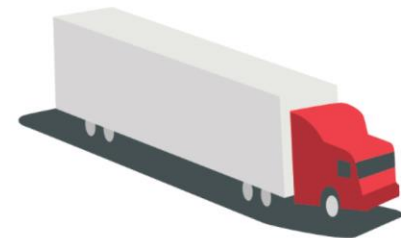
Early Action Initiatives

- 🔌 Defining equity for goods movement in LA County
- 🔌 Further research on countywide workforce development in logistics
- 🔌 Accelerating clean truck initiatives
- 🔌 Freight rail investment partnership
- 🔌 Urban delivery and curbside demand management



Further Areas of Study

- ➔ Robust economic impacts analysis of goods movement activities
- ➔ The 2028 Olympics event logistics planning and coordination
- ➔ Development of a countywide platform for future federal transportation funding reauthorization
- ➔ Broader deployment of technology-based operational efficiency improvements



Next Steps



Thank you!

**Metro Goods Movement Strategic Plan
Organizations Represented on Freight Working Group**

CATEGORY	ORGANIZATION
Metro Board Offices	City of Los Angeles
Metro Board Offices	LA County Board Supervisory District 4
Council of Governments	Gateway Cities COG
Council of Governments	San Gabriel Valley COG
Council of Governments	South Bay COG
Council of Governments	North County Transportation Coalition
Educational/Research Institute	CSULB CiTTI/METRANS
Local Government	LA County Department of Public Works (LADPW)
Local Government	LA Department of Transportation (LADOT)
Ports	Port of Long Beach
Ports	Port of Los Angeles
Regulatory Agencies	South Coast Air Quality Management District (SCAQMD)
Transportation Agencies	California Transportation Commission
Transportation Agencies	Alameda Corridor Transportation Authority (ACTA)
Transportation Agencies	California State Transportation Agency (CalSTA)
Transportation Agencies	Caltrans
Transportation Agencies	Los Angeles World Airports (LAWA)
Transportation Agencies	Metrolink
Transportation Agencies	Southern California Association of Governments (SCAG)
Economic Development	BizFed
Economic Development	LA Area Chamber of Commerce
Economic Development	LA Economic Development Corporation
Freight Industry	LA Customs Brokers & Freight Forwarders Association, Inc.
Freight Industry	Future Ports
Freight Industry	Pacific Merchant Shipping Association
Auto Industry	Automobile Club of Southern California (AAA)
Logistics	FedEx
Logistics	UPS
Railroads	BNSF Railway
Railroads	Union Pacific Railroad
Real Estate Industry	Majestic Realty, Inc.
Real Estate Industry	Watson Land Company
Real Estate Industry	NAIOP
Trucking	California Trucking Association
Trucking	Harbor Trucking Association
Utilities	California Public Utilities Commission
Utilities	Southern California Edison
Utilities	Southern California Gas
Community Based Organizations	California Endowment

Introduction

Every day, millions of goods are moved within and through Los Angeles County to support our daily lives. Demand for goods movement is an outgrowth of our daily activities as we live in a world that is built on trading goods and services. As a result, our economic activities, whether shopping in- stores or on-line, dining at restaurants, working in an office, building new infrastructure or manufacturing high-end medical devices, depend heavily on the distribution of goods and management of inventory. Ranked as the most populous county in the nation at over 10 million residents¹, people who live, work and conduct business in Los Angeles County generate a tremendous demand for goods on a daily basis. These demands in turn drive the demand for trucks, freight trains, and airplanes to move goods to and from places across the County and the world.

Many historical events contributed to shaping Los Angeles County into a premier global trade gateway of choice. These include the arrival of the Santa Fe Railroads in 1885, the founding of the Port of Los Angeles in 1907, the Port of Long Beach in 1911, the Los Angeles International Airport in 1928, containerization of cargo since the 1960s and its global spread throughout the 20th century, and the emergence of Pacific Rim economies in the late 20th century.

People in Los Angeles County have historically invested unprecedented amount of resources into the County's extensive transportation network, which now serves as a backbone of the nation's freight transportation system. This system includes 851 miles of state highways, 20,831 miles of city and county maintained roads², Class I freight railroads, the nation's largest container port complex, robust air cargo handling capacity, and a large presence of industry sectors in transportation and warehousing, wholesale trade and manufacturing. For many decades, due to the strategic location to Asia and Mexico, and the large population base, the County has attracted people and businesses alike to conduct both international and domestic commerce, and established its position as a premier global gateway.

The prosperity brought by robust economic activities also resulted in a series of challenges that now threaten the County's ability to ensure quality of life, equity, economic sustainability and competitiveness. These challenges include recurring congestion that impact system productivity and efficiency, generate undesirable impacts to surrounding communities in a form of spill-over traffic; air quality and noise impacts; increased truck involved collisions that threaten safety; and increased land use conflicts as incompatible land use types vie for limited space in already crowded urban areas. Across the County, some communities are exposed to these challenges more disproportionately than others.

Further, there are many opportunity areas on which Los Angeles County has not yet fully capitalized. These include emerging employment opportunities and workforce development efforts that are brought forth because of robust goods movement industries in the County. For example, emerging vehicle technologies and industry sectors that support such technology development, and application of advanced digital technology and robotics inside logistics facilities are creating employment

¹ U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates for the year 2016

² Caltrans Highway Performance Maintenance System (HPMS), Table 7, 2017

Why LA County's Goods Movement Matters

opportunities that did not exist a decade ago. While at the same time, slow recognition of these emerging employment opportunities has hindered our ability to analyze changing skillset needs and tailor education and training content to meet emerging needs.

As we look into the future, the County's population is projected to increase by an additional one million residents to over 11 million by the year 2035³. This growth will generate considerable increase in consumer demand that will place further strain on our County's freight transportation system that is already operating at or beyond capacity in certain areas. Consequences of not planning for the growth and not investing in our system could include deterioration of our economy, standard of living, and quality of life. For Metro, this means that we neglect our roles and responsibilities that are specified under the PUC 130051.12, a legislation which enabled establishment of the Los Angeles County Metropolitan Transportation Authority in 1992.

Through the development of the LA County Goods Movement Strategic Plan, Metro strives to achieve a comprehensive and holistic approach to addressing a multitude of interconnected challenges so that Los Angeles County will grow and thrive while balancing various goals, including efficient and effective flow of goods to support economic sustainability and prosperity. To this end, goods movement stakeholders across the County gathered to develop five elements of *Sustainable Freight Competitiveness* to provide a framework to evaluate LA County's freight competitiveness so that integrated and holistic approaches to improve mobility, accessibility, safety and quality of life will be developed and pursued. These five elements include:

PUC 130051.12

The Los Angeles County Metropolitan Transportation Authority shall, at a minimum, reserve to itself exclusively, all of the following powers and responsibilities:

- (1) Establishment of overall goals and objectives to achieve optimal transport service for the ***movement of goods and people*** on a countywide basis.



- **A Safe and Efficient Multimodal System:** ability of the County's multimodal freight transportation infrastructure to move goods efficiently and effectively.
- **A Culture of Investment and Innovation:** strengthening the County's desire to invest in our infrastructure and intellect, as witnessed through four voter-approved sales tax measures towards transportation infrastructure and innovation.
- **Strong Markets and Reliable Supply Chains:** the County's ability to support businesses and industries to thrive. This would require investment into goods movement infrastructure to support well-coordinated supply chains.

³ State of California Department of Finance, Population Projections, P-1: State Population Projections (2016-2060): Total Population by County

Why LA County's Goods Movement Matters

- **A Strong Labor Force:** the County's ability to capitalize on new employment opportunities through investing in education and training.
- **Equity and Sustainability:** a foundation for quality of life and Metro's commitment to addressing inequity within the County, and balancing environmental, economic and social goals.

Equity and Sustainability is positioned not just as one of five elements, but as the foundation for the other four elements that supports and permeates strategies and priorities to be developed for those other four elements. This positioning of Equity and Sustainability echoes the Metro Equity Platform and is supported by the equity-focused stakeholders with whom Metro has engaged in this process.



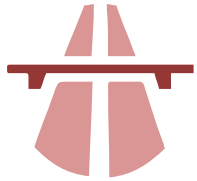
Update on the Los Angeles County Goods Movement Strategic Plan

LA County Goods Movement Strategic Plan
Metro Planning and Programming & Executive
Management Committees
January 15 & 16, 2020
Legistar File #2019-0849



Metro

LA County Goods Movement By the Numbers



851 miles of State Highways
3,200 miles of County Roads
17,631 miles of City Roads

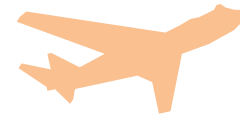


10th Busiest container port complex in the World, **1st** in the USA
(Ports of Long Beach and Los Angeles)

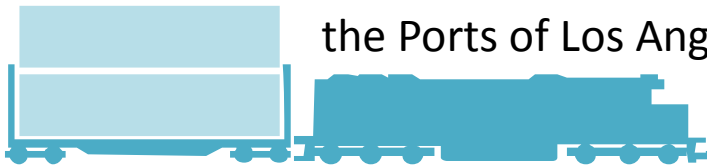
Over **578 million sq. ft.** of warehousing space
With over **18,000** warehousing buildings



Nations' **6th** busiest air cargo hub – **1st** in California



2 Class I Railroads connecting the Ports of Los Angeles and Long Beach to the rest of the nation



51% of top-25% disadvantaged Census Tracts in CalEnviroScreen



Goods Movement Means Sales Tax Revenue

\$10.9 Billion: Sales taxes generated from Retail and Foods Services sectors in LA County in 2017¹

\$1.7 trillion worth of goods moved into, out of, and within the Los Angeles Region in 2017²

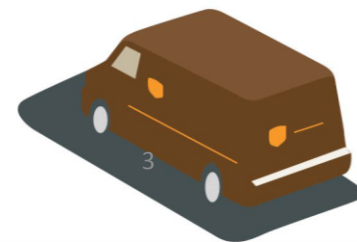
- \$1.02 trillion: Value of goods moved by **trucks**
- \$391 billion: Value of goods moved by multiple modes & mail

78 percent: California communities that depend exclusively on trucks to move their goods³

1: California Department of Tax and Fee Administration

2: Federal Highway Administration, Freight Analysis Framework (FAF) 4.5, 2019

3: Smart Freight Center: Caltrans case study in *Developing a Sustainable Urban Freight Plan*

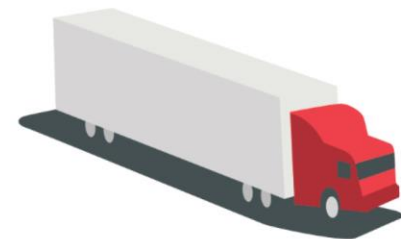


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Elements of Sustainable Freight Competitiveness



Highlight: Equity and Sustainability

- > Foundation of Metro's Goods Movement Planning activities
- > Permeate through other elements

Questions to be addressed:

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- > What does equity in goods movement look like for LA County?



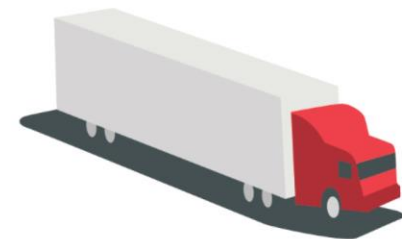
Early Action Initiatives and Further Areas of Study

Early Action Initiatives

- Defining equity for goods movement in LA County
- Further research on countywide workforce development in logistics
- Accelerating clean truck initiatives
- Freight rail investment partnership
- Urban delivery and curbside demand management

Further Areas of Study

- Robust economic impacts analysis of goods movement activities
- 2028 Olympics event logistics planning and coordination
- Development of a countywide platform for future federal transportation funding reauthorization
- Broader deployment of technology-based operational efficiency improvements



Next Steps





Board Report

File #: 2019-0807, File Type: Program

Agenda Number: 9.

PLANNING AND PROGRAMMING COMMITTEE
JANUARY 15, 2020

**SUBJECT: FUNDING AWARD RECOMMENDATION FOR FEDERAL TRANSIT
ADMINISTRATION SECTION 5310 GRANT PROGRAM FUNDS**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING the federal Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program (“Program”) recommended funding awards totaling up to \$9,926,791 for Traditional Capital and Other Capital Projects, as shown in Attachments A and B;
- B. AUTHORIZING the Chief Executive Officer (CEO) or his designee to (1) negotiate and execute pass-through agreements with the agencies approved for funding, and (2) apply \$194,400 of unused funds from past awards to the recommended funding awards;
- C. DELEGATING to the CEO or his designee the authority to administratively approve minor changes to the scope of previously-approved Section 5310 funding awards;
- D. CERTIFYING that the Section 5310 funds are fairly and equitably allocated to eligible sub-recipients and, where feasible, projects are coordinated with transportation services assisted by other federal agencies; and
- E. CERTIFYING that the projects proposed for Section 5310 funding are included in the locally-developed 2016-2019 Coordinated Public Transit-Human Services Transportation Plan for Los Angeles County (“Coordinated Plan”) that was developed and approved through a process that included participation by seniors and individuals with disabilities, as well as by representatives of public, private and nonprofit transportation and human service providers and other members of the public.

ISSUE

In April 2019, the Board approved the competitive FY 2019 solicitation process and allocation of funds for Federal Fiscal Years (FFY) 2018, 2019, and 2020 Section 5310. Applications were due on July 31, 2019. This report presents the resulting funding recommendations for Board review and approval and summarizes the evaluation process in response to this solicitation.

BACKGROUND

The Los Angeles County Metropolitan Transportation Authority (Metro) is the Designated Recipient of Federal Transit Administration (FTA) Section 5310 Program funds in urbanized areas of Los Angeles County. As such, Metro is responsible for fund planning, programming, distribution, management and sub-recipient oversight.

DISCUSSION

Program Description

The Section 5310 Program provides operating and capital assistance for public transportation projects that i) are planned, designed and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable; ii) exceed the requirements of the Americans with Disabilities Act (ADA) of 1990; iii) improve access to fixed-route service and decrease reliance on complementary paratransit, and/or iv) provide alternatives to public transportation projects that assist seniors and individuals with disabilities.

Funding Availability

A total of \$10,396,358 in Section 5310 funds were made available through the solicitation process, with specific amounts allocated to the following Urbanized Areas (UZAs): \$9,843,284 for Los Angeles -Long Beach, \$232,964 for Santa Clarita, and \$320,110 for Lancaster- Palmdale. These available Section 5310 funds include FTA funds apportioned for FFY 2018, 2019 and 2020 as authorized under the Fixing America's Surface Transportation (FAST) Act.

Application Process

On April 30, 2019, a notice of funding availability with a link to the Board-approved application package was transmitted by Metro Community Relations to nearly 4,000 interested parties and potential applicants. The solicitation information was also posted on the Metro website. Metro hosted two informational workshops attended by more than 70 agencies to review program requirements, the application package, project evaluation and the selection process. Forty-three responsive applications requesting over \$13.5 million in federal grants were received by the July 31, 2019 deadline.

Evaluation and Ranking

Two evaluation panels were convened to evaluate the applications. The panels were comprised of

Metro staff and volunteers representing public transit agencies, the Bus Operations Subcommittee, the Southern California Association of Governments and a private non-profit organization (Aging and Disability Transportation Network). The average score of each evaluation panel and corresponding ranking for each project is shown in Attachments A and B. Funding was allocated to the applications ranked highest until the funds were depleted. Attachment C contains the Board-approved evaluation criteria applied by panel members in scoring the proposals.

Consistent with Board-approved guidelines, funding awards are limited to proposals with a final competitive score of 70-100. However, due to the competitive nature of this solicitation, a number of projects scoring above 70 were not recommended for funding. Preliminary funding recommendations were distributed to proposing agencies on October 17, 2019. A total of 28 projects were recommended for funding, including one that was partially funded, and 15 projects were not recommended for funding.

Technical Advisory Committee (TAC) Appeals

On November 6, 2019, TAC heard applicant appeals from five agencies supporting their preliminary fund award. After hearing the presentations, TAC approved a motion supporting the preliminary funding recommendation and recommended further that the City of Manhattan Beach receive full funding for their project, and that the City of Whittier be offered a partial award with the remaining unallocated Section 5310 balance for the LA-Long Beach UZA.

Administrative Scope Changes

Grant sub-recipients may request to re-scope their project(s) from what was approved by the Board. The proposed recommendation will delegate to the CEO or his designee the authority to administratively approve minor changes to the scope of work. Minor changes include those which meet all the following criteria: 1) The scope change is consistent with the defined project limits as approved by the Board; 2) the scope of work, as modified, continues to meet the original intent of the approved project scope; 3) to the extent that the scope change results in a reduced total project cost, the new total project cost shall be within 20% of the original total project cost; and 4) the parties shall maintain the original grant to grantee funding commitment ratio (for example, if the grantee originally committed 20% of the total project cost, with the remaining 80% comprised of Section 5310 funds, those percentages shall apply to the new total project cost).

Equity Platform

Consistent with Metro's Equity Platform, projects eligible under Section 5310 program guidelines are inherently intended to improve equity by increasing access to opportunity. Transportation is an essential lever to enable access to jobs, housing, education, health and safety. Eligible projects include those that are planned, designed, and carried out to meet the specific needs of seniors and individuals with disabilities when public transportation is insufficient, unavailable, or inappropriate. Further, the solicitation process and workshops create a forum to engage the community.

DETERMINATION OF SAFETY IMPACT

Approval of the recommendation will have no impact on safety.

FINANCIAL IMPACT

The FY20 budget includes a total of \$4,685,270 for the federal Section 5310 Program in Cost Center 0441, Subsidies to Others, under Project 500005 (Seniors and Disabilities - S5310).

Since these are multi-year projects, the cost center manager and the Chief Planning Officer will be responsible for budgeting project expenses in future years.

Impact to Budget

The sources of funds for this Program is Federal Section 5310, which is not eligible for Metro's bus and rail operating and capital budgets.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports the following goals of the Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling; and
Goal 3: Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board may choose not to approve all or some of the recommended actions. Staff does not recommend this alternative because, without Board approval, Metro cannot fulfill its responsibilities as the Designated Recipient of Section 5310 Program funds and the projects recommended for funding awards in Attachments A and B would not be implemented. Without Board approval, Metro could risk losing about \$7.4 million in Section 5310 Program funds that will lapse, if not obligated through the FTA approval process by September 30, 2020.

NEXT STEPS

With Board approval, staff will send a notification of final funding award to each project sponsor and will submit the Section 5310 grant applications to the FTA on their behalf. Once the FTA awards the grants, staff will develop and execute grant pass-through agreements with those agencies as sub-recipients. As the Designated Recipient for these funds, staff will work to ensure that sub-recipients comply with all federal rules, regulations and requirements. At the conclusion of this programming cycle, there will be remaining balances in Section 5310 fund apportionments for the Lancaster-Palmdale UZA (approx. \$236,603) and Santa Clarita UZA (approx. \$232,964). Appropriate steps to further program these balances will be pursued and reported to the Board.

ATTACHMENTS

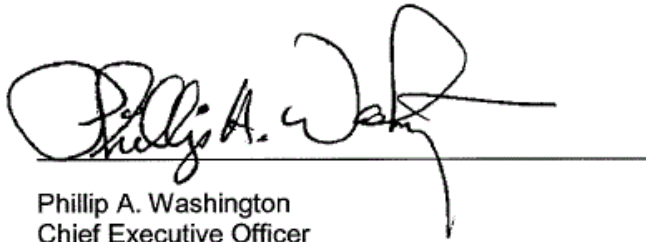
Attachment A - Los Angeles-Long Beach-Anaheim Urbanized Areas

Attachment B - Lancaster-Palmdale Urbanized Areas

Attachment C - Evaluation Criteria

Prepared by: Anne Flores, Senior Manager, Transportation Planning, (213) 922-4894
Fanny Pan, DEO, Countywide Planning & Development, (213) 418-3433
Shawn Atlow, Executive Officer, Countywide Planning & Development, (213) 418-3327
Laurie Lombardi, SEO, Countywide Planning & Development, (213) 418-3251

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



Phillip A. Washington
Chief Executive Officer

AGENCY	PROJECTS <u>RECOMMENDED</u> FOR FUNDING AWARD	SCORE	TOTAL PROJECT COST (\$)	LOCAL MATCH (\$)	VEHICLE QTY	FUNDING AWARD (\$)
1 City of Santa Monica's Big Blue Bus	Mobility is Freedom: Operating assistance to operate "Mobility on Demand Everyday" (MODE) demand response service for seniors and persons with disabilities for three (3) years.	97.00	\$2,400,000	\$1,800,000		\$600,000
2 City of Los Angeles Department of Transportation (LADOT)	2019 Cityride Replacement Vehicles: Traditional Capital assistance to procure four (4) Battery Electric Cut-Aways, and charging equipment for replacement.	96.67	\$1,656,000	\$1,056,000	4	\$600,000
3 City of Glendora	Glendora Dial-A-Ride Modernization - Replacement Vehicles and Dispatching Software: Traditional Capital assistance to procure four (4) Class V vans, and upgraded dispatching software for replacement.	96.33	\$338,121	\$33,812	4	\$304,309
4 Los Angeles Jewish Home	Services for Frail Seniors in the San Fernando Valley: Traditional Capital assistance to procure two (2) Class A buses, scheduling and dispatch system, and equipment for expansion.	95.75	\$320,697	\$32,070	2	\$288,627
5 Arts and Services for Disabled, Inc.	ASD Transportation Expansion Program: Operating assistance to continue and expand transportation program for three (3) years.	95.75	\$388,764	\$97,191		\$291,573
6 City of West Hollywood	West Hollywood Dial-A-Ride "TLC" Door-to-Door Program Extension: Operating assistance to continue "TLC" door-to-door transportation program for twenty-seven (27) months.	95.75	\$444,326	\$111,082		\$333,244
7 Pomona Valley Transportation Authority	Mobility Manager Project: Traditional Capital assistance to support the continuation and expansion of the current mobility management program.	95.17	\$480,000	\$75,000		\$405,000
8 Pomona Valley Transportation Authority ¹	Get About Minivan Replacement: Traditional Capital Assistance to procure six (6) Class D minivans for replacement.	94.67	\$216,000	\$21,600	6	\$194,400
9 Los Angeles County Metropolitan Transportation Authority (LACMTA)	On the Move Riders Program: Operating assistance to continue and expand "On the Move Riders" older adult travel training program for three (3) years.	93.75	\$510,000	\$127,500		\$382,500
10 PathPoint	Expanding Our Options - Operating: Operating assistance to operate ADA vehicles for "Expand Our Options" transportation program for two and a half (2.5) years.	93.33	\$38,647	\$9,662		\$28,985
11 PathPoint	Expanding Our Options: Traditional Capital assistance to procure one (1) Class V van with extended wheelbase for replacement, and two (2) Class V vans with extended wheelbases for expansion.	91.33	\$187,425	\$18,743	3	\$168,682
12 City of South El Monte	Dial-A-Ride Modernization Project: Traditional Capital assistance to procure one (1) Class C bus, one (1) Class D minivan, and equipment for replacement.	90.59	\$224,893	\$22,490	2	\$202,403
13 City of South El Monte	Dial-A-Ride Modernization Project: Operating assistance to operate ADA vehicles and equipment for Dial-A-Ride transportation program for three (3) years.	90.59	\$92,915	\$23,229		\$69,686
14 Valley Village	Safer Vans: Traditional Capital assistance to procure four (4) Class V vans with extended wheelbases for replacement.	89.59	\$248,000	\$24,800	4	\$223,200
15 United Cerebral Palsy/Spastic Children's Foundation of Los Angeles, Ventura and Santa Barbara Counties (UCPLA)	Replacement Vans: Traditional Capital assistance to procure ten (10) Class V vans with extended wheelbases for replacement.	89.33	\$607,500	\$60,750	10	\$546,750
16 Workforce Development, Aging and Community Services (WDACS)	Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities: Operating assistance to continue on-demand transportation program for three (3) years.	89.25	\$800,000	\$200,000		\$600,000

AGENCY	PROJECTS <u>RECOMMENDED</u> FOR FUNDING AWARD	SCORE	TOTAL PROJECT COST (\$)	LOCAL MATCH (\$)	VEHICLE QTY	FUNDING AWARD (\$)
17 The Adult Skills Center (TASC)	Adding Accessibility: Traditional Capital assistance to procure eleven (11) Class D minivans for replacement.	89.00	\$607,750	\$60,775	11	\$546,975
18 City of Pasadena	Continuation of Enhanced Accessible Mobility for Pasadena Dial-A-Ride: Operating assistance to continue and expand Dial-A-Ride transportation program for three (3) years.	88.81	\$725,082	\$181,270		\$543,812
19 The Adult Skills Center (TASC)	Adding Accessibility - Operating: Operating assistance to operate ADA vehicles for "Adding Accessibility" transportation program for two and a half (2.5) years.	88.67	\$193,001	\$48,250		\$144,751
20 City of Pasadena	Pasadena Dial-A-Ride Aging Vehicle Replacement and Expansion for Enhanced Accessibility Mobility: Traditional Capital assistance to procure two (2) Class D minivans for replacement, and one (1) Class D minivan for expansion.	88.50	\$162,000	\$16,200	3	\$145,800
21 Pearl Transit Corp	Pearl Transit: Operating assistance to implement a new 24 hour transportation and trip planning service for seniors and individuals with disabilities.	87.67	\$859,770	\$429,885		\$429,885
22 Workforce Development, Aging and Community Services (WDACS)	Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities: Traditional Capital assistance for the acquisition of transportation services under a contract.	87.00	\$666,667	\$66,667		\$600,000
23 City of Manhattan Beach	Aviation Boulevard Missing Sidewalk Project: Operating assistance to improve accessibility to the fixed-route system by installing a missing segment of sidewalk and five ADA compliant curb ramps.	87.00	\$600,000	\$60,000		\$540,000
24 Institute for the Redesign of Learning	Institute for the Redesign of Learning: Traditional Capital assistance to procure three (3) Class A buses, and two (2) Class B buses for replacement.	84.33	\$384,000	\$38,400	5	\$345,600
25 Therapeutic Living Centers for the Blind	TLC Vehicle Replacement Project: Traditional Capital assistance to procure three (3) Class V vans for replacement.	83.17	\$176,400	\$17,640	3	\$158,760
26 City of Monrovia	Monrovia Seniors and Individuals with Disabilities Service Expansion and Enhancement Projects: Operating assistance to expand and enhance senior transportation and on-demand rideshare program for three (3) years.	83.13	\$800,000	\$200,000		\$600,000
27 City of Manhattan Beach	City of Manhattan Beach Dial-a-Ride Program: Traditional Capital assistance to procure two (2) Class B buses, and two (2) Class F low floor buses for replacement.	82.33	\$514,000	\$51,400	4	\$462,600
28 City of Whittier ²	City of Whittier Dial-A-Ride Replacement Vehicles: Traditional Capital assistance to procure three (3) Class B buses, and three (3) Class D Minivans for replacement.	81.67	\$95,269	\$9,527	1	\$85,742
TOTALS			\$14,737,227	\$4,893,943	62	\$9,843,284

¹ Project funded through prior year Section 5310 funding.

² Recommended for partial funding due to funds being depleted.

AGENCY	PROJECTS <u>NOT RECOMMENDED</u> FOR FUNDING AWARD	SCORE	TOTAL PROJECT COST (\$)	LOCAL MATCH (\$)	VEHICLE QTY	FUNDING REQUEST (\$)
28 City of Whittier ³	City of Whittier Dial-A-Ride Replacement Vehicles: Traditional Capital assistance to procure three (3) Class B buses, and three (3) Class D Minivans for replacement.	81.67	\$300,731	\$30,073	5	\$270,658
29 Villa Esperanza Services ³	Transportation for Adults with Intellectual/Developmental Disabilities: Traditional Capital assistance to procure two (2) Class A buses, and two (2) Class D minivans for replacement.	77.66	\$260,000	\$52,000	4	\$208,000
30 East Los Angeles Remarkable Citizens' Association (El ARCA) ³	East Los Angeles Remarkable Citizens' Association, Inc.: Traditional Capital assistance to procure seven (7) Class B buses for replacement.	76.85	\$546,000	\$54,600	7	\$491,400
31 Independent Living Center of Southern California ^{3,4}	ILCS Ready Set Go TAP: Traditional Capital assistance to develop new travel training program.	76.10	\$177,387	\$17,739		\$159,648
32 AltaMed Health Services Corporation ^{3,4}	AltaMed's Senior Transportation Program: Traditional Capital assistance to procure a dispatch system, and equipment for Senior Transportation Program.	76.00	\$115,108	\$11,511		\$103,597
33 City of Glendale ³	Glendale Dial-A-Ride Service Expansion Vehicles: Traditional Capital assistance to procure three (3) Class V vans for expansion.	75.45	\$168,000	\$16,800	3	\$151,200
34 Westside Pacific Villages ³	Enhancements to WPV Volunteer Driving Program: Operating assistance to continue and expand WPV's volunteer driving and transportation program for three (3) years.	74.69	\$416,005	\$104,001		\$312,004
35 Westside Pacific Villages ³	2 Vehicles to Enhance SPV Transportation Services: Traditional Capital assistance to procure two (2) Class V vans for expansion.	72.25	\$118,400	\$11,840	2	\$106,560
36 White Memorial Medical Center (WMMC) ³	AHWM Transportation Service: Traditional Capital assistance to procure one (1) Class A bus for replacement.	71.13	\$78,000	\$7,800	1	\$70,200
37 White Memorial Medical Center (WMMC) ^{3,4}	White Memorial Medical Center Operations Funding: Operating assistance to operate ADA vehicles for WMMC transportation program for three (3) years.	70.13	\$298,640	\$29,864		\$268,776
38 New Horizons ³	Green Light to Mobility continuation of services: Operating assistance to continue travel training program for two (2) years.	70.00	\$587,500	\$146,875		\$440,625
39 City of Pico Rivera	Pico Rivera Transportation: Traditional Capital assistance to procure three (3) Class D minivans, and equipment for expansion.	68.33	\$317,324	\$31,732	3	\$285,592
40 City of Pico Rivera	Pico Rivera Transportation: Operating assistance to operate ADA vehicles for Dial-A-Ride transportation program for two (2) years.	67.33	\$65,600	\$16,400		\$49,200
41 City of Paramount	Dial-A-Ride Expansion: Operating assistance to expand Dial-A-Ride transportation program for three (3) years.	57.67	\$287,564	\$71,891		\$215,673
42 Pomona Valley Community Services	Community Connections Mileage Reimbursement Program: Operating assistance to continue "Community Connections" travel reimbursement program for three (3) years.	48.67	\$795,189	\$198,797		\$596,392
TOTALS			\$4,531,448	\$801,923	25	\$3,729,525

³ Although the project proposal score was within the competitive funding range, funds have been depleted.

⁴ Funding requests were adjusted to remove non-reimbursable costs.

AGENCY	PROJECTS <u>RECOMMENDED</u> FOR FUNDING AWARD	SCORE	TOTAL PROJECT COST (\$)	LOCAL MATCH (\$)	VEHICLE QTY	FUNDING AWARD (\$)
1 Antelope Valley Transit Authority (AVTA)	Enhanced Mobility for Seniors and Individuals with Disabilities: Operating assistance to implement Microtransit Services for seniors and individuals with disabilities.	70.00	\$112,800	\$29,293		\$83,507
TOTALS			\$112,800	\$29,293	0	\$83,507

FY 2019 Section 5310 Solicitation for Proposals & Application**EVALUATION CRITERIA**

The following summarizes general project narrative application requirements and the corresponding maximum points possible for each segment (100 points maximum)

A. Scope of Work, Need, Objectives, Coordination and Outreach (Up to 40 points)

- Existing services and target populations served; detail proposed scope of work including: need, objectives, changes, improvements, and how it is aligned with program goals; present project readiness/schedule; explain how program funds requested will apply to meet project requirements (20 points).
- Project goals aligned with goals and strategies of the 2016-2019 Coordinated Public Transit – Human Services Transportation Plan for Los Angeles County (10 points).
- Specific details demonstrating project development and/or implementation coordination with others (5 points).
- Marketing, promotion, public awareness plans (5 points).

B. Project Implementation, Operating and Management Plans (Up to 20 points)

- Project management plan, project milestones and deliverables, and role and experience of key personnel (8 points).
- Contingency plan details: service, staffing, mechanical, and technical (8 points).
- Prior experience and performance providing similar/same transportation related services and managing federal pass through grants. Where none, prior experience and performance in non-transit services to target populations (4 points).

C. Performance Indicators and Project Effectiveness (Up to 20 points)

- Quantitative and applicable qualitative project performance measures over the life of project showing methodology to develop estimates (10 points).
- Evaluation of project effectiveness and strategies to mitigate poor performance (4 points).
- Tools & procedures to collect, track, and report project performance (6 points).

D. Project Financial Plan / Project Readiness (Up to 10 points)

- Completion of project financial plan table with expenditure amounts by quarter.
- Description of how schedule is realistic to enable project completion.

E. Budget Justification (Up to 10 points)

- Assumptions used to prepare project budget.
- Identification of all sources and amounts of revenue and/or grants to support project
- Identification & eligibility of federal fund program requested.
- Local Match Commitment Letter with amount and source of non-USDOT local match funds committed to project, or In-Kind Match Commitment Letter with detailed description and value of eligible in-kind item or service.



Board Report

File #: 2019-0834, **File Type:** Program

Agenda Number: 10.

**PLANNING AND PROGRAMMING COMMITTEE
JANUARY 15, 2020**

**SUBJECT: METRO ACTIVE TRANSPORT, TRANSIT AND FIRST/LAST MILE (MAT) PROGRAM
CYCLE 1**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING the Metro Active Transport, Transit, and First/Last Mile (MAT) Program Cycle 1 Solicitation; and
- B. AUTHORIZING the Chief Executive Officer (CEO) or designee to release the Program Solicitation and initiate a project selection process as described therein.

ISSUE

The approval of the MAT Program Cycle 1 Solicitation (Attachment A) is a critical step in programming funding for a discretionary program established by Measure M and prompts strategic investment toward Metro’s adopted Active Transportation Strategic Plan (ATSP). Cycle 1 of the program, as proposed, was shaped through extensive consultation with the Metro Policy Advisory Council (PAC) along with other process and input as described in this report.

BACKGROUND

The passage of Measure M created the MAT Program as a line item in the expenditure plan for \$857 million (2015 \$). The Administrative Procedures (Attachment B) for the program establish a permanent structure and process for allocating funding through periodic cycles as approved by the CEO. Of note, the procedures establish the applicable policies for the program, specify program cycles of 2-5 years in length, and delineate the steps for each program cycle to be executed.

Pursuant to the Administrative Procedures, staff, in consultation with the PAC, has developed this proposal for the first funding cycle. Cycle 1 will commit and program \$75 million in funding for five fiscal years (FYs 21-25).

The Program Solicitation establishes all the necessary program elements for this funding cycle. This includes the following, among other components:

- Identification of current program priorities;
- Detailed project and proposer eligibility definitions specific to this program cycle;
- Detailed project selection process and criteria;
- Timely use of funds provisions; and
- Public participation requirements.

DISCUSSION

The development of the approach for Cycle 1 was guided through extensive process and discussion with the PAC and its Active Transportation Working Group. In total, the PAC process consisted of seven meetings, workshop discussions, and conference calls between October 2018 and December 2019.

Key concepts informing the development of the proposed program structure include:

- **Reinforcing existing Board policies on active transportation and equity**
The MAT Program is an opportunity to align investment with existing policies such as the ATSP, Equity Platform, Vision 2028, and First/Last Mile directives, rather than create a new policy framework unique to this funding source.
- **Targeting to high-need locations**
Given a limited number of projects and limited funding, and interest in piloting funding approaches under the Equity Platform, it was determined that the program should strongly emphasize safety and equity need in prioritizing and directing funding.
- **Streamlined competitive process**
A broad competitive process similar to the Metro Call for Projects was not pursued given the relatively small number of projects that will be funded. Discussions favored a limited, invitation-to-apply model based on a potential project list consistent with established active transportation policy and an empirical analysis of need.

Description of Cycle 1 Proposal

Cycle 1 will allocate \$75 million to two program categories:

- Active Transportation Corridors
- First/Last Mile (FLM) Priority Network

As described in the Program Solicitation (Attachment A), \$37.5 million (50%) is available for each program category. Highlights of the program categories are as follows:

Active Transportation Corridors

It is anticipated that up to eight projects will be selected. Eligible projects originate from corridors identified in the ATSP (186 in total) and were screened for those that are greater than 3 miles in length. This screening yielded 160 total corridors which are considered eligible and subject to consideration for Cycle 1. Cycle 1 will fund selected corridor projects through preliminary design, environmental review and/or construction. In general, Metro anticipates leading and administering work through environmental, including procuring and managing consultants. Project sponsors would lead through subsequent phases. Jurisdictions are expected to have staff participate in project teams

as an in-kind contribution to the project. Project roles may vary from this model and may be considered on a case-by-case basis. At the conclusion of the work funded by Cycle 1, projects will be well positioned to seek other funding for final design and construction and may be considered for future cycles of the MAT program.

FLM Priority Network

It is anticipated that up to 10 projects will be selected. Eligible projects are a subset of the 661 existing transit stations and stops identified as the FLM Priority Network in the ATSP, reduced to the 269 stations for which the Board directed FLM planning activities pursuant to Motion 14.1 (Attachment C), and further screened to 138 based on a ranking of safety and equity need-based factors. Cycle 1 will fund project development through implementation of FLM improvements. For this cycle, Metro encourages FLM projects at a concentrated scale, typically up to 2 blocks, around transit stations, however, improvements up to ½ mile from stations are eligible and will be evaluated based on clear benefit and deliverability. The program as proposed is intended to test implementation approaches and partnerships, to promote early deployment of highly visible safety and user-experience improvements for the transit rider, and to position projects to pursue larger scale build-out in the future. Roles for project delivery are flexible and will be determined on a case-by-case basis. It is Metro's intention to test different partnership and delivery models in different contexts, and as such, ensuring projects in multiple jurisdictions across a diverse geography will be an additional consideration in recommending awards.

Selection Process

As shaped by PAC deliberations, the Program Solicitation follows a streamlined selection process. As noted, the program proposes, and has developed, a list of eligible project corridors and locations and a ranking methodology (included within the Program Solicitation Attachment A as sub-attachment A) based on equity, safety, and mobility/connectivity factors. As described in detail in the Program Solicitation, jurisdictions associated with highly ranked project corridors and locations will be invited to submit a Letter of Interest (LOI). Active Transportation Corridor and FLM Priority Network projects will be selected with points awarded for need-based rank order and additional points for a qualitative evaluation with criteria including, but not limited to, the following:

- Clarity of project description,
- Project support and partnerships,
- Process assurance and reasonableness of schedule,
- Leverage of other funding sources, and
- Other factors contributing to a valuable, compelling project.

A detailed description of the selection and evaluation process for Active Transportation Corridor projects and FLM Priority Network projects is included in the Program Solicitation (Attachment A) on pages 8-9 and pages 13-14, respectively.

Equity Platform

The program, as proposed, is substantially shaped by the Equity Platform. Specifically, the program integrates the four Equity Platform pillars as follows:

- I. Define and Measure: The need-based screening and prioritization methodologies

applied to projects considered a range of established equity metrics as described in (Attachment A, sub-attachment A). Per the Board's recent action adopting Equity Focused Communities (EFCs), staff assessed the screening and prioritization methodologies and determined substantial consistency with EFCs.

- II. Listen and Learn: Program development was informed by a fully participatory process with the PAC as described in this report. Further, the program requires each selected project to pursue robust community engagement and will provide guidance to project recipients to that end.
- III. Focus and Deliver: The projects selected for Cycle 1 are intended to result in visible and impactful implementation as efficiently as possible. They are further intended to inform partnership and project delivery models for future efforts.
- IV. Train and Grow: The MAT Administrative Procedures and Cycle One Program emphasize both program and project evaluation in order to inform future cycles and to incorporate lessons learned related to partnership and project delivery.

DETERMINATION OF SAFETY IMPACT

There is no direct safety impact associated with the recommended action. Note that the implementation of projects subsequent to this action is intended to improve safety conditions for pedestrians, people using bicycles and other rolling modes, and transit riders. Subsequent action related to specific projects will prompt further assessment of any potential safety impacts.

FINANCIAL IMPACT

As described in this report, the recommended action is a precursor to selecting projects with the intent of programming funding for up to \$75 million in Measure M funding for FYs 21-25. Further note that staff will seek additional Board action to formally program funds when projects have been selected.

Impact to Budget

There is no impact to the adopted budget associated with the recommended action. Funds programmed subsequent to this action are for future fiscal years. The Chief Planning Officer is responsible for ensuring that future budgets include funding for project commitments associated with this program.

Staff activities related to program development are included in the current fiscal year budget under Project 100058, Task 01.01.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The program advances several Strategic Plan Goals including:

- *Goal #1*: High-quality mobility options - advances new active transportation corridors and a full suite of first/last mile interventions at selected stations.

- *Goal #2:* Outstanding trip experiences for all - will develop and advance key station access improvements including traveler/transfer information, improved signage and wayfinding among others.
- *Goal #3:* Enhancing communities and lives - includes a clear focus on targeting investment to places that need it most due to safety, socio-economic and other factors.
- *Goal #4:* Transform LA County through collaboration and leadership - prompts new partnership models with agencies to deliver projects.

ALTERNATIVES CONSIDERED

The Board may choose to not approve the Program Solicitation at this time. This option is not recommended as it would depart from recommendations and considerations developed through substantial stakeholder process led by the PAC and would result in delay in allocating and expending Measure M funding.

NEXT STEPS

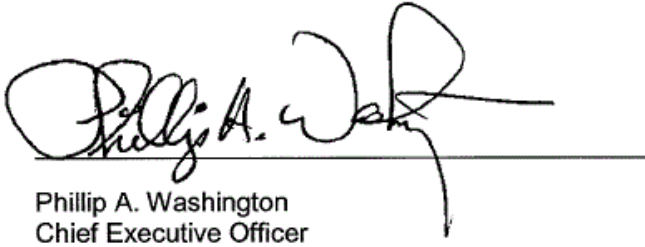
Pending approval by the Board, staff will initiate a solicitation process as described in detail, including specific schedule and milestones, in the proposed Program Solicitation. Subsequent to selection, staff will seek further action from the Board to approve a list of selected projects and to authorize actions to initiate those projects including entering into agreements. Staff anticipates returning to the Board in July 2020.

ATTACHMENTS

Attachment A - MAT Program Cycle One Solicitation
Attachment B - MAT Program Administrative Procedures
Attachment C - Metro Board Motion 14.1, May 2016

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Phillip A. Washington
Chief Executive Officer

Attachment A

http://libraryarchives.metro.net/DB_Attachments/191230_MAT_Program_Cycle_One_Solicitation.pdf



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**METRO ACTIVE TRANSPORT, TRANSIT FIRST/LAST MILE PROGRAM
MEASURE M ADMINISTRATIVE PROCEDURES
SEPTEMBER 2019**

INTRODUCTION

Measure M establishes a regional Metro Active Transport, Transit First/Last Mile (MAT) Program which creates new opportunities to fulfill active transportation policies and objectives. This discretionary funding program exists with other new and on-going funding opportunities that can be used for active transportation-related purposes. These include:

- Measure M Local Return
- Measure M Multi-year Subregional Programs (MSP) geared toward active transportation and related efforts (e.g., Complete Streets);
- California's Active Transportation Program grants, as augmented in 2017 by SB1 and Cap-and-Trade; and
- Other Measure M funding, including the unallocated portion of the 2% Active Transportation Program that is part of Measure M Expenditure Plan, as well as funding committed to specific projects.

The **objectives** of the MAT Program are improving and growing the active transportation network, expanding the reach of transit, and developing a regional active transportation network to increase travel options as established in the Active Transportation Strategic Plan (ATSP, 2016). Metro policy and programs establish active transportation as an integral element to Metro's countywide transportation system and aim to foster greater active transportation usage and safety.

The adopted Measure M Guidelines establish a foundation for the MAT Program by:

- Requiring the development of these Administrative Procedures;
- Providing high level definitions of eligible activities that are further elaborated in these Administrative Procedures;
- Stipulating that the program is to be competitive; and
- Elevating safety by stipulating that projects funded through Measure M should support the protection of pedestrian and bicycle safety in parallel with Vision Zero or equivalent policies.

The MAT Program is intended to be a need-based program, with specific criteria to be determined for each funding cycle. The program will prioritize and emphasize need as demonstrated through socio-economic factors, safety for active mode users, health, and existing conditions of physical infrastructure for active modes.

These procedures apply to the MAT Program (Measure M Expenditure Plan Line 47). The Expenditure Plan identifies \$857 million (2015 dollars) for this program over 40 years.

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The MAT Program will be implemented in cycles of 2-5 years. All considerations specific to each program cycle, including dissemination of a cycle-specific schedule, application process, evaluation criteria, and others are described further below. Cycles will delineate specific focus areas or priorities at the time of development. Metro may further consider areas of focus such as project scale and lead agency, noting that projects that involve partnerships between local agencies and Metro (or other regional agencies) to achieve multiple benefits are anticipated to be an on-going priority.

APPLICABLE POLICY AND USAGE

The following overarching policies are applicable to the MAT Program:

- i. Active Transportation Strategic Plan (ATSP), May 2016
Defines the Regional Active Transportation Network and establishes framework for Metro investment in active transportation. As delineated in the ATSP, the MAT Program will focus investment jointly in: 1) first/last mile networks intended to facilitate transit access; and 2) regional active transportation corridors intended to form a network for active mode travel throughout the County. The ATSP further estimates funding need in implementing a countywide vision, inclusive of first/last mile and corridors. This funding need can be used to inform priorities for each program cycle.
- ii. Equity Platform Framework, February 2018
Establishes equity as an agency priority and defines concepts and approaches for integrating equity considerations into Metro functions. The MAT program places a high emphasis on directing investments to projects prioritized using the need-based project prioritization/selection process developed with each program cycle. Further, the MAT Program will operationalize the "Focus and Deliver" equity policy pillar by placing a strong emphasis on developing and rewarding efficient and innovative delivery of needed improvements.

Supportive Policies/Strategies (listed chronologically):

- i. Countywide Sustainability Planning Policy (CSPP), December 2012
Defines sustainability principles and priorities, key concepts, planning framework, and evaluation metrics.
- ii. First/Last Mile Strategic Plan, April 2014
Defines rationale for first/last mile improvements and provides an approach to plan and design improvements surrounding any transit station.

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MEASURE M ADMINISTRATIVE PROCEDURES
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- iii. Complete Streets Policy, October 2014
Creates and establishes complete streets commitments and planning process. Of note: requires that local agencies applying for Metro discretionary competitive programs have a complete streets policy in compliance with state law.
- iv. First/Last Mile Motion 14.1, May 2016
Designates 661 station areas from the ATSP as the Countywide First/Last Mile Network and directs several first/last mile planning and implementation activities. Furthermore, requires inclusion of first/last mile implementation as part of new Metro transit projects.
- v. First/Last Mile Motion 14.2, June 2016
Allows locally funded first/last mile improvements to be counted toward the 3% local match requirement for rail transit projects. Policy has been further refined by local match provisions in the adopted Measure M Guidelines and is pending additional provisions in First/Last Mile Guidelines for transit capital projects (to be developed in 2019).
- vi. Design for Safety/Vision Zero
Established by language in Measure M Guidelines (adopted June 2017): "Projects funded through Measure M should support the protection of pedestrian and bicycle safety in parallel with Vision Zero or equivalent policies." Note that this provision does not require adopted vision zero or equivalent policies of fund recipients, but does specify that Measure M funded projects should be designed for safety benefits for active mode users.
- vii. Procurement Policies (various)
Note that any project/procurement led by Metro is subject to Metro's Small Business Enterprise/Disabled Veterans Business Enterprise (SBE/DVBE) and Disadvantaged Business Enterprise (DBE) goals. Non-Metro funding recipients are subject to their own procurement policies, and are strongly encouraged to provide consideration for small, disadvantaged, and veteran-owned firms.
- viii. Other/Future Policies
Any policy adopted by the Metro Board may be applicable to this program by Board action.

**METRO ACTIVE TRANSPORT, TRANSIT FIRST/LAST MILE PROGRAM
MEASURE M ADMINISTRATIVE PROCEDURES
SEPTEMBER 2019**

PROGRAM REQUIREMENTS

1. Eligible Uses

As defined in the Measure M Ordinance, Active Transportation consists of “non-motorized transportation via walking, bicycling, or rolling modes”. Eligible projects are comprised of capital expenditures that achieve these program goals. Projects selected through the MAT Program may be funded for work preceding the environmental phase, but such expenditures are limited to .5% of overall program funding within each cycle. Projects receiving funding from the MAT Program need not be funded by the MAT Program for all phases (e.g. may use MAT funds for design/environmental phases and seek other funds for construction). Project readiness provisions established in adopted Measure M Guidelines apply (pages 14, 26, and 28).

Any project funded through the MAT Program will deliver core active transportation infrastructure, such as: sidewalks, crosswalks, bicycle lanes/paths, pedestrian/bike signal improvements, lighting, and transit amenities. Projects which provide active transportation infrastructure, but for which the primary purpose is an unrelated benefit (e.g. utility relocation) are considered ineligible. Other eligible project components may include: shade structures, landscaping, signage, and other improvements that support the aid and comfort of active transportation users. Each program cycle may establish further requirements or limitations regarding permissible project component expenditures.

2. Eligible Recipients

Cities, County of Los Angeles, Caltrans, and transit agencies are eligible to receive funding through this program. Other transportation-related public joint powers authorities (JPAs) must be sponsored by one of the above public agencies.

3. Program Cycles

Program cycles will occur every 2-5 years, with each cycle initiated by the dissemination of a detailed schedule. The “Process” section below further delineates the steps, required components, and considerations for each program cycle.

4. Performance Evaluation/Metrics

Metro will evaluate the effectiveness of the MAT Program through the application of performance metrics. Metro will develop performance metrics within the first program cycle, and subject to revision in future cycles. Metrics developed for the MAT Program will be informed by Measure M goals, applicable policies as listed herein, subsequent policies (such as the Long Range Transportation Plan), and those identified for other Measure M programs, notably MSP (refer to Measure M Administrative Procedures, page 11). Metro will provide retrospective evaluation of each program cycle. Metro may require recipients of MAT Program funds to submit project performance information to contribute to the program cycle evaluation.

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5. Public Participation Plan

Each MAT Program cycle will be informed by a public engagement process subject to requirements determined by the Measure M Public Participation Plan.

6. Readiness

All Measure M programs strongly emphasize efficient project delivery and timely use of funds. As such, projects or programs will obligate Measure M funds at the time they are ready to use them. It is important that project sponsors provide accurate information for evaluating project readiness. Each program cycle will delineate requirements to demonstrate project readiness and expend funds in a timely manner. Requirements may include:

- Narrative description establishing reasonableness of the project schedule;
- Right-of-way acquisition details (if any);
- Utility relocation details (if any);
- Warranty of permit(s) approval;
- Commitment of local agency and community support for the project;
- Identification of all other agencies or organizations that are active participants in the project. Indicate how and when their involvement is required in order to implement the project.
- Demonstrated support of project sponsor's governing body; and
- Certification that all complementary fund sources are committed to the project. Funding is considered committed if it is included specifically in a programming document adopted by the governing board or council responsible for the administration of the funding and recognized by Metro as available for the phase at the time the funds are needed.
- For projects where phases are programmed separately, phase-specific readiness criteria will apply, and will be further delineated in the program cycle, as applicable.

PROCESS

1. Schedule

To initiate each program cycle, Metro will provide potential applicants/recipients with notification and information regarding the program, including a schedule. This information shall be disseminated no less than 3 months in advance of Board adoption of the program cycle (Step 4).

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2. Fund Estimate

Metro will provide an estimate of available funding for the program cycle as a subset of the five-year cashflow forecast.

3. Program Development

Metro will develop a program cycle document, subject to Board adoption, that shall include the following elements:

- a. Schedule;
- b. Priorities;
- c. Criteria for project selection;
- d. Criteria for matching grant program, as applicable;
- e. Program sub-categories, as applicable;
- f. Project requirements (e.g. required project elements, design consideration, minimum/maximum size, etc.);
- g. Application requirements;
- h. Program Evaluation Metrics; and
- i. Public Participation Plan

4. Program Cycle Adoption

The Metro Board shall adopt a program for each cycle inclusive of all elements in (3) above, based on recommendations from Metro staff. The program cycle recommendation for adoption may include authorization to conduct a solicitation process to identify and award project funds, along with authorization to enter into funding agreements with selected project sponsors.

5. Solicitation Process (for competitive/match for local projects):

The adopted program cycle shall establish criteria and a process for awarding projects funds through a competitive solicitation. Note that the competitive process described for the program cycle may be a limited competition open to projects/project locations screened and prioritized according to need-based and other criteria. The competitive solicitation process shall be geared to implementing Metro policies/programs and in consideration of other criteria such as leverage, community support, and benefit to disadvantaged communities. The program cycle may further describe criteria for a matching grant program intended to provide matching funds for projects seeking state or federal grant funds. The priorities, process, and requirements for any matching grant effort shall be delineated in the program cycle.

Following project selection, Metro will publish a final project list using criteria based on MAT Program priorities. The project list will include, at a minimum, the following information:

- Project Sponsor;
- Project Description;

**METRO ACTIVE TRANSPORT, TRANSIT FIRST/LAST MILE PROGRAM
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- Cycle Funding Forecast (by year); and
- Other Measure M Funding Forecast (as applicable).

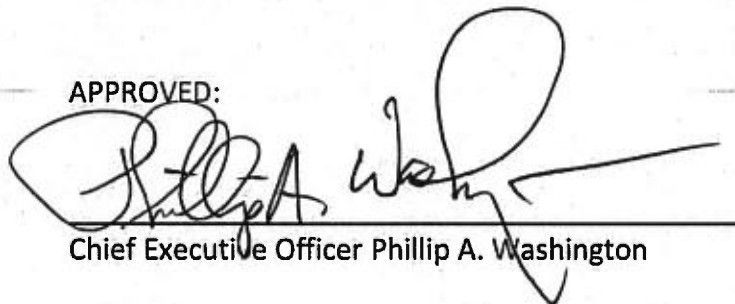
6. Annual Update/Lapsing

Metro staff may propose updates of the project list on an annual basis. Updates are intended to accommodate changes in the project list and/or funding assumptions, including timelines. Projects are expected to expend project phase funds within three years from the date the funding agreement was fully executed. Failure to expend funds as programmed may result in lapsing and Metro may rescind awards. Any project programmed that does not request allocation of funds in the year of programming may, at the discretion of Metro, have its funding deobligated and reprogrammed to other projects either by award to the highest ranked previously unfunded project or through new competitive solicitation. Sponsors may have the opportunity to reapply for funds through these solicitations, but will not be guaranteed any priority if other eligible, ready-to-go project applications are received. Lapsing may also be triggered by additional specific project milestones identified in project funding agreements.

7. Funding Agreement

Metro will enter into funding agreements with awarded agencies. Funding agreements will be authorized as part of the program cycle Board adoption described in (4) above.

APPROVED:



Chief Executive Officer Phillip A. Washington

9/10/2019
Date



Metro

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.

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

Agenda Number:14.1

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~~

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

Agenda Number:14.1

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.



Next stop: access to opportunity.

Metro Active Transport (MAT) Program
Planning and Programming Committee
Legistar 2019-0834
January 15, 2020



Recommendation

1. Approve

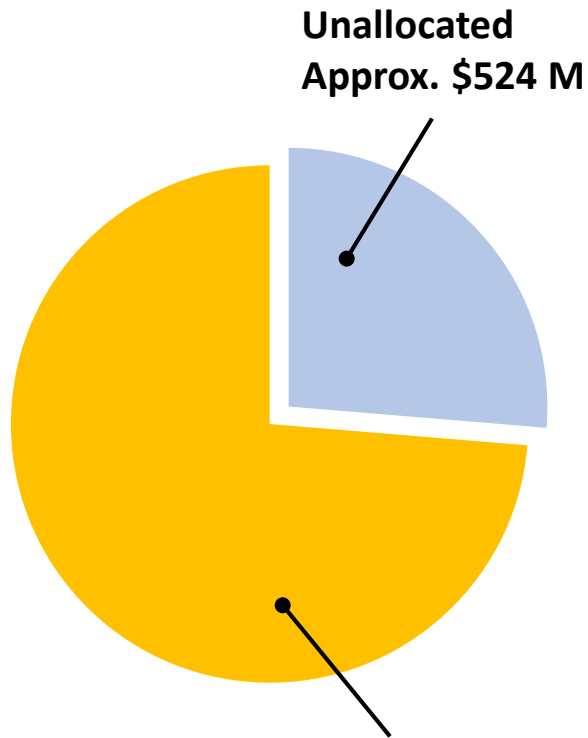
- Metro Active Transport, Transit and First/Last Mile (MAT) Program Cycle 1

2. Authorize

- CEO or designee to initiate a project selection process

Active Transportation Funding

Measure M established a 2% Active Transportation Fund



Specified/Allocated:

- MAT Program Approx. \$1.68 B*
- LA River Path Approx. \$58 M**

Metro Active Transport (MAT) Program

- \$1.68 billion Measure M funding (*adjusted for inflation*)
- Multi-year, competitive program
- Regular cashflow (Cycle 1 - \$75 M through FY25)
- Administrative Procedures (approved Sept. 10)

PAC Guidance

- Streamline process
- Implement existing policies
- Target to need

Cycle 1 Overview: Categories

Active Transportation Corridors

Objectives/Benefits

- Move Active Transportation Strategic Plan (ATSP) regional network vision into action
- Create partnerships for regional scale corridors
- Target high need; prompt complex projects
- Create pipeline for future investment

Cycle 1 Funding

- Up to 8 Projects
- \$4 - 8 M each
- Conceptual development through construction

FLM Priority Network

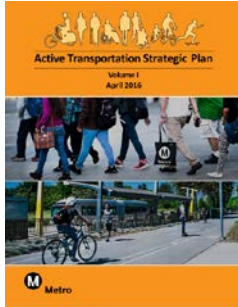
Objectives/Benefits

- Move ATSP vision for station areas into action
- Test FLM Toolkit/Pilot streamlined delivery
- Target high need
- Create highly visible “transit zones”
- Create pipeline for future investment

Cycle 1 Funding

- Up to 10 projects
- \$500 K - 5 M each
- Conceptual development through construction

Cycle 1 Eligible Project List Development



Eligible Projects Originated from ATSP (adopted 2016):

- 186 Active Transportation Corridors
- 661 stations and stops

Active Transportation Corridors

Screening Criteria

- Greater than 3 miles in length
- Identified 160 total corridors
- Ranked by safety, equity, connectivity factors

Eligible Project List

- Top 25 invited to apply

FLM Priority Network

Screening Criteria

- FLM Policy (Board Motion 14.1) identified 269 stations
- Ranked by safety, equity, connectivity factors

Eligible Project List

- Top 138 locations invited to apply

Cycle 1 Timeline

PROGRAM DEVELOPMENT

- **Oct 2018- Jun 2019:** Policy Advisory Council/Working Group (4 meetings)
- **August 26, 2019:** Notice of Cycle Initiation
- **Sept 10, 2019:** Approval of Administrative Procedures
- **Sept 10, 2019:** Program Workshop

UPCOMING

- **Feb 2020:** Solicitation Opens
- **Apr 2020:** Letters of Interest Due
- **May 2020:** Project Selection
- **July 2020:** Board Consideration of Selected Projects
- **Sep 2020:** Agreements / Project Initiation



Board Report

File #: 2019-0838, **File Type:** Program

Agenda Number: 11.

**PLANNING AND PROGRAMMING COMMITTEE
JANUARY 15, 2020**

SUBJECT: MEASURE R HIGHWAY SUBREGIONAL PROGRAM SEMI-ANNUAL UPDATE

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING \$109,537,000 of additional programming within the capacity of the Measure R Highway Subregional Programs and funding changes via the updated project list as shown in Attachment A for:
- Highway Operational Improvements in Arroyo Verdugo
 - Highway Operational Improvement in Las Virgenes Malibu
 - I-405, I-110, I-105 and SR-91 Ramp and Interchange Improvements (South Bay)
 - I-605 Corridor “Hot Spots” Interchange Improvements in Gateway Cities
 - I-710 South and/or Early Action Projects in Gateway Cities
- B. APPROVING deobligation of \$1,390,000 dollars of previously approved Measure R Highway Subregional Program funds for re-allocation at the request of project sponsors;
- C. AUTHORIZING the CEO or his designee to negotiate and execute all necessary agreements for the approved projects.

ISSUE

The Measure R Highway Subregional Program update approves additional eligible projects for funding and allows the Metro Highway Program and each subregion or lead agency to revise scopes and schedules and amend project budgets. This update includes projects which have received prior Board approval, changes related to schedules, scope, funding allocation for addition or removal of projects. The Board’s approval is required as the updated project lists serve as the basis for Metro to enter into agreements with the respective implementing agencies.

BACKGROUND

Line 31,32,33,35,37,38 and the 2008 Measure R Expenditure Plan addresses the Highway Operational Improvement Subfunds. As part of its responsibility, Metro Highway Department manages the development and implementation of subregional highway projects.

To be eligible for funding, subregional highway projects must improve traffic flow in an existing State Highway corridor by reducing congestion and operational deficiencies. Updates on progress in development and implementation of the subregional highway programs are presented to the Board twice a year.

DISCUSSION

The Measure R Expenditure Plan included the following Highway Capital Projects Subfunds:

- Highway Operational Improvements in Arroyo Verdugo
- Highway Operational Improvements in Las Virgenes Malibu
- I-405, I-110, I-105 and SR-91 Ramp and Interchange Imp. (South Bay)
- I-605 Corridor “Hot Spots” Interchange Imp. in Gateway Cities
- State Route 138 Capacity Enhancements in North County

The Subregional Highway capital projects are not fully defined in the Measure R Expenditure Plan. Eligible projects are identified by project sponsors and validated/and recommended for Board approval by Metro Highway Program staff for funding.

The changes in this update include \$109,537,000 in additional programming for 12 new and 15 existing projects in Arroyo Verdugo, Las Virgenes Malibu, Gateway Cities and South Bay subregions- as detailed in Attachment A.

A nexus determination has been completed for each new project. All projects on the attached project list provide highway operational benefits and meet the Highway Operational and Ramp/Interchange improvement definition approved by the Board.

Highway Operational Improvements in Arroyo Verdugo

The subregional list has 60 projects to be funded by Measure R Highway Subregional Funds. Of those, 16 projects have been completed. The subregion has invested \$39 million of Measure R subregional highway funds in projects. The 28 active projects are in planning, design, or construction phases. This update includes 6 new projects and funding adjustments to 4 approved projects as follows:

Burbank

- Program \$200,000 in FY21 and \$1,200,000 in FY22 for the MR310.55 - I-5 Corridor Arterial Signal Improvements Phase 3. The funds will be used for the design and construction of traffic signal system improvements at three intersections: Victory Blvd at Elmwood Dr, Magnolia Blvd

at Mariposa St, and Magnolia Blvd at Reese Pl.

Measure R NEXUS to Highway Operational Definition: The project is an eligible Highway Operational Improvement Project which will upgrade traffic signals/surveillance/detection. The three traffic signals are on two major corridors that are within one mile of the I-5 Freeway. Upon completion, the project will enable real time traffic signal changes and responsive operations will reduce vehicle hours of delay and improve traffic flow and public transit efficiency.

- Program \$250,000 in FY21 for MR310.56 - Victory Blvd and Buena Vista St Signal Synchronization. The funds will be used for the design and implementation of signal synchronization for 24 traffic signals on Victory Blvd between Buena Vista St and Alameda Ave and Buena Vista St between Glenoaks Blvd and I-5 freeway. The project will improve traffic operations on major arterials along Interstate 5.

Measure R NEXUS to Highway Operational Definition: Victory Blvd and Buena Vista St are within one mile of the I-5 freeway. Victory Blvd is used as an alternate route when the I-5 freeway is heavily congested. Buena Vista St provides direct on ramp access to the I-5 freeway. The project is an eligible Highway Operational Improvement Project. Upon completion, the project will enable signal timing changes that will reduce vehicle hours of delay; and improve traffic flow and public transit efficiency.

- Program \$350,000 in FY22 for MR310.57 - Olive Avenue and Glenoaks Boulevard Signal Synchronization Project. The funds will be used for design and implementation of signal synchronization for 39 traffic signals on Olive Avenue between Glenoaks Boulevard and Lakeside Drive and Glenoaks Boulevard between Buena Vista Street and Alameda Avenue. The project will improve traffic operations on major arterials along the State Route 134 and Interstate 5 corridors.

Measure R NEXUS to Highway Operational Definition: Olive Ave and Glenoaks Blvd are within one mile of the I-5 and SR- 134 Freeways. Glenoaks Blvd runs parallel to the I-5 Freeway and is used as an alternate route when the I-5 freeway and is heavily congested. Olive Ave provides an adjacent connection between SR-134 and the I-5. The project is an eligible Highway Operational Improvement Project. Upon completion, the project will enable signal timing changes that will reduce vehicle hours of delay; and improve traffic flow and public transit efficiency.

- Program \$250,000 in FY23 for MR310.58 - Downtown Burbank Signal Synchronization. The funds will be used for design and implementation of signal synchronization for 30 traffic signals on San Fernando Boulevard between Grismer Avenue and First Street, First Street between San Fernando Boulevard and Verdugo Avenue, San Fernando Boulevard between Magnolia Boulevard and Elmwood, Third Street between Burbank Boulevard and Verdugo Avenue. The project will improve traffic operations on three arterials parallel to Interstate 5.

Measure R NEXUS to Highway Operational Definition: All three corridors run parallel to the I-5 Freeway. The project is an eligible Highway Operational Improvement Project. Upon completion, the project will reduce vehicle hours of delay and improve traffic flow and public transit efficiency.

- Program \$500,000 in FY20 and \$1,500,000 in FY21 for MR310.59 - Burbank Los Angeles River Bicycle Bridge. The total project budget is \$2,000,000. The funds will be used for the design and construction of a bicycle and pedestrian bridge across the Los Angeles River in Burbank and Los Angeles. The project will include approximately 340 feet of Class III bike lanes on a portion of Bob Hope Drive, a new bridge structure spanning the Los Angeles River, and a short Class I bike path connecting the bridge to Forest Lawn Drive.

Measure R NEXUS to Highway Operational Definition: This is a bike path / bridge project located parallel to and within one mile of State Route 134 and is within the 20 percent share of Arroyo Verdugo Highway Operational Improvement funding eligible for bike routes and sound walls.

Glendale

- Reprogram \$100,000 from FY19 to FY 22 and \$500,000 from FY20 to FY23 for MR310.36 - Signalization at SR-2 Freeway Ramps at Holly Drive. The total programmed budget remains unchanged at \$600,000. The City has delayed implementation of the project as they need to conduct additional studies and hold stakeholder meetings.
- Program an additional \$350,000 in FY20 for MR310.37 - Verdugo Blvd Traffic Signal Modification at Valihi Way and SR-2. The total revised project budget is \$1,450,000. The city advertised the project and bids came higher than expected. The additional funds will fully fund the construction phase of the project.
- Reprogram \$150,000 from FY19 to FY 22 and \$1,050,000 from FY20 to FY23 for MR310.39 - Widening of SR-2 Freeway Ramps at Mountain Street. The total programmed budget remains unchanged at \$1,200,000. The City has delayed implementation of the project as they need to conduct additional studies and hold stakeholder meetings.
- Reprogram \$585,000 from FY20 to FY 21 and \$1,065,000 from FY21 to FY22 for MR310.43 - Verdugo Rd Street Improvements Project (Traffic Signal Modification). The total programmed budget remains unchanged at \$1,650,000. The City has delayed implementation of the project as they need to conduct additional studies and hold stakeholder meetings
- Program \$1,100,000 in FY21 for N. Verdugo Rd Traffic Signal Modifications Project. The funds will be used for the design and construction of signal systems at five intersections on Verdugo Rd: Glorietta Ave, Fern Ln, Wabasso Wy, Cresmont Ct, and Verdugo Loma Dr.

Measure R NEXUS to Highway Operational Definition: The project will enhance traffic flow, reduce delays and improve vehicular access to and from the I-210, SR-2, and SR-134 freeways from Verdugo Rd, a principal arterial roadway that carries high traffic volumes to and from the freeway on and off ramps at Mountain St to the east, Glendale Ave to the south, and Verdugo Blvd to the north. The project is an eligible Highway Operational Improvement Project. Upon completion, this project will enable real time traffic signal timing change and responsive operations which will reduce vehicle hours of delay and improve traffic flow and public transit efficiency.

Highway Operational Improvements in Las Virgenes Malibu Subregion

The subregion had listed 26 projects to be funded by Measure R Highway Subregional Funds. Of those, 11 projects have been completed. The subregion has invested \$117 million of Measure R subregional highway funds in projects. The 11 active projects are in planning, design, or construction phases. This update includes funding adjustments to 3 existing projects as follows:

Agoura Hills

- Deobligate \$550,000 from MR311.03 - Palo Comado Interchange Project. The revised project budget is \$10,450,000. This project is fully funded and currently is in construction. Funds are being deobligated to develop other Measure R projects.
- Program an additional \$350,000 in FY20 for MR311.04 - Kanan/Agoura Road Intersection. The total revised project budget is \$1,150,000. The funds will be used to complete the design phase of the project.
- Program an additional \$200,000 in FY20 for MR311.05 - Agoura Road Widening. The total revised project budget is \$36,700,000. The funds will be used to complete the construction phase of the project by providing additional funds for the oak tree mitigation for the project.

I-405, I-110, I-105 and SR-91 Ramp and Interchange Improvements (South Bay)

The subregion had listed 80 projects to be funded by Measure R Highway Subregional Funds. Of those, 19 projects have been completed. The subregion has invested \$90 million of Measure R subregional highway funds in projects. The 60 active projects are in planning, design, or construction phases. This update includes funding adjustments to 4 existing projects as follows:

Carson

- Metro will manage and complete the design for MR312.41 - Traffic Signal Upgrades at 10 intersections and MR312.46 - Upgrade Traffic Control Signals at the Intersection of Figueroa St and 234th St. and Figueroa and 228th St. Metro will be added as a co-lead agency for

project development, as requested by the City of Carson.

Caltrans

- Program an additional \$70,000 in FY20 for MR312.78 - I-405 IQA Review for PSR (Main St. to Wilmington). The revised project budget is \$150,000. The additional funds are required for Caltrans IQA reviews of the I-405 PSR.

Hawthorne

- Program \$600,000 in FY20 for MR312.81 - 120th St Improvements - Crenshaw Blvd to Felton Ave. The funds will be used to complete the Project Approval & Environmental Document (PA&ED), Plans Specification, and Estimates (PS&E) and Right of Way phases of the project.

Measure R NEXUS to Highway Operational Definition: This is an eligible Highway Operational Improvement which would create new turning movements on 120th Street reducing delays and enhancing traffic flow on this local collector street. The project includes turning lanes at 120th Street at Hawthorne Blvd, 120th Street at Prairie, 120th Street at I-105 Ramps, and 120th Street and Crenshaw Blvd.

Inglewood

- Deobligate \$384,000 from MR312.50 - ITS: Phase V Communication Gap Closure on Various Locations, ITS Upgrade and Arterial Detection. The City will use Prop C local return funds as the 20% matching funds requirement.

Lomita

- Program an additional \$79,000 in FY20 for MR312.43 - Intersection Improvements at PCH/Walnut St. & Western Ave/PV Drive North. The revised project budget is \$1,585,000. The additional funds are required due to redesign to accommodate additional Caltrans requirements that were requested during construction.

I-605 Corridor “Hot Spots” Interchanges

The Gateway Cities subregion had listed 42 projects to be funded by Measure R Highway Subregional Funds. Of those, 3 projects have been completed. The subregion has invested \$126 million of Measure R subregional highway funds. The 39 active projects are in planning, design, or construction phases. The update includes 4 new projects and funding adjustments to 7 existing projects as follows:

Metro

- Program an additional \$4,899,000 in FY21 for AE5204200 - I-605/SR-60 PAED. The revised

project budget is 38,899,000. The funds are being programmed to match the Board-approved contract amount.

- Program an additional \$8,026,000 in FY20 for AE33341001375 - I-605/I-5 PAED. The revised project budget is \$28,724,000. The funds are being programmed to match the Board-approved contract amount.
- Program \$20,000,000 over three fiscal years FY21, FY22, FY23 for MR315.02 - I-605 South St Improvements (Construction). The total construction budget is \$20,000,000. Plans, Specifications and Estimates are complete and funds are being programmed to commence the construction phase of the project.
- Program an additional \$4,506,000 in FY20 for MR315.37 - SR-91 Central to Acacia Improvements Project. The revised project budget is \$5,006,000. The funds are being programmed to match the Board-approved contract amount for the project.
- Program an additional \$150,000 in FY20 for MR315.63 - SR-60 at 7th Avenue Interchange Improvements. The revised project budget is \$2,250,000. The funds are being programmed to match the Board-approved contract amount for the project.
- Program an additional \$150,000 in FY20 for MR315.73 - I-605 Valley Blvd Interchange Improvements. The revised project budget is \$2,209,900. The funds are being programmed to match the Board-approved contract amount for the project.
- Program \$11,475,000 in FY20 for MR315.74 - WB SR-91 Alondra Blvd. to Shoemaker Ave. Improvement Project. The funds will be used to complete the Plans, Specifications, and Estimates and Right of Way phase of the project.
Measure R NEXUS to Highway Operational Definition: This project proposes modifications to SR-91 which will reduce congestion and improve freeway and local interchange operations. The improvements are eligible under Measure R Highway Operational Improvements.

Los Angeles County

- Program \$700,000 in FY21 for MR306.01 - Whittier Boulevard (Indiana Street to Paramount Boulevard) Corridor Project (Call Match - CFP F9304). The funds will be used to complete the Plans, Specifications, and Estimates (PS&E) and Construction phases of the Project. The project is located within the I-710 and SR-91/I-605/I-405 corridors, therefore the Measure R Local Match funds have been programmed to equally cost share expenditures between the I-710 and I-605 Hot Spots programs. This project had previously received Metro Board approval in January 2015 and was inadvertently removed from the project list.

Measure R NEXUS to Highway Operational Definition: The Project will provide operational improvements along the Whittier Boulevard Corridor between Indiana Street and Paramount Boulevard and will be implemented on 6.2 miles in the Cities of Pico Rivera, Montebello,

Commerce, and unincorporated areas of Los Angeles County. Proposed improvements include TSS, ITS improvements, equipment upgrades to detection systems and CCTV cameras, expansion to the ATMS, and communications to the IEN, all of which will reduce congestion and enhance traffic circulation. This project is eligible under Measure R Highway Operational Improvements.

Lakewood

- Program \$300,000 in FY20 for MR315.01 - Lakewood Boulevard at Hardwick Street Traffic Signal Improvements. The funds will be used to complete the Plans, Specifications, and Estimates (PS&E) and Construction phases of the Project.

Measure R NEXUS to Highway Operational Definition: The Project will provide traffic signal improvements at Lakewood Boulevard at Hardwick Street. Proposed improvements include a second northbound left turn lane at Lakewood Boulevard and Hardwick Street and traffic signal improvements. This project is an eligible Measure R Highway Operational Improvements.

Pico Rivera

- Deobligate \$456,250 from MR315.05 - Rosemead Blvd. & Beverly Blvd Interchange Improvements Project. The revised project budget is \$13,479,000. The project estimates for ROW have been reduced. Funds are being deobligated to match current project estimates.

I-710 South and/or Early Action Projects

The Gateway Cities subregion had listed 20 projects to be funded by Measure R Highway Subregional Funds. Of those, 4 projects have been completed. The subregion has invested \$125 million of Measure R subregional highway funds. The 13 active projects are in planning, design, or construction phases. The update includes 2 new projects and funding adjustments to 2 existing projects as follows:

Metro

- Program an additional \$7,975,000 in Prior Years for PS4340-1939 - I-710 Corridor Project (PA/ED). The revised project budget is \$40,495,931. The funds are being programmed to match the Metro board approved contract amount.
- Program an additional \$500,000 in FY 19-20 for MR306.02 - I-710 Soundwall Package 2, North of SR-91 to the SR-60. The total revised project budget is \$4,948,400. The funds will be used to complete the Right of Way (ROW) and Construction phase of the project. The ROW includes acquiring Temporary Construction Easements (TCE's) prior to the construction phase of the project. Including
- Program \$45,000,000 in FY 19-20, FY 20-21 and FY 21-22 for MR306.04 - I-710 Soundwall

Package 3, South of SR-91. The funds will be used to complete the Right of Way and Construction phase of the Project. The ROW includes acquiring Temporary Construction Easements (TCE's) prior to the construction phase of the project.

Measure R NEXUS to Highway Operational Definition: This is a soundwall project, an eligible highway operational improvement.

Los Angeles County

- Program \$300,000 in FY20 and \$400,000 in FY21 for MR306.01 - Whittier Boulevard (Indiana Street to Paramount Boulevard) Corridor Project (2015 Call Match - CFP F9304). The funds will be used to complete the Plans, Specifications, and Estimates (PS&E) and Construction phases of the Project. The project is located within both the I-710 and SR-91/I-605/I-405 corridors, therefore the Measure R Local Match funds have been programmed to equally cost share expenditures between the I-710 and I-605 Hot Spots programs. This project had previously received Metro board approval in January 2015 and was inadvertently removed from the project list.

Measure R NEXUS to Highway Operational Definition: The Project will provide operational improvements along the Whittier Boulevard Corridor between Indiana Street and Paramount Boulevard and will be implemented on 6.2 miles in the Cities of Pico Rivera, Montebello, Commerce, and unincorporated areas of Los Angeles County. Proposed improvements include TSS, ITS improvements, equipment upgrades to detection systems and CCTV cameras, expansion to the ATMS, and communications to the IEN, all of which will reduce congestion and enhance traffic circulation. This project is eligible under Measure R Highway Operational Improvements.

State Route 138 Capacity Enhancements

The North Los Angeles County subregion had listed 11 projects to be funded by Measure R Highway Subregional Funds. Of those, 1 project has been completed. The subregion has invested \$40 million of Measure R subregional highway funds. The 10 active projects are in planning, design, or construction phases. Metro Highway Program staff will work with the North County jurisdictions to fully fund their existing projects.

DETERMINATION OF SAFETY IMPACT

The recertification of the project list and funding allocations will have no adverse impact on the safety of Metro's patrons and employees and the users of the reference transportation facilities.

FINANCIAL IMPACT

Approval of Recommendation A will not require an FY20 Budget amendment at this time. Highway project management staff will monitor the respective projects and adjust funding as required to meet

project needs within the Adopted FY20 Highway budget. Funding for the projects is from the Measure R 20% Highway Capital Subfund earmarked for the subregions. FY20 funds are allocated for Arroyo Verdugo (Project No.460310), Las Virgenes Malibu (Project No. 460311), and South Bay (Project No. 460312) subregions in FY 20 budget. These three programs are budgeted under Cost Center 0042 in Account 54001 (Subsidies to Others).

The remaining funds are distributed from the Measure R 20% Highway Capital Subfund via funding agreements to Caltrans, and the cities of Palmdale and Lancaster under Cost Center 0442 in Project No. 460330, Account 54001 (Subsidies to Others).

Funding for the I-605 Corridor “Hot Spots” Projects, is allocated to Project No. 460314, Cost Centers 4720, 4730 & 0442, Account 54001 (Subsidies to Others) and account 50316 (Professional Services); 461314, Task 5.2.100; 462314, Task 5.2.100; 463314, Task 5.2.100; 460345, Task 5.2.100; 460346, Task 5.2.100; and for I-710 Early Action Projects, in Project No. 460316 in Cost Center 0442, Account 54001 (Subsidies to Others) and also under 462316, Task 5.2.100; 463316, Task 5.3.100; 463416, Task 5.3.100; and 463516, Task 5.3.100 in Account 50316 (Professional Services) in Cost Center 4720, are all included in the FY20 budget.

Moreover, programmed funds are based on estimated revenues. Since each MRHSP is a multi-year program with various projects, the Project Managers, the Cost Center Manager and the Senior Executive Officer, Program Management, Highway Program will be responsible for budgeting the costs in current and future years.

Impact to Budget

Upon Approval of recommendations, staff will rebalance the approved FY20 budgets to fund the identified priorities. Should additional funds be required for FY20 period, staff will revisit the budgetary needs using the quarterly and mid-year adjustment processes.

The source of funds for these projects is Measure R 20% Highway Funds. This fund source is not eligible for Bus and rail Operations or Capital expenses.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

All projects listed in this update are consistent with 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 highways.

Goal 4: Transform LA county through regional collaboration by partnering with the various Subregions to identify the needed improvements and take the lead in development and implementation of their projects.

ALTERNATIVES CONSIDERED

The Board may choose to not approve the revised project lists and funding allocation. However, this option is not recommended as all projects are consistent with the Board's policies and Measure R Guidelines supporting improved mobility in Los Angeles County.

NEXT STEPS

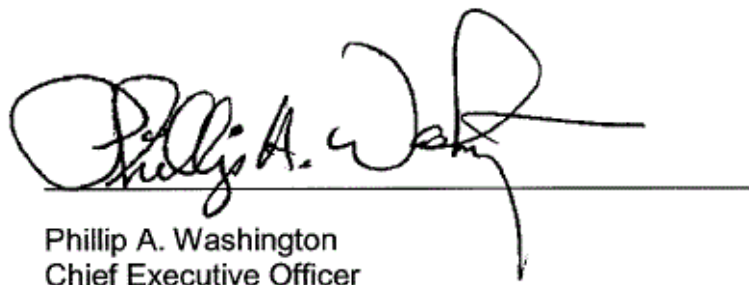
Metro Highway Program Staff will continue to work with the subregions to identify and deliver projects. Program/ Project updates will be provided to the Board on a semi-annual and as-needed basis.

ATTACHMENT

Attachment A - Projects Receiving Measure R Funds

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Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

Measure R Highway Operational Improvements Projects											
<i>(Dollars in Thousands)</i>											
HIGHWAY OPS IMP GRAND TOTAL				1,085,319	109,537	1,184,855	949,419	139,269	44,307	1,695	6,800
Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY20	FY21	FY22	FY23
Arroyo Verdugo Operational Improvements				85,338.4	5,700.0	91,038.4	61,624.4	10,750.0	13,999.0	2,865.0	1,800.0
Burbank	MR310.06	San Fernando Blvd. / Burbank Blvd. Intersection		2,325.0	0.0	2,325.0	2,325.0				
Burbank	MR310.07	Widen Magnolia Blvd / I-5 Bridge for center-turn lane		3,967.0	0.0	3,967.0	250.0		3,717.0		
Burbank	MR310.08	I-5 Corridor Arterial Signal Improvements (Completed)		2,600.0	0.0	2,600.0	2,600.0				
Burbank	MR310.09	SR-134 Corridor Arterial Signal Improvements (Completed)		2,975.0	0.0	2,975.0	2,975.0				
Burbank	MR310.10	Widen Olive Ave / I-5 Bridge for center-turn lane		3,897.0	0.0	3,897.0	250		3,647.0		
Burbank	MR310.11	Olive Ave. / Verdugo Ave. Intersection Improvement		3,600.0	0.0	3,600.0	1,600.0	2,000.0			
Burbank	MR310.23	Chandler Bikeway Extension (call match) F7506		659.8	(0.0)	659.8	659.8				
Burbank	MR310.31	SR-134 Corridor Arterial Signal Improvements - Phase 2		2,000.0	0.0	2,000.0	2,000.0				
Burbank	MR310.33	Media District Traffic Signal Improvments		1,400.0	0.0	1,400.0	1,400.0				
Burbank	MR310.38	I-5 Corridor Arterial Signal Improvements - Phase 2		1,150.0	0.0	1,150.0	1,150.0				
Burbank	MR310.46	Glenoaks Blvd Arterial and First St Signal Improvements		3,200.0	0.0	3,200.0	1,900.0	1,300.0			
Burbank	MR310.50	I-5 Downtown Soundwall Project - Orange Grove Ave to Magnolia		1,000.0	0.0	1,000.0	1,000.0				
Burbank	MR310.51	Alameda Ave Signal Synchronization Glenoaks Blvd to Riverside Dr.		250.0	0.0	250.0		250.0			
Burbank	MR310.55	I-5 Corridor Arterial Signal Improvements - Phase 3	Add	0.0	1,400.0	1,400.0			200.0	1,200.0	
Burbank	MR310.56	Victory Blvd and Buena Vista St Signal Synchronization	Add	0.0	250.0	250.0			250.0		
Burbank	MR310.57	Olive Ave and Glenoaks Blvd Signal Synchronization	Add	0.0	350.0	350.0				350.0	
Burbank	MR310.58	Downtown Burbank Signal Synchronization	Add	0.0	250.0	250.0					250.0
Burbank	MR310.59	Burbank LA River Bicycle Bridge at Bob Hope Drive	Add	0.0	2,000.0	2,000.0		500.0	1,500.0		
TOTAL BURBANK				29,023.8	4,250.0	33,273.8	18,109.8	4,050.0	9,314.0	1,550.0	250.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY20	FY21	FY22	FY23
Glendale	MR310.01	Fairmont Ave. Grade Separation at San Fernando Rd. (Construction) (Completed)		1,658.7	0.0	1,658.7	1,658.7				
Glendale	MR310.02	Fairmont Ave. Grade Sep. at San Fernando -- Design (FA canceled and funds previously moved to MR310.01)		0.0	0.0	0.0	0.0				
Glendale	MR310.04	San Fernando/Grandview At-Grade Rail Crossing Imp. (Completed)		1,850.0	0.0	1,850.0	1,850.0				
Glendale	MR310.05	Central Ave Improvements / Broadway to SR-134 EB Offramp (Completed)		3,250.0	0.0	3,250.0	3,250.0				
Glendale	MR310.13	Glendale Narrows Bikeway Culvert		1,246.5	0.0	1,246.5	1,246.5				
Glendale	MR310.14	Verdugo Road Signal Upgrades (Completed)		557.0	0.0	557.0	557.0				
Glendale	MR310.16	SR-134 / Glendale Ave. Interchange Modification (Completed)		1,585.5	0.0	1,585.5	1,585.5				
Glendale	MR310.17	Ocean View Blvd. Traffic Signals Installation and Modification (Completed)		1,000.0	0.0	1,000.0	1,000.0				
Glendale	MR310.18	Sonora Avenue At-Grade Rail Crossing Safety Upgrade (Completed)		2,700.0	0.0	2,700.0	2,700.0				
Glendale	MR310.19	Traffic Signal Sync Brand / Colorado-San Fernando / Glendale-Verdugo (Completed)		340.9	0.0	340.9	340.9				
Glendale	MR310.20	Verdugo Rd / Honolulu Ave / Verdugo Blvd Intersection Modification (Completed)		397.3	0.0	397.3	397.3				
Glendale	MR310.21	Colorado St. Widening between Brand Blvd. and East of Brand Blvd. (Completed)		350.0	0.0	350.0	350.0				
Glendale	MR310.22	Glendale Narrows Riverwalk Bridge		600.0	0.0	600.0	600.0				

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY20	FY21	FY22	FY23
Glendale	MR310.24	Construction of Bicycle Facilities		244.3	0.0	244.3	244.3				
Glendale	MR310.25	210 Soundwalls Project		4,520.0	0.0	4,520.0	1,520.0		3,000.0		
Glendale	MR310.26	Bicycle Facilities, Phase 2 (Class III Bike Routes)		225.0	0.0	225.0	225.0				
Glendale	MR310.28	Pennsylvania Ave Signal at I-210 On/Off-Ramps		500.0	0.0	500.0	500.0				
Glendale	MR310.32	Regional Arterial Performance Measures (Call Match) F7321		100.0	0.0	100.0	100.0				
Glendale	MR310.34	Regional Bike Stations (Call Match) F7709		332.2	0.0	332.2	332.2				
Glendale	MR310.36	Signalizations of SR-2 Fwy Ramps @ Holly	Chg	600.0	0.0	600.0	0.0			100.0	500.0
Glendale	MR310.35	Signal Installations at Various Locations (Completed)		1,500.0	0.0	1,500.0	1,500.0				
Glendale	MR310.37	Verdugo Boulevard Traffic Signal Modification at Vahili Way and SR-2	Chg	1,100.0	350.0	1,450.0	1,100.0	350.0			
Glendale	MR310.39	Widening of SR-2 Fwy Ramps @ Mountain	Chg	1,200.0	0.0	1,200.0	0.0			150.0	1,050.0
Glendale	MR310.40	Pacific Ave: Colorado to Glenoaks & Burchett St: Pacific To Central Street Improvements (Completed)		3,315.0	0.0	3,315.0	3,315.0				
Glendale	MR310.41	Doran St. (From Brand Blvd. to Adams St.)		1,450.0	0.0	1,450.0	1,450.0				
Glendale	MR310.42	Arden Ave. (From Highland Ave. to Kenilworth St.) (Completed)		623.2	0.0	623.2	623.2				
Glendale	MR310.43	Verdugo Rd. Street Improvements Project (Traffic Signal Modification)	Chg	1,650.0	0.0	1,650.0	0.0		585.0	1,065.0	
Glendale	MR310.47	Traffic Signals on Glenwood Rd. and Modificaitons on La Crescenta and Central Ave.		2,025.0	0.0	2,025.0	2,025.0				
Glendale	MR310.48	San Frenando Rd and Los Angeles Street Traffic Signal Installation & Intersection Modification		400.0	0.0	400.0	400.0				
Glendale	MR310.49	Traffic Signal Modification & Upgrades on Honolulu Ave		3,000.0	0.0	3,000.0	1,800.0	1,200.0			
Glendale	MR310.52	Traffic Signal Improvements at Chevy Chase Dr/California Ave/		2,500.0	0.0	2,500.0	1,000.0	1,500.0			
Glendale	MR310.54	Traffic Signal Modification on La Crescenta Ave and San Fernando Rd		1,650.0	0.0	1,650.0		1,650.0			
Glendale	MR310.60	N. Verdugo Rd Traffic Signal Modifications (from Glendale Community College to Menlo Dr at Canada Blvd)	Add	0.0	1,100.0	1,100.0			1,100.0		
		TOTAL GLENDALE		42,470.6	1,450.0	43,920.6	31,670.6	4,700.0	4,685.0	1,315.0	1,550.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY20	FY21	FY22	FY23
La Canada Flintridge	MR310.03	Soundwalls on Interstate I-210 (Completed)		4,588.0	0.0	4,588.0	4,588.0				
La Canada Flintridge	MR310.45	Soundwalls on Interstate I-210 in La Canada-Flintridge (phase 2)		1,800.0	0.0	1,800.0	1,800.0				
La Canada Flintridge	MR310.53	Soundwall on I-210 (Phase 3)		3,712.0	0.0	3,712.0	1,712.0	2,000.0			
		TOTAL LA CANADA FLINTRIDGE		10,100.0	0.0	10,100.0	8,100.0	2,000.0	0.0	0.0	0.0
LA County	MR310.44	Soudwalls on Interstate I-210 in LA Crescenta-Montrose		3,044.0	0.0	3,044.0	3,044.0				
		TOTAL LA COUNTY		3,044.0	0.0	3,044.0	3,044.0	0.0	0.0	0.0	0.0
Metro/Caltrans	MR310.29	NBSSR on I-210 frm Pennsylvania Ave. to West of SR-2		700.0	0.0	700.0	700.0				
		TOTAL METRO		700.0	0.0	700.0	700.0	0.0	0.0	0.0	0.0
		TOTAL ARROYO VERDUGO OPS IMPS		85,338.4	5,700.0	91,038.4	61,624.4	10,750.0	13,999.0	2,865.0	1,800.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY20	FY21	FY22	FY23
Las Virgenes/Malibu Operational Improvements				156,651.0	0.0	156,651.0	154,901.0	1,750.0	0.0	0.0	0.0
Westlake Village	MR311.01	Lindero Canyon Road Interchange, Phase 3A Design		443.7	0.0	443.7	443.7				
Westlake Village	MR311.02	Highway 101 Park and Ride Lot (Design Completed)		243.7	0.0	243.7	243.7				
Westlake Village	MR311.10	Rte 101/ Lindero Cyn. Rd. Interchange Improvements, Phase 3B,4B Construction (Completed)		3,251.0	0.0	3,251.0	3,251.0				
Westlake Village	MR311.18	Rte 101/ Lindero Cyn. Rd. Interchange Improvements, Phase 3A Construction		9,419.0	0.0	9,419.0	9,419.0				
Westlake Village	MR311.19	Highway 101 Park and Ride Lot (Completed)		4,943.6	0.0	4,943.6	4,943.6				
TOTAL WESTLAKE VILLAGE				18,301.0	0.0	18,301.0	18,301.0	0.0	0.0	0.0	0.0
Agoura Hills	MR311.03	Palo Comado Interchange	Deob	11,000.0	(550.0)	10,450.0	10,450.0				
Agoura Hills	MR311.04	Aguora Road/Kanan Road Intersection Improvements	Chg	800.0	350.0	1,150.0	800.0	350.0			
Agoura Hills	MR311.05	Agoura Road Widening	Chg	36,500.0	200.0	36,700.0	36,500.0	200.0			
Agoura Hills	MR311.14	Kanan Road Corridor from Thousand Oaks Blvd to Cornell Road PSR		700.0	0.0	700.0	700.0				
Agoura Hills	MR311.15	Agoura Hills Multi-Modal Center		100.0	0.0	100.0	100.0				
TOTAL AGOURA HILLS				49,100.0	0.0	49,100.0	48,550.0	550.0	0.0	0.0	0.0
Calabasas	MR311.06	Lost Hills Overpass and Interchange		35,500.0	0.0	35,500.0	35,500.0				
Calabasas	MR311.07	Mulholland Highway Scenic Corridor Completion (Completed)		4,389.8	0.0	4,389.8	4,389.8				
Calabasas	MR311.08	Las Virgenes Scenic Corridor Widening (Completed)		5,746.2	0.0	5,746.2	5,746.2				
Calabasas	MR311.09	Parkway Calabasas/US 101 SB Offramp (Completed)		214.0	0.0	214.0	214.0				
Calabasas	MR311.20	Off-Ramp for US 101 at Las Virgenes Road (Cancelled)		0.0	0.0	0.0	0.0				
Calabasas	MR311.33	Park and Ride Lot on or about 23577 Calabasas Road (near Route 101) (Completed)		3,700.0	0.0	3,700.0	3,700.0				
TOTAL CALABASAS				49,550.0	0.0	49,550.0	49,550.0	0.0	0.0	0.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY20	FY21	FY22	FY23
Malibu	MR311.24	Malibu/Civic Center Way Widening		5,200.0	0.0	5,200.0	4,000.0	1,200.0			
Malibu	MR311.26	PCH-Raised Median and Channelization from Webb Way to Corral Canyon Road		6,950.0	0.0	6,950.0	6,950.0				
Malibu	MR311.27	PCH Intersections Improvements		1,000.0	0.0	1,000.0	1,000.0				
Malibu	MR311.28	Kanan Dume Road Arrestor Bed Improvements and Intersection with PCH Construction (Completed)		900.0	0.0	900.0	900.0				
Malibu	MR311.29	PCH Regional Traffic Message System (CMS)		1,300.0	0.0	1,300.0	1,300.0				
Malibu	MR311.30	PCH Roadway and Bike Route Improvements fr. Busch Dr. to Western City Limits (Completed)		500.0	0.0	500.0	500.0				
Malibu	MR311.32	PCH and Big Rock Dr. Intersection and at La Costa Area Pedestrian Improvements		950.0	0.0	950.0	950.0				
Malibu	MR311.35	Park and Ride Lot on Civic Center Way and/or PCH		3,500.0	0.0	3,500.0	3,500.0				
Malibu	MR311.11	PCH Signal System Improvements from John Tyler Drive to Topanga Canyon Blvd		13,700.0	0.0	13,700.0	13,700.0				
		TOTAL MALIBU		34,000.0	0.0	34,000.0	32,800.0	1,200.0	0.0	0.0	0.0
Hidden Hills	MR311.34	Long Valley Road/Valley Circle/US-101 On-Ramp Improvements		5,700.0	0.0	5,700.0	5,700.0				
		TOTAL HIDDEN HILLS		5,700.0	0.0	5,700.0	5,700.0	0.0	0.0	0.0	0.0
		TOTAL LAS VIRGENES/MALIBU OPS IMPS		156,651.0	0.0	156,651.0	154,901.0	1,750.0	0.0	0.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY20	FY21	FY22	FY23
South Bay I-405, I-110, I-105, & SR-91 Ramp / Interchange Imps				236,605.9	1,602.0	238,207.9	208,308.9	23,440.0	4,764.0	1,695.0	0.0
SBCCOG	MR312.01	South Bay Cities CCGT Program Development & Oversight and Program Administration (Project Development Budget Included)		13,375.0	0.0	13,375.0	12,758.0	617.0			
		TOTAL SBCCOG		13,375.0	0.0	13,375.0	12,758.0	617.0	0.0	0.0	0.0
Caltrans	MR312.11	ITS: I-405, I-110, I-105, SR-91 at Freeway Ramp/Arterial Signalized Intersections		5,357.0	(0.0)	5,357.0	5,357.0				
Caltrans	MR312.24	I-110 Aux lane from SR-91 to Torrance Blvd Aux lane & I-405/I-110 Connector (Completed)		8,120.0	0.0	8,120.0	8,120.0				
Caltrans	MR312.25	I-405 at 182nd St. / Crenshaw Blvd Improvements		24,400.0	0.0	24,400.0	17,800.0	6,600.0			
Caltrans	MR312.29	ITS: Pacific Coast Highway and Parallel Arterials From I-105 to I-110		9,000.0	0.0	9,000.0	9,000.0				
Caltrans	MR312.45	PAED Integrated Corridor Management System (ICMS) on I-110 from Artesia Blvd and I-405		1,000.0	0.0	1,000.0	1,000.0				
Caltrans	MR312.77	I-405 IQA Review for PSR (El Segundo to Artesia Blvd) (Completed)		150.0	0.0	150.0	150.0				
Caltrans	MR312.78	I-405 IQA Review for PSR (Main St to Wilmington)	Chg	80.0	70.0	150.0	80.0	70.0			
		TOTAL CALTRANS		48,107.0	70.0	48,177.0	41,507.0	6,670.0	0.0	0.0	0.0
Carson/Metro	MR312.46	Upgrade Traffic Control Signals at the Intersection of Figueroa St and 234th St. and Figueroa and 228th st.		150.0	0.0	150.0	150.0				
Carson/Metro	MR312.41	Traffic Signal Upgrades at 10 Intersections		1,400.0	0.0	1,400.0	1,400.0				
Carson	MR312.80	223rd st Widening		1,000.0	0.0	1,000.0		1,000.0			
		TOTAL CARSON		2,550.0	0.0	2,550.0	1,550.0	1,000.0	0.0	0.0	0.0
El Segundo	MR312.22	Maple Ave Improvements from Sepulveda Blvd to Parkview Ave. (Completed)		2,500.0	0.0	2,500.0	2,500.0				
El Segundo	MR312.27	PCH Improvements from Imperial Highway to El Segundo Boulevard		400.0	0.0	400.0	400.0				
El Segundo	MR312.57	Park Place Roadway Extension and Railroad Grade Separation Project		350.0	0.0	350.0	350.0				
		TOTAL EL SEGUNDO		3,250.0	0.0	3,250.0	3,250.0	0.0	0.0	0.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY20	FY21	FY22	FY23
Gardena	MR312.17	Rosecrans Ave Improvements from Vermont Ave to Crenshaw Blvd (Completed)		4,967.0	0.0	4,967.0	4,967.0				
Gardena	MR312.19	Artesia Blvd at Western Ave Intersection Improvements (Westbound left turn lanes) (Completed)		393.0	0.0	393.0	393.0				
Gardena	MR312.21	Vermont Ave Improvements from Rosecrans Ave to 182nd Street (Completed)		2,090.3	0.0	2,090.3	2,090.3				
Gardena	MR312.02	Traffic Signal Reconstruction on Vermont at Redondo Beach Blvd and at Rosecrans Ave.		1,500.0	0.0	1,500.0	1,500.0				
Gardena	MR312.09	Artesia Blvd Arterial Improvements from Western Ave to Vermont Ave		2,523.0	0.0	2,523.0	2,523.0				
Gardena	MR312.79	Traffic Signal Install at Vermont Ave. and Magnolia Ave		144.0	0.0	144.0		144.0			
		TOTAL GARDENA		11,617.3	0.0	11,617.3	11,473.3	144.0	0.0	0.0	0.0
Hawthorne	MR312.03	Rosecrans Ave Widening from I-405 SB off ramp to Isis Ave (Completed)		2,100.0	0.0	2,100.0	2,100.0				
Hawthorne	MR312.33	Aviation Blvd at Marine Ave Intersection Improvements (Westbound right turn lane) (Completed)		3,600.0	0.0	3,600.0	3,600.0				
Hawthorne	MR312.44	Hawthorne Blvd Improvements from El Segundo Blvd to Rosecrans Ave (Completed)		7,551.0	0.0	7,551.0	7,551.0				
Hawthorne	MR312.47	Signal Improvements on Prairie Ave from 118th St. to Marine Ave.		1,237.0	0.0	1,237.0	1,237.0				
Hawthorne	MR312.54	Intersection widening & Traffic Signal modifications on Inglewood Ave at El Segundo Blvd; on Crenshaw Blvd At Beckel Road on Crenshaw at Jack Nathan and on 120th St		2,000.0	0.0	2,000.0	2,000.0				
Hawthorne	MR312.61	Hawthorne Blvd Arterial Improvements, from 126th St to 111th St.		4,400.0	1,237.0	5,637.0	5,637.0				
Hawthorne	MR312.66	Imperial Ave Signal Improvements and Intersection Capacity Project		1,995.0	0.0	1,995.0	200.0	700.0	600.0	495.0	
Hawthorne	MR312.67	Rosecrans Ave Signal Improvements and Intersection Capacity Enhancements.		3,200.0	0.0	3,200.0	500.0	1,000.0	1,200.0	500.0	
Hawthorne	MR312.68	El Segundo Blvd Improvements Project Phase I		2,000.0	0.0	2,000.0	400.0	400.0	500.0	700.0	
Hawthorne	MR312.69	El Segundo Blvd Improvements Project Phase II		600.0	0.0	600.0	100.0	300.0	200.0		
Hawthorne	MR312.81	120th St Improvements -- Crenshaw Blvd to Felton Ave	Add	0.0	600.0	600.0	0.0	600.0			
		TOTAL HAWTHORNE		28,683.0	1,837.0	30,520.0	23,325.0	3,000.0	2,500.0	0.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY20	FY21	FY22	FY23
Hermosa Beach	MR312.05	PCH (SR-1/PCH) Improvements between Anita St. and Artesia Boulevard		574.7	0.0	574.7	574.7				
		TOTAL HERMOSA BEACH		574.7	0.0	574.7	574.7	0.0	0.0	0.0	0.0
Inglewood	MR312.12	Intelligent Transportation System (ITS) Phase IV		3,500.0	0.0	3,500.0	3,500.0				
Inglewood	MR312.50	ITS: Phase V - Communication Gap Closure on Various Locations, ITS Upgrade and Arterial Detection	Deob	384.0	(384.0)	0.0					
Inglewood	MR312.70	Prairie Ave Signal Synchronization Project		205.0	0.0	205.0	205.0				
Inglewood	MR312.71	La Cienega Blvd Synchronization Project		80.0	0.0	80.0	80.0				
Inglewood	MR312.72	Arbor Vitae Synchronization Project		130.0	0.0	130.0	130.0				
Inglewood	MR312.73	Florence Ave Synchronization Project		255.0	0.0	255.0	255.0				
		TOTAL INGLEWOOD		4,554.0	(384.0)	4,170.0	4,170.0	0.0	0.0	0.0	0.0
LA City	MR312.56	Del Amo Blvd Improvements from Western Ave to Vermont Ave Project Oversight		100.0	0.0	100.0	100.0				
LA City	MR312.51	Improve Anaheim St. from Farragut Ave. to Dominguez Channel (Call Match) F7207		1,313.0	(0.0)	1,313.0	1,313.0				
LA City	MR312.48	Alameda St. (South) Widening frm. Anaheim St. to Harry Bridges Blvd		2,875.0	0.0	2,875.0	2,875.0				
LA City	MR312.74	Alameda St. (East) Widening Project		3,580.0	0.0	3,580.0	1,000.0	1,000.0	1,580.0		
		TOTAL LA CITY		7,868.0	(0.0)	7,868.0	5,288.0	1,000.0	1,580.0	0.0	0.0
LA County	MR312.16	Del Amo Blvd improvements from Western Ave to Vermont Ave (Completed)		307.0	0.0	307.0	307.0				
LA County	MR312.52	ITS: Improvements on South Bay Arterials (Call Match) F7310		1,021.0	0.0	1,021.0	1,021.0				
LA County	MR312.64	South Bay Arterial System Detection Project		2,000.0	0.0	2,000.0	2,000.0				
		TOTAL LA COUNTY		3,328.0	0.0	3,328.0	3,328.0	0.0	0.0	0.0	0.0
Lawndale	MR312.15	Inglewood Ave Widening from 156th Street to I-405 Southbound on-ramp (Completed)		43.0	0.0	43.0	43.0				
Lawndale	MR312.36	ITS: City of Lawndale Citywide Improvements (Completed)		878.3	0.0	878.3	878.3				
Lawndale	MR312.49	Redondo Beach Blvd Mobility Improvements from Prairie to Artesia (Call Match) F9101		1,039.3	0.0	1,039.3	1,039.3				
Lawndale	MR312.31	Manhattan Bch Blvd at Hawthorne Blvd Left Turn Signal Improvements		508.0	0.0	508.0	508.0				
		TOTAL LAWDALE		2,468.6	0.0	2,468.6	2,468.6	0.0	0.0	0.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY20	FY21	FY22	FY23
Lomita	MR312.43	Intersection Improvements at Western/Palos Verdes Dr and PCH/Walnut	chg	1,506.0	79.0	1,585.0	1,506.0	79.0			
		TOTAL LOMITA		1,506.0	79.0	1,585.0	1,506.0	79.0	0.0	0.0	0.0
Manhattan Beach	MR312.04	Sepulveda Blvd at Marine Ave Intersection Improvements (West Bound left turn lanes) (Completed)		346.5	0.0	346.5	346.5				
Manhattan Beach	MR312.28	Seismic retrofit of widened Bridge 53-62 from Sepulveda Blvd from 33rd Street to south of Rosecrans Ave		9,100.0	0.0	9,100.0	9,100.0				
Manhattan Beach	MR312.34	Aviation Blvd at Artesia Blvd Intersection Improvements (Southbound right turn lane)		1,500.0	0.0	1,500.0	1,500.0				
Manhattan Beach	MR312.35	Sepulveda Blvd at Manhattan Beach Blvd Intersection Improvements (NB, WB, EB left turn lanes and SB right turn lane)		980.0	0.0	980.0	980.0				
Manhattan Beach	MR312.62	Sepulveda Blvd Operational Improvements at Rosecrans Ave, 33rd St, Cedar Ave, 14th St and 2nd St.		900.0	0.0	900.0	900.0				
		TOTAL MANHATTAN BEACH		12,826.5	0.0	12,826.5	12,826.5	0.0	0.0	0.0	0.0
Metro	MR312.55	I-405 Improvements from I-110 to Wilmington (Completed)		4,200.0	0.0	4,200.0	600.0	3,600.0			
Metro	MR312.30	I-405 Improvements from I-105 to Artesia Blvd		4,181.0	0.0	4,181.0	881.0	3,300.0			
Metro	0000020337-4010-2540-01-40	South Bay Arterial Baseline Conditions Analysis (Completed)		250.0	0.0	250.0	250.0				
Metro	TBD	Inglewood Transit Center at Florence/La Brea		1,500.0	0.0	1,500.0	1,500.0				
		TOTAL METRO		10,131.0	0.0	10,131.0	3,231.0	6,900.0	0.0	0.0	0.0
Rancho Palos Verdes	MR312.39	Western Ave. (SR-213) from Palos Verdes Drive North to 25th street -- PSR		90.0	0.0	90.0	90.0				
		TOTAL RANCHO PALOS VERDES		90.0	0.0	90.0	90.0	0.0	0.0	0.0	0.0
POLA	MR312.32	SR-47/Vincent Thomas Bridge on/off ramp Improvements at Harbor Blvd		3,830.0	0.0	3,830.0	1,600.0	2,230.0			
		PORT OF LOS ANGELES		3,830.0	0.0	3,830.0	1,600.0	2,230.0	0.0	0.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY20	FY21	FY22	FY23
Redondo Beach	MR312.06	Pacific Coast Highway improvements from Anita Street to Palos Verdes Blvd		1,400.0	0.0	1,400.0	1,400.0				
Redondo Beach	MR312.07	Pacific Coast Highway at Torrance Blvd intersection improvements (Northbound right turn lane)		936.0	0.0	936.0	936.0				
Redondo Beach	MR312.08	Pacific Coast Highway at Palos Verdes Blvd intersection improvements (WB right turn lane) (Completed)		389.0	0.0	389.0	389.0				
Redondo Beach	MR312.13	Aviation Blvd at Artesia Blvd intersection improvements (Completed) (Eastbound right turn lane)		22.0	0.0	22.0	22.0				
Redondo Beach	MR312.14	Inglewood Ave at Manhattan Beach Blvd intersection improvements (Eastbound right turn lane) (Completed)		30.0	0.0	30.0	30.0				
Redondo Beach	MR312.20	Aviation Blvd at Artesia Blvd intersection improvements (Northbound right turn lane)		847.0	0.0	847.0	847.0				
Redondo Beach	MR312.42	Inglewood Ave at Manhattan Beach Blvd intersection improvements (Southbound right turn lane)		5,175.0	0.0	5,175.0	5,175.0				
Redondo Beach	MR312.75	Kingsdale Ave at Artesia Blvd Intersection Improvements		992.0	0.0	992.0	992.0				
Redondo Beach	MR312.38	PCH at Anita St Improv (left and right turn lane)		300.0	0.0	300.0		300.0			
		TOTAL REDONDO BEACH		10,091.0	0.0	10,091.0	9,791.0	300.0	0.0	0.0	0.0
Torrance	MR312.10	Pacific Coast Highway at Hawthorne Blvd intersection improvements		19,600.0	0.0	19,600.0	19,600.0				
Torrance	MR312.18	Maple Ave at Sepulveda Blvd Intersection Improvements (Completed) (Southbound right turn lane)		319.9	0.0	319.9	319.9				
Torrance	MR312.23	Torrance Transit Park and Ride Regional Terminal Project 465 Crenshaw Blvd		25,700.0	0.0	25,700.0	25,700.0				
Torrance	MR312.26	I-405 at 182nd St. / Crenshaw Blvd Operational Improvements		15,300.0	0.0	15,300.0	15,300.0				
Torrance	MR312.40	Pacific Coast Highway at Vista Montana/Anza Ave Intersection Improvements		2,900.0	0.0	2,900.0	2,900.0				
Torrance	MR312.58	Pacific Coast Highway from Calle Mayor to Janet Lane Safety Improvements		852.0	0.0	852.0	852.0				
Torrance	MR312.59	Pacific Coast Highway at Madison Ave Signal upgrades to provide left-turn phasing (Completed)		500.0	0.0	500.0	500.0				
Torrance	MR312.60	Crenshaw from Del Amo to Dominguez - 3 SB turn lanes at Del Amo Blvd, 208th St., Transit Center Entrance, Signal improvements at 2 new signal at Transit Center		3,300.0	0.0	3,300.0	3,300.0				
Torrance	MR312.76	Plaza Del Amo at Western Ave (SR-213) Improvements		2,784.0	0.0	2,784.0	1,100.0	1,000.0	684.0		
Torrance	MR312.63	PCH at Crenshaw Blvd Intersection Imp		500.0	0.0	500.0		500.0			
		TOTAL TORRANCE		71,755.9	0.0	71,755.9	69,571.9	1,500.0	684.0	0.0	0.0
		TOTAL SOUTH BAY		236,605.9	1,602.0	238,207.9	208,308.9	23,440.0	4,764.0	1,695.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY20	FY21	FY22	FY23
Gateway Cities: I-605/SR-91/I-405 Corridors "Hot Spots"				213,708.4	48,059.7	261,768.2	198,373.2	36,881.9	11,513.1	10,000.0	5,000.0
GCCOG	MOU.306.03	GCCOG Engineering Support Services		1,550.0	0.0	1,550.0	1,100.0	450.0			
GCCOG	MR315.29	Gateway Cities Third Party Support		100.0	0.0	100.0	100.0				
TOTAL GCCOG				1,650.0	0.0	1,650.0	1,200.0	450.0	0.0	0.0	0.0
Metro	PS4720-3334	Program/Project Management Support of Measure R Funds		200.0	0.0	200.0	200.0				
Metro	PS4720-3252	I-605 Arterial Hot Spots in the City of Whittier: PAED for Santa Fe Springs/ Whittier, Painter/Whittier, & Colima Whittier Intersection Improvements (Completed)		680.0	0.0	680.0	680.0				
Metro	PS4720-3250	Arterial Hot Spots in the Cities of Long Beach, Bellflower, and Paramount: PAED for Lakewood/Alondra, Lakewood/Spring, and Bellflower Spring Intersection & PS&E for Lakewood/Alondra Intersection Improvements Improvements (Completed)		572.7	0.0	572.7	572.7				
Metro	PS4720-3251	Arterial Hot Spots in the Cities of Cerritos, La Mirada, and Santa Fe Springs: PAED for Valley View/Rosecrans, Valley View/Alondra, Carmenita/South, and Bloomfield/Artesia Intersection Improvements (Completed)		560.7	0.0	560.7	560.7				
Metro	AE25081	Arterial Hot Spots in the Cities of Cerritos: PS&E for Carmenita/South and Bloomfield/Artesia Intersection Improvements (Completed)		100.0	0.0	100.0	100.0				
Metro	AE25083	Arterial Hot Spots in the Cities of La Mirada and Santa Fe Springs: PS&E for Valley View/Rosecrans and Valley View/Alondra Intersection Improvements (Completed)		100.0	0.0	100.0	100.0				
Metro	PS4603-2582	Professional Services for I-605 Feasibility Study (Completed)		6,170.0	0.0	6,170.0	6,170.0				
Metro	PS4603-2582	Professional Services for PSR/PDS: I-5/I-605 and I-605/SR-91 (Completed)		3,121.0	0.0	3,121.0	3,121.0				
Metro	PS4720-3235	Professional Services for 605/60 PSR/PDS		3,040.0	0.0	3,040.0	3,040.0				

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY20	FY21	FY22	FY23
Metro	AE5204200	Professional Services for 605/60 PA/ED	Chg	34,000.0	4,899.0	38,899.0	26,000.0	8,000.0	4,899.0		
Metro	PS47203004	Professional Services for the Gateway Cities Strategic Transportation Plan		10,429.5	(0.0)	10,429.5	10,429.5				
Metro	AE333410011375	Professional Services for the I-605/I-5 PA/ED	Chg	20,698.0	8,026.0	28,724.0	20,698.0	8,026.0			
Metro	AE476110012334	Professional Services for WB SR-91 Improvements PA/ED (Completed)		7,763.0	0.0	7,763.0	7,763.0				
Metro	AE322940011372	Professional Services for 710/91 PSR/PDS (Completed)		2,340.0	0.0	2,340.0	2,340.0				
Metro	MR315.49	Third Party Support for the 605 Corridor Hot Spots Interchanges Program Development (Gateway Cities, SCE, LA County)		300.0	0.0	300.0	300.0				
Metro	MR315.50	Freeway Early Action Projects (PA/ED & PS&E)		0.0	0.0	0.0	0.0				
Metro	AE39064000	I-605 Beverly Interchange Improvements (PR & PS&E)		3,229.3	0.0	3,229.3	3,229.3				
Metro	AE38849000	I-605 off-ramp at South Street Improvements Project (PR & PS&E)		4,452.3	0.0	4,452.3	4,452.3				
Metro	MR315.02	I-605 South St Improvements Construction	Add	0.0	20,000.0	20,000.0	0.0		5,000.0	10,000.0	5,000.0
Metro	MR315.35	SR-91 Atlantic to Cherry EB Aux Lane (PAED/PS&E)		7,500.0	0.0	7,500.0	7,500.0				
Metro	MR315.37	SR-91 Central to Acacia Improvements PAED	Chg	500.0	4,506.0	5,006.0	500.0	4,506.0			
Metro	MR315.63	SR-60 at 7th St Interch (PAED, PSE, ROW)	Chg	2,100.0	150.0	2,250.0	2,100.0	150.0			
Metro	MR315.73	I-605 at Valley Blvd Interch (PAED, PSE, ROW)	Chg	2,059.9	150.0	2,209.9	2,059.9	150.0			
Metro	MR315.72	Whittier Intersection Improvements (PSE, ROW)		2,308.1	0.0	2,308.1		2,308.1			
Metro	MR315.74	WB SR-91 Alondra Blvd to Shoemaker Ave (PSE,ROW)	Add	0.0	11,475.0	11,475.0		11,475.0			
		TOTAL METRO		112,224.5	49,206.0	161,430.5	101,916.4	34,615.1	9,899.0	10,000.0	5,000.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY20	FY21	FY22	FY23
Caltrans	MR315.28	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/SR-60 PSR-PDS (Completed)		260.0	0.0	260.0	260.0				
Caltrans	MR315.47	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/SR-60 PA/ED		3,650.0	(800.0)	2,850.0	2,050.0	800.0			
Caltrans	MR315.24	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/I-5 PA/ED		2,069.8	(769.8)	1,300.0	1,300.0				
Caltrans	MR315.08	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/SR-91 PA/ED		776.3	(120.0)	656.3	656.3				
Caltrans	MR315.48	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-605 Intersection Improvements		60.0	0.0	60.0	60.0				
Caltrans	MR315.13	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-710/SR-91 PSR-PDS		234.0	0.0	234.0	234.0				
Caltrans	MR315.30	I-605 Beverly Interchange Improvements (Env. Doc.)		500.0	0.0	500.0	500.0				
Caltrans	MR315.31	I-605 from SR-91 to South Street Improvements Project (Env. Doc.)		500.0	0.0	500.0	500.0				
		TOTAL CALTRANS		8,050.1	(1,689.8)	6,360.3	5,560.3	800.0	0.0	0.0	0.0
Bellflower	MR315.16	Bellflower Blvd- Artesia Blvd Intersection Improvement Project		8,442.8	0.0	8,442.8	8,442.8				
Bellflower	MR315.33	Lakewood - Alondra Intersection Improvements: Construction		1,002.0	0.0	1,002.0	1,002.0				
		TOTAL BELLFLOWER		9,444.8	0.0	9,444.8	9,444.8	0.0	0.0	0.0	0.0
Cerritos	MR315.38	Carmenita - South Intersection Improvements, Construction		414.2	(0.2)	414.0	414.0				
Cerritos	MR315.39	Bloomfield - Artesia Intersection Improvements, ROW & Construction		1,544.2	0.0	1,544.2	1,544.2				
		TOTAL CERRITOS		1,958.4	(0.2)	1,958.2	1,958.2	0.0	0.0	0.0	0.0
Downey	MR315.03	Lakewood - Telegraph Intersection Improvements (Completed)		2,120.0	0.0	2,120.0	2,120.0				
Downey	MR315.14	Lakewood - Imperial Intersection Improvements		4,060.0	0.0	4,060.0	4,060.0				
Downey	MR315.27	Lakewood - Florence Intersection Improvements		4,925.0	0.0	4,925.0	4,925.0				
Downey	MR315.18	Bellflower - Imperial Highway Intersection Improvements (Completed)		2,740.4	0.0	2,740.4	2,740.4				
Downey	MR315.66	Lakewood Blvd at Firestone Blvd Intersection Improvm.		1,300.0	0.0	1,300.0	1,300.0				
		TOTAL DOWNEY		15,145.4	0.0	15,145.4	15,145.4	0.0	0.0	0.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY20	FY21	FY22	FY23
LA County	MR315.07	Painter - Mulberry Intersection Improvements		2,410.0	0.0	2,410.0	2,410.0				
LA County	MR315.11	Valley View - Imperial Intersection Improvements		1,640.0	0.0	1,640.0	1,640.0				
LA County	MR315.15	Norwalk-Whittier Intersection Improvements		2,830.0	0.0	2,830.0	2,830.0				
LA County	MR315.23	Carmenita - Telegraph Intersection Improvements		1,400.0	0.0	1,400.0	1,400.0				
LA County	MR315.22	Norwalk-Washington Intersection Improvements (Completed)		550.0	0.0	550.0	550.0				
LA County	MR315.64	South Whittier Bikeway Access Improvements (Call Match) F9511		800.0	0.0	800.0	155.0	645.0			
LA County	MR306.01	Whittier Blvd (Indiana Street to Paramount Blvd) Corridor Project (Call Match) F9304	Add	0.0	700.0	700.0			700.0		
		TOTAL LA COUNTY		9,630.0	700.0	10,330.0	8,985.0	645.0	700.0	0.0	0.0
Lakewood	MR315.36	Lakewood Blvd Regional Capacity Enhancement		3,600.0	0.0	3,600.0	3,600.0				
Lakewood	MR315.04	Lakewood - Del Amo Intersection Improvements		5,504.3	0.0	5,504.3	5,504.3				
Lakewood	MR315.01	Lakewood Boulevard at Hardwick Street Traffic Signal Improvements	Add	0.0	300.0	300.0		300.0			
		TOTAL LAKEWOOD		9,104.3	300.0	9,404.3	9,104.3	300.0	0.0	0.0	0.0
Long Beach	MR315.67	2015 CFP - Artesia Complete Blvd (Call Match) F9130		900.0	0.0	900.0	0.0		900.0		
Long Beach	MR315.68	2015 CFP - Atherton Bridge & Campus Connection (Call Match) F9532		0.0	0.0	0.0	0.0				
Long Beach	MR315.69	Park or Ride (Call Match) F9808		212.6	(0.0)	212.6	126.7	71.8	14.1		
Long Beach	MR315.60	Soundwall on I-605 near Spring Street, PAED and PSE		350.0	0.0	350.0	350.0				
Long Beach	MR315.61	Lakewood - Spring Intersection Improvements, PSE and Construction		454.3	0.0	454.3	454.3				
Long Beach	MR315.62	Bellflower - Spring Intersection Improvements, PSE and Construction		492.8	0.0	492.8	492.8				
Long Beach	MR315.70	Artesia Boulevard Improvements		1,450.0	0.0	1,450.0	1,450.0				
		TOTAL LONG BEACH		3,859.7	(0.0)	3,859.7	2,873.8	71.8	914.1	0.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY20	FY21	FY22	FY23
Norwalk	MR315.06	Studebaker - Rosecrans Intersection Improvements		1,670.0	0.0	1,670.0	1,670.0				
Norwalk	MR315.10	Bloomfield - Imperial Intersection Improvements		920.0	0.0	920.0	920.0				
Norwalk	MR315.17	Pioneer - Imperial Intersection Improvements		1,509.0	0.0	1,509.0	1,509.0				
Norwalk	MR315.26	Studebaker - Alondra Intersection Improvements		480.0	0.0	480.0	480.0				
Norwalk	MR315.43	Imperial Highway ITS Project, from San Gabriel River to Shoemaker Rd. (PAED, PS&E, CON)		3,380.4	0.0	3,380.4	3,380.4				
Norwalk	MR315.71	Firestone Blvd Widening Project		2,000.0	0.0	2,000.0	2,000.0				
		TOTAL NORWALK		9,959.4	0.0	9,959.4	9,959.4	0.0	0.0	0.0	0.0
Pico Rivera	MR315.05	Rosemead - Beverly Intersection Improvements	Deob	13,935.2	(456.2)	13,479.0	13,479.0				
Pico Rivera	MR315.09	Rosemead - Whittier Intersection Improvements		1,821.5	0.0	1,821.5	1,821.5				
Pico Rivera	MR315.19	Rosemead - Slauson Intersection Improvements		2,901.0	0.0	2,901.0	2,901.0				
Pico Rivera	MR315.21	Rosemead - Washington Intersection Improvements		53.0	0.0	53.0	53.0				
		TOTAL PICO RIVERA		18,710.7	(456.2)	18,254.5	18,254.5	0.0	0.0	0.0	0.0
Santa Fe Springs	MR315.40	Valley View - Rosecrans Intersection Improvements, Construction		824.0	0.0	824.0	824.0				
Santa Fe Springs	MR315.41	Valley View - Alondra Intersection Improvements, ROW & Construction		2,667.0	0.0	2,667.0	2,667.0				
Santa Fe Springs	MR315.42	Florence Avenue Widening Project, from Orr & Day to Pioneer Blvd (PAED, PSE, ROW)		3,800.0	0.0	3,800.0	3,800.0				
		TOTAL SANTA FE SPRINGS		7,291.0	0.0	7,291.0	7,291.0	0.0	0.0	0.0	0.0
Whittier	MR315.44	Santa Fe Springs Whittier Intersection Improvements: PSE, ROW, Construction		1,585.9	0.0	1,585.9	1,585.9				
Whittier	MR315.45	Painter Ave - Whittier Intersection Improvements: PSE, ROW, Construction		2,750.0	0.0	2,750.0	2,750.0				
Whittier	MR315.46	Colima Ave - Whittier Intersection Improvements: PSE, ROW, Construction		2,344.1	0.0	2,344.1	2,344.1				
		TOTAL WHITTIER		6,680.0	0.0	6,680.0	6,680.0	0.0	0.0	0.0	0.0
		TOTAL I-605/SR-91/I-405 "HOT SPOTS"		213,708.4	48,059.7	261,768.2	198,373.2	36,881.9	11,513.1	10,000.0	5,000.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY20	FY21	FY22	FY23
Gateway Cities: INTERSTATE 710 SOUTH EARLY ACTION PROJECT				193,014.9	54,175.0	237,189.9	171,411.9	21,247.0	14,031.0	0.0	0.0
GCCOG	MOU.306.03	GCCOG Engineering Support Services		1,550.0	0.0	1,550.0	1,100.0	450.0			
		TOTAL GCCOG		1,550.0	0.0	1,550.0	1,100.0	450.0	0.0	0.0	0.0
Metro	PS4720-3334	Program/Project Management Support of Measure R Funds		200.0	0.0	200.0	200.0				
Metro	PS-4010-2540-02-17	I-710/I-5 Interchange Project Development		600.0	0.0	600.0	600.0				
Metro	various	Professional Services contracts for I-710 Utility Studies (North, Central, South)		25,046.0	0.0	25,046.0	25,046.0				
Metro	PS4340-1939	I-710 Corridor Project (PA/ED) EIR/EIS	Chg	32,520.9	7,975.0	40,495.9	40,495.9				
Metro	PS-4710-2744	I-710 Soundwall Feasibility & Project Development		3,509.0	0.0	3,509.0	3,509.0				
Metro	AE3722900	I-710 Soundwall Design Package 1		2,161.9	0.0	2,161.9	2,161.9				
Metro	PS4720-3330	I-710 Soundwall Design Package 3		5,271.6	0.0	5,271.6	5,271.6				
Metro	PS2198100	I-710 Soundwall Package 2		2,551.6	0.0	2,551.6	1,000.0	1,551.6			
Metro	MR306.02	I-710 Soundwall Package 2 ROW & Construction	Chg	4,448.0	500.0	4,948.0		1,000.0	3,448.0	500.0	
Metro	MR306.04	I-710 Soundwall Package 3 ROW & Construction	Add	0.0	45,000.0	45,000.0		5,000.0	10,000.0	30,000.0	
Metro	MOU.Calstart2010	Professional Services contract for development of zero emission technology report		150.0	0.0	150.0	150.0				
Metro	Bucket	I-710 ITS/Air Quality Early Action (Grant Match)		8,760.0	0.0	8,760.0	8,760.0				
Metro	MR306.41	FRATIS Modernization (Grant Match)		3,000.0	0.0	3,000.0	3,000.0				
Metro	MR306.38	Sustainable Transportation Planning Grant (Grant Match)		64.8	0.0	64.8	64.8				
Metro	MR306.59	Imperial Hwy Capacity Enhancements Project		865.0	0.0	865.0		865.0			
		TOTAL METRO		89,148.9	53,475.0	142,623.9	90,259.3	8,416.6	13,448.0	30,500.0	0.0
POLA	MR306.40	I-710 Eco-FRATIS Drayage Truck Efficiency Project (Grant Match)		240.0	0.0	240.0	240.0				
		TOTAL POLA		240.0	0.0	240.0	240.0	0.0	0.0	0.0	0.0

ATTACHMENT A

Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY20	FY21	FY22	FY23
Metro	13.01/USACE	Third Party Support Services for I-710 Corridor Project (US Army Corp of Eng)		100.0	0.0	100.0	100.0				
		TOTAL USACE		100.0	0.0	100.0	100.0	0.0	0.0	0.0	0.0
Metro	MR306.5B	Third Party Support Services for I-710 Corridor Project (So Cal Edison)		1,623.0	0.0	1,623.0	1,623.0				
Metro	MR306.39	I-710 Soundwall Project - SCE Utility Relocation Engineering Advance		75.0	0.0	75.0	75.0				
Metro	MR306.48	SCE design support I-710 Soundwall Package 3		400.0	0.0	400.0	400.0				
		TOTAL SCE		2,098.0	0.0	2,098.0	2,098.0	0.0	0.0	0.0	0.0
Caltrans	MR306.24	Reconfiguration of Firestone Blvd On-Ramp to I-710 S/B Freeway		1,450.0	0.0	1,450.0	1,450.0				
Caltrans	MR306.27	Third Party Support for I-710 Corridor Project EIR/EIS Enhanced IQA		3,500.0	0.0	3,500.0	3,500.0				
Caltrans	MR306.29	I-710 Early Action Project - Soundwall PA/ED Phase - Noise Study Only		100.0	0.0	100.0	100.0				
		TOTAL CALTRANS		5,050.0	0.0	5,050.0	5,050.0	0.0	0.0	0.0	0.0
LA County	MR306.16	Staff Support for the Review of the Draft I-710 South EIR/EIS		157.0	0.0	157.0	157.0				
LA County	MR306.01	Whittier Blvd (Indiana Street to Paramount Blvd) Corridor Project (Call Match) F9304		0.0	700.0	700.0		300.0	400.0		
		TOTAL LA COUNTY		157.0	700.0	857.0	157.0	300.0	400.0	0.0	0.0
Bell	MR306.37	Eastern at Bandini Rickenbacker Project (Call Match) F9200		178.6	(0.0)	178.6	178.6				
Bell	MR306.07	Staff Support for the Review of the Draft I-710 South EIR/EIS		136.0	0.0	136.0	136.0				
Bell	MR306.44	Gage Ave Bridge Replacement Project		66.8	0.0	66.8	66.8				
		TOTAL BELL		381.4	0.0	381.4	381.4	0.0	0.0	0.0	0.0

ATTACHMENT A

Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY20	FY21	FY22	FY23
Bell Gardens	MR306.08	Staff Support for the Review of the Draft I-710 South EIR/EIS		152.3	0.0	152.3	152.3				
Bell Gardens	MR306.35	Florence/Jaboneria Intersection Project (Call Match) F9111		283.4	0.0	283.4	0.0	100.4	183.0		
Bell Gardens	MR306.30	Florence Ave/Eastern Ave Intersection Widening (Call Match) F7120		1,184.7	0.0	1,184.7	1,184.7				
Bell Gardens	MR306.52	Garfield Ave & Eastern Ave Intersection Improvements		4,635.0	0.0	4,635.0	4,635.0				
		TOTAL BELL GARDENS		6,255.4	0.0	6,255.4	5,972.0	100.4	183.0	0.0	0.0
Commerce	MR306.23	Washington Blvd Widening and Reconstruction Project		13,500.0	0.0	13,500.0	13,500.0				
Commerce	MR306.09	Staff Support for the Review of the Draft I-710 South EIR/EIS		75.0	0.0	75.0	75.0				
Commerce	MR306.45	Atlantic Blvd. Improvements Project		1,500.0	0.0	1,500.0	1,500.0				
		TOTAL COMMERCE		15,075.0	0.0	15,075.0	15,075.0	0.0	0.0	0.0	0.0
Compton	MR306.10	Staff Support for the Review of the Draft I-710 South EIR/EIS		35.3	0.0	35.3	35.3				
		TOTAL COMPTON		35.3	0.0	35.3	35.3	0.0	0.0	0.0	0.0
Downey	MR306.18	Staff Support for the Review of the Draft I-710 South EIR/EIS		120.0	0.0	120.0	120.0				
Downey	MR306.20	Paramount Blvd/Firestone Intersection Improvements (Complete)		3,069.0	0.0	3,069.0	3,069.0				
Downey	MR306.42	Firestone Blvd Improvement Project (Old River Rd. to West City Limits)		323.0	0.0	323.0	323.0				
Downey	MR306.31	Lakewood Blvd Improvement Project		6,000.0	0.0	6,000.0	6,000.0				
Downey	MR306.49	Paramount Blvd at Imperial Highway Intersection Improvement Project		3,185.0	0.0	3,185.0	1,185.0	2,000.0			
		TOTAL DOWNEY		12,697.0	0.0	12,697.0	10,697.0	2,000.0	0.0	0.0	0.0

ATTACHMENT A

Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY20	FY21	FY22	FY23
Huntington Park	MR306.36	Staff Support for the Review of the Draft I-710 South EIR/EIS		15.0	0.0	15.0	15.0				
Huntington Park	MR306.53	Slauson Ave Congestion Relief Improvements		700.0	0.0	700.0	700.0				
		TOTAL HUNTINGTON PARK		715.0	0.0	715.0	715.0	0.0	0.0	0.0	0.0
Long Beach	MR306.19	Shoemaker Bridge Replacement Project		11,000.0	0.0	11,000.0	7,500.0	3,500.0			
Long Beach	MR306.11	Staff Support for the Review of the Draft I-710 South EIR/EIS		146.0	0.0	146.0	146.0				
Long Beach	MR306.22	Atlantic Ave/Willow St Intersection Improvements		300.0	0.0	300.0	300.0				
Long Beach	MR306.60	Shoreline Drive Realignment Project		2,800.0	0.0	2,800.0	520.0	2,280.0			
		TOTAL LONG BEACH		14,246.0	0.0	14,246.0	8,466.0	5,780.0	0.0	0.0	0.0
Lynwood	MR306.51	Staff Support for the Review of the Draft I-710 South EIR/EIS		20.0	0.0	20.0	20.0				
Lynwood	MR306.54	Imperial Highway Corridor Congestion Relief Improvements		0.0	0.0	0.0					
		TOTAL LYNWOOD		20.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0
Maywood	MR306.12	Staff Support for the Review of the Draft I-710 South EIR/EIS		65.0	0.0	65.0	65.0				
Maywood	MR306.56	Slauson Ave and Atlantic Congestion Relief Improvements		445.0	0.0	445.0	445.0				
		TOTAL MAYWOOD		510.0	0.0	510.0	510.0	0.0	0.0	0.0	0.0
Paramount	MR306.13	Staff Support for the Review of the Draft I-710 South EIR/EIS		130.0	0.0	130.0	130.0				
Paramount	MR306.32	Garfield Ave Improvements		2,825.0	0.0	2,825.0	2,825.0				
		TOTAL PARAMOUNT		2,955.0	0.0	2,955.0	2,955.0	0.0	0.0	0.0	0.0
POLB	MR306.55	Pier B Street Freight Corridor Reconstructon		10,000.0	0.0	10,000.0	10,000.0				

ATTACHMENT A

Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY20	FY21	FY22	FY23
		TOTAL PORT OF LONG BEACH		10,000.0	0.0	10,000.0	10,000.0	0.0	0.0	0.0	
South Gate	MR306.14	Staff Support for the Review of the Draft I-710 South EIR/EIS		184.5	0.0	184.5	184.5				
South Gate	MR306.17	Atlantic Ave/Firestone Blvd Intersection Improvements (Complete)		12,400.0	0.0	12,400.0	12,400.0				
South Gate	MR306.33	Firestone Blvd Regional Corridor Capacity Enhancement Project		6,000.0	0.0	6,000.0	6,000.0				
South Gate	MR306.50	I-710 Soundwall Project - Package 1 Construction Phase		8,900.0	0.0	8,900.0	4,700.0	4,200.0			
South Gate	MR306.57	Imperial Highway Improvements Project		1,456.2	0.0	1,456.2	1,456.2				
South Gate	MR306.58	Fireston Blvd at Otis St Improvements		700.0	0.0	700.0	700.0				
		TOTAL SOUTH GATE		29,640.7	0.0	29,640.7	25,440.7	4,200.0	0.0	0.0	0.0
Vernon	MR306.15	Staff Support for the Review of the Draft I-710 South EIR/EIS		70.2	0.0	70.2	70.2				
Vernon	MR306.25	Atlantic Blvd Bridge Widening and Rehabilitation		2,070.0	0.0	2,070.0	2,070.0				
		TOTAL VERNON		2,140.2	0.0	2,140.2	2,140.2	0.0	0.0	0.0	0.0
		TOTAL I-710 SOUTH & EARLY ACTION PROJ		193,014.9	54,175.0	237,189.9	171,411.9	21,247.0	14,031.0	30,500.0	0.0

ATTACHMENT A

Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY20	FY21	FY22	FY23
North County: SR-138 Capacity Enhancements				200,000.0		200,000.0	154,800.0	45,200.0		0.0	0.0
Metro	MR330.01	SR-138 (AvenueD) PAVED (I-5 to SR-14)		19,400.0	0.0	19,400.0	19,400.0				
Metro/ Caltrans	MR330.12	SR 138 Segment 6 Construction		5,600.0	0.0	5,600.0	5,600.0				
TOTAL METRO				25,000.0	0.0	25,000.0	25,000.0	0.0	0.0	0.0	0.0
Lancaster	MR330.02	SR-138 (SR-14) Avenue K Interchange		15,000.0	0.0	15,000.0	15,000.0				
Lancaster	MR330.03	SR-138 (SR-14) Avenue G Interchange		15,000.0	0.0	15,000.0	3,100.0	11,900.0			
Lancaster	MR330.04	SR-138 (SR-14) Avenue J Interchange		10,000.0	0.0	10,000.0	3,300.0	6,700.0			
Lancaster	MR330.05	SR-138 (SR-14) Avenue L Interchange		5,000.0	0.0	5,000.0	1,200.0	3,800.0			
Lancaster	MR330.06	SR-138 (SR-14) Avenue M Interchange		20,000.0	0.0	20,000.0	20,000.0				
TOTAL LANCASTER				65,000.0	0.0	65,000.0	42,600.0	22,400.0	0.0	0.0	0.0
Palmdale	MR330.07	SR-138 Palmdale Blvd. (SR-138) 5th to 10th St. East		25,000.0	0.0	25,000.0	25,000.0				
Palmdale	MR330.08	SR-138 Palmdale Blvd. SB 14 Ramps		25,000.0	0.0	25,000.0	13,400.0	11,600.0			
Palmdale	MR330.09	SR-138 10th St. West Interchange		15,000.0	0.0	15,000.0	15,000.0				
Palmdale	MR330.10	SR-138 (SR-14) Widening Rancho Vista Blvd. to Palmdale Blvd		25,000.0	0.0	25,000.0	25,000.0				
Palmdale	MR330.11	SR-138 Avenue N Overcrossing		20,000.0	0.0	20,000.0	8,800.0	11,200.0			
TOTAL PALMDALE				110,000.0	0.0	110,000.0	87,200.0	22,800.0	0.0	0.0	0.0
TOTAL SR-138 CAPACITY ENH				200,000.0		200,000.0	154,800.0	45,200.0	0.0	0.0	0.0
Total Measure R Spent Inception to Date				1,085,319	109,537	1,184,855	949,419	139,269	44,307	1,695	6,800

Definitions:

Lead Agency is the primary project manager for the administration of scope and use of funds

Funding Agreement (FA): references the agreement number on file with Metro

Project Location: Describes the general scope and parameters of the project

Project Phase identifies which lifecycle phase the project is in at the time of reporting noted as follows:

PI - Project Initiation / PE - Preliminary Engineering / EA - Environmental Analysis / FD - Final Design / ROW - Right of Way Acq / CON - Construction

Notes: Provide a quick reference to reported change for the period such as:

Add - Addition of a new project / REP - Reprogram of funds / SCAD - Scope Addition / BAD - Budget Adjustment / DEL - Deletion

Prior Allocation identifies the reported project allocation reported in the previous report

Alloc Change denotes the amount of change occurring in the current reporting period.



Board Report

File #: 2019-0833, File Type: Contract

Agenda Number: 12.

REVISED

PLANNING & PROGRAMMING COMMITTEE

JANUARY 15, 2020

EXECUTIVE MANAGEMENT COMMITTEE

JANUARY 16, 2020

SUBJECT: MOBILITY ON DEMAND PILOT PROJECT

ACTION: EXECUTE CONTRACT OPTION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute a Modification to Contract No. PS121778000 to exercise a six-month extension to the existing contract with NoMad Transit LLC, to continue to operate the Mobility on Demand (“MOD”) pilot project with enhanced service design for additional research at an increase in contract value not to exceed ~~\$1,530,332~~ \$2,180,332, increasing the contract value from \$2,506,410 to ~~\$4,036,742~~ \$4,686,742, and, at the discretion of the Chief Executive Officer, add an additional six months of service for a not to exceed amount of ~~\$2,097,293~~ \$2,747,293, increasing the contract from ~~\$4,036,742~~ \$4,686,742 to up to ~~\$6,134,035~~ \$7,434,035, with no further options to extend.

ISSUE

In 2018, Metro partnered with NoMad Transit LLC to provide a pilot on-demand, shared-ride service that launched on January 28, 2019 with a duration of one year, and an option to extend for a second year. This pilot is providing research insights to inform MicroTransit, expanding the availability of ride-hailing services to users who would not otherwise have access, promoting sustainability and congestion reduction through shared rides, and growing the reach of Metro fixed-route services. The Board has received quarterly reports regarding the service operations over the 2019 calendar year.

In October 2018, the Board authorized the execution of a 12-month contract in an amount not-to-

exceed \$2,506,410, with the option to renew for an additional year at a baseline amount of \$2,506,410, to be negotiated based on the initial 12-month pilot period for a total amount of \$5,012,820.

Year one of the contract will close having spent \$1,939,448 of the \$2,506,410 contract authority, leaving a balance of \$566,962. Staff recommends (a) applying the first-year remaining balance of \$566,962 to the first six months of the second contract year, (b) executing a six-month extension in an amount not to exceed ~~\$1,530,332~~ \$2,180,332 (c) delegating authority to the Chief Executive Officer to execute a subsequent six-month extension in an amount not to exceed ~~\$2,097,293~~ \$2,747,293 for a total not to exceed amount of ~~\$3,627,625~~ \$4,927,625. Staff has applied for grant funding which may become available early in 2020 that could be applied to the contract or to the MicroTransit program.

BACKGROUND

As reported to the Board in the Third Quarter Report (Attachment A), ridership and efficiency of the service have been steadily increasing and the service now provides nearly 2500 rides per week at a rate of approximately 2.6 rides per driver hour.

Grantee partners in the Seattle area are serving over 7000 rides per week at a rate of over 5 rides per driver hour. The higher ridership and efficiency numbers are attributed to longer operating hours that include evenings and weekends, more robust outreach, and shorter trip lengths. The second year of the Los Angeles pilot aims to test if longer operating hours and additional outreach efforts can increase adoption and efficiency in line with what is being seen in Seattle.

Subsidy

The pilot has created an excellent service that extends the reach of Metro fixed route transit. Such a service is not expected to be price competitive with Metro's most efficient bus and rail offerings but can offer a tool to maintain and increase ridership as competitors come into the marketplace. Bearing that in mind, staff has calculated an average trip subsidy and attempted to compare it with other modes.

At the close of Q3, MOD ride subsidies were averaging about \$13 per ride, and 2.5 miles in length. By comparison, an infrequent bus route can cost up to \$21 per ride and only provide service nearly once an hour. Access Services trips have a subsidy of \$39 per ride, regardless of length. They also require booking a day in advance and pick up times are subject to negotiation depending on vehicle availability. Access Services trips average ten miles in length (much longer than MOD trips), but Access Services pays the same price for rides of any distance, and 35% of the trips are less than five miles. MOD ride subsidies and customer service are therefore an improvement over Access Services rides. Metro also subsidizes park and ride parking and Metro Bike Share at rates comparable to MOD.

Mode	Avg. trip length	Max wait time	On-demand?	Subsidy per ride	Convenience
Mobility on Demand	2.5 miles	20 min	Yes	\$13	High
Access Services*	10 miles	N/A	24 hrs in advance	\$39	Medium
Infrequent bus**	2.36 miles	60 min	No	\$21	Low
Park & Ride	N/A	0 min	Yes	\$12***	High
Bike Share	1 mile	0 min	Yes	\$8	Medium

*Shorter trips have the same subsidy as Access Services pays its vendors per trip

**Metro Bus 607 (with current lowest route performing index of Metro Bus lines)

***In addition, park and ride lots are a barrier to transit oriented development and pedestrian access

Research Findings

Survey data suggests that the average first last mile travel time has been cut in half for Metro riders on NoMad compared to their previous mode. Fifty percent of NoMad rides are less than nine minutes in length and 95% are less than 22 minutes. Data also suggests that around 9% of users were new to transit altogether, 46% of trips were a first last mile trip shifted from private vehicles or private ride hailing, 33% of trips from buses, and 14% from walking or rolling. Additional research findings are included in Attachment B.

Requests for wheelchair accessible vehicles continue to account for about 1% of total rides. By comparison, 0.5% of Metro Bus trips are made by people in wheelchairs. NoMad call center trips continue to account for about 1% of the total trips booked, while 48% of Metro Bus riders and 27% of Metro Rail riders do not have smart phones.

Initial research findings have been collected through surveys administered by the independent evaluator, though results are not statistically significant. Preliminary data suggest that the median income of the users is around \$50,000 and the racial makeup is 35% white, 30% Latinx, 23% Asian, 6% Black, 1% American Indian, and 6% Other. The survey respondents were 52% male, 45% female and 3% non-binary. Additional research will be analyzed and used to determine if the second six months of the contract will be executed.

DISCUSSION

Due to the success of the first year of the pilot, and the potential for additional critical research findings and increased adoption in a second year, staff is recommending an additional six-months to a year of the pilot with updates to the service design to optimize customer experience and increase adoption by target riders. Service in the second year would include the following modifications:

- In order to comply with Assembly Bill 5 (AB5), Independent Driver Partners will now be employees, receive compensation for the mileage they travel in their personal cars, and may elect to receive health care or a benefits stipend.
- Marketing services will be enhanced to strengthen grassroots awareness and increase adoption by riders who are low income, do not have smart phones, or have disabilities.
- Service days and hours will be extended to include evenings and weekends (currently service is only operational from 6AM to 8PM on weekdays). Exact hours will be determined based on utilization, customer feedback and budget considerations.
- ~~In order to accommodate the increased costs associated with the employee model and extended service hours, g~~ Geographic coverage will continue in North Hollywood, be focused on the El Monte and Compton service areas, as shown on maps included in Attachment C.
- Service design will remain subject to change per mutual agreement based on iterative operational feedback.

Provided that the contractor will be converting their independent contractor driver partners to operator employees in the new year to be compliant with AB5 the increased price of a driver hour has been included in the modification total.

Outreach and marketing for the upcoming year will be more robust and community focused in order to increase adoption by target populations. Outreach will include opportunities for engagement and feedback to help Metro understand the needs of these communities from a new mobility standpoint.

DETERMINATION OF SAFETY IMPACT

The MOD pilot project will not have any adverse safety impacts on Metro employees or patrons. It may have a positive safety benefit by reducing personal driving trips and increasing trips made with professional drivers.

FINANCIAL IMPACT

There will be no financial impact to the FY2020 budget as the additional funds would not be needed until FY2021. The funds required for FY2021 would be budgeted through the FY2021 budget process. Staff has applied for additional grant funding for the second year of service.

Impact to Budget

The current year funding for this action will come from General Fund revenues and Grant revenues. These funds are eligible for Bus and Rail Operating projects. No other funds were considered

because these funds are programed for this use.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Staff's recommendation supports the following goals form Metro's Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling.

The project increases access to Metro fixed route services with a platform that provides excellent customer experience and shortens travel times for riders who must transfer.

Goal 2: Deliver outstanding trip experiences for all users of the transportation system.

The project provides seamless journeys and expands access to on-demand transportation to riders who use wheelchairs, do not have smart phones, or do not have the financial means to use private services.

Equity Platform Framework

The project is addressing inequity in new mobility options by providing access to people who would not otherwise be able to use on-demand rideshare platforms like Uber and Lyft. The project allows people without smartphones or bank account, and people who use wheelchairs to experience the benefits of on-demand mobility and seamless access to Metro fixed route offerings. MOD is offered in low income areas to encourage use by low income riders and will be marketed in this way as well.

ALTERNATIVES CONSIDERED

The Board may decide not to authorize the CEO to exercise the contract options with NoMad Transit. This alternative is not recommended as it does not allow Metro to explore additional research inquiries or continue to provide high quality trip experiences as identified in Metro Vision 2028.

NEXT STEPS

Upon Board approval, Metro staff will execute the Modification to Contract No. PS121778000 to extend the contract with NoMad Transit LLC for the MOD pilot, as originally contemplated in the October 2018 Board Report. Service would continue for an additional six months. During those six months, the Chief Executive Officer will determine if the service should continue for an additional six months, terminating no later than the end of January 2021. There are no additional contract options to extend after this date. Updates on the pilot operations will continue to be provided to the Board.

ATTACHMENTS

Attachment A - Third Quarter Report

Attachment B - Preliminary Research Findings

Attachment C - Service Areas Map

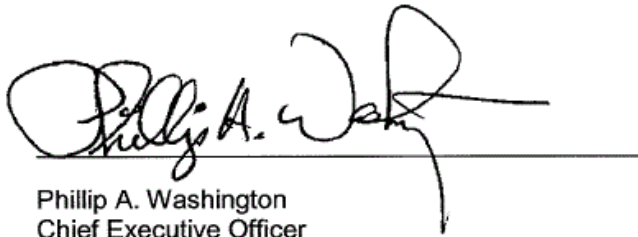
Attachment D - Procurement Summary

Attachment E - Contract Modification Log

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Phillip A. Washington
Chief Executive Officer



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NOVEMBER 25, 2019

TO: BOARD OF DIRECTORS

THROUGH: PHILLIP A. WASHINGTON *PAW*
CHIEF EXECUTIVE OFFICER

FROM: JOSHUA L. SCHANK *JLS*
CHIEF INNOVATION OFFICER

**SUBJECT: MOBILITY ON DEMAND: THIRD QUARTER REPORT AND
ASSEMBLY BILL 5 COMPLIANCE**

Metro's Mobility on Demand pilot has completed nine months of service and more than 45,000 rides. This on-demand, shared-ride pilot is delivered through a partnership with ride share company Via. It makes ride-hailing services available to users who would not otherwise have access, promotes sustainability and congestion reduction through shared rides, and expands the reach of Metro fixed-route services. Additional information about the service can be found in Attachment A.

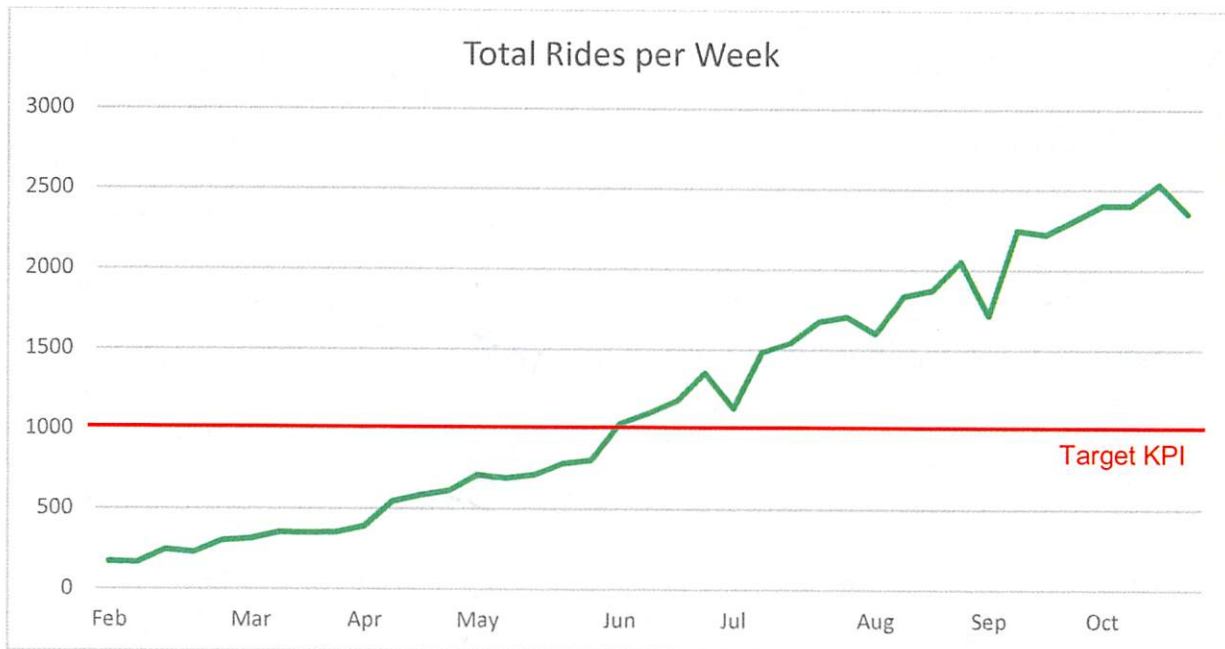
The pilot has now been operational for nine months; the third quarter (Q3) concluded October 25, 2019. Since the second quarter report was delivered to the Board in September, ridership has continued to grow far beyond the original target Key Performance Indicators (KPIs). The utilization per service hour has also continued to rise, exceeding the target 2.5 rides per driver hour near the close of the third quarter.

A new California Law (AB 5) changes the test that determines whether drivers and other workers are employees and goes into effect on January 1, 2020. Staff is amending the contract with Via to require drivers to be employees. Staff is pursuing a potential second year of this short-term research pilot, which would adjust the service design based on findings from the first year.

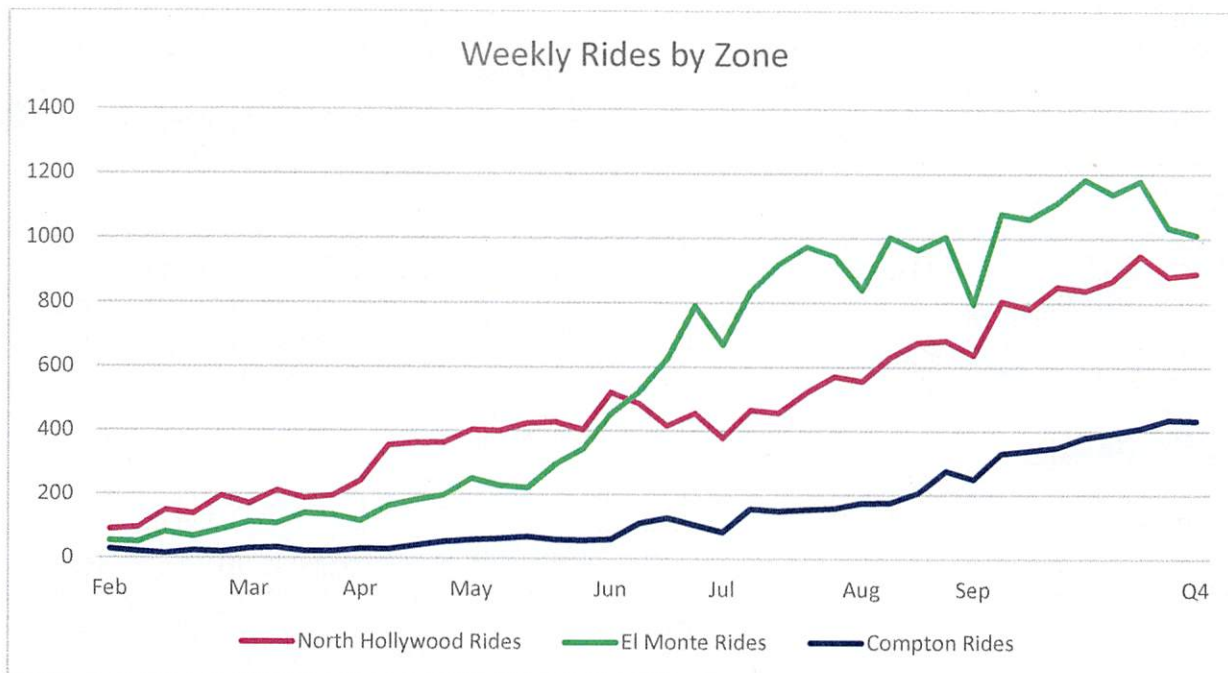
PERFORMANCE

Ridership

Since service launched in January, the number of rides has increased from 160 in the first week of service to 2,336 per week at the close of the third quarter, a nearly 15-fold increase since the beginning of the pilot. The steadily increasing ridership is a likely indicator of customer satisfaction and efficacy of the service.



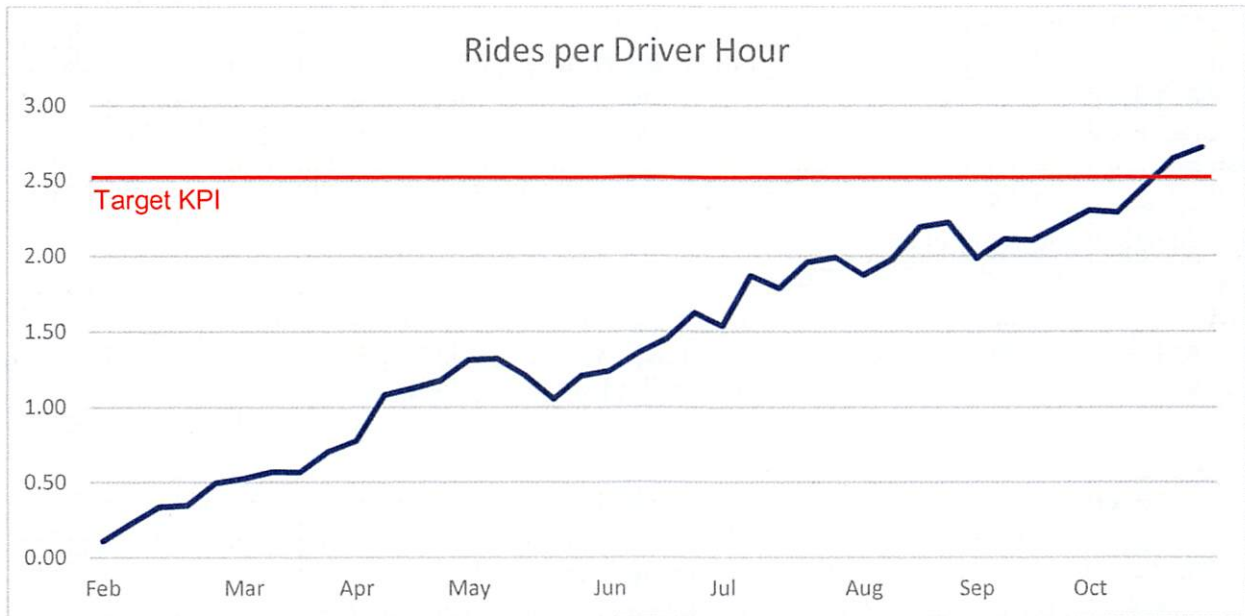
The El Monte service area continues to be the most popular zone. The Artesia/Compton zone has lower ridership, likely due to the New Blue service closures. Rail service for the southern segment of the A Line (Blue) was suspended from January 2019 to June 2019. Service for the northern segment of the A Line was suspended in June 2019 and reopened on November 2, 2019.



Rides per Driver Hour

The ratio of rides to driver hours has vastly improved since the launch of the service.

Utilization was at 0.1 rides to driver hours in Week 1 and by Week 12, Via had 1.2 rides to driver hours, a tenfold increase over the quarter. The ratio continued to climb over the second quarter reaching nearly two rides per driver hour by the end of the second quarter. The close of the third quarter saw a ratio of 2.7 rides per driver hour, exceeding the performance goal of 2.5.



Key Performance Indicators

As detailed in the chart below, three out of the four target KPIs were met and exceeded in Q3.

KPI	Target	Q1 end	Q2 end	Q3 end	Target Met?
Avg wait time	10 min	7 min	9 min	11.5 min	No
Avg Customer Rating	4.5	4.9	4.9	4.8	Yes
Rides/ driver hour	2.5	1.12	1.8	2.7	Yes
Weekly rides	1000	585	1675	2336	Yes

In the final weeks of Q3, the rides/driver hour goal was met, but the average customer wait time slipped over the 10-minute goal. This 10-minute goal has been met for a vast majority of the service operation. This highlights the tradeoff between service quality and efficiency, and Via will continue to adjust the service supply to balance both.

Customer Payment and Fares

The free transfer fare has continued through Q3 and will remain in effect until the completion of the first year of service. This means that while customers are not paying Via for the service, but all Via customers are paying to ride Metro, the net fare remains \$1.75.

Subsidy

At the close of Q3, ride subsidies were averaging about \$13 per ride, and 2.5 miles in length. By comparison, an infrequent bus route can cost up to \$21 per ride for a ride of similar length and only provide service about once an hour. Access Services trips have a subsidy of \$39 regardless of length, require booking a day in advance, and pick up times are subject to negotiation depending on vehicle availability. While Access Services trips average ten miles in length (much longer than MOD trips), Access Services pays their contractors same price for rides of any distance, and 35% of the trips are less than five miles.

Reaching hard to reach populations

Requests for wheelchair accessible vehicles continue to account for about 1% of total rides. By comparison, 0.5% of Metro Bus trips are made by people in wheelchairs. Via call center trips continue to account for about 1% of the total trips while 48% of Metro Bus riders and 27% of Metro Rail riders do not have smart phones.

Research

The Eno Center for Transportation, as well as University of California Los Angeles, University of Oregon, and University of Washington are analyzing both qualitative and quantitative data from the pilot that will inform a final project report. That data will help to determine whom the pilot has been able to serve, and if the benefits have been in line with the project goals.

Findings to inform MicroTransit

Findings from the partnership with Via are being shared with the MicroTransit team to provide insights in preparation for the launch of MicroTransit in 2020.

Lessons from Seattle

The Via service in the Seattle area has seen even higher adoption and efficiency with over 7,000 rides per week and over five rides per driver hour. The Seattle area service differs in that the service additionally runs during evenings and weekends, the rides are provided in a dedicated, branded fleet of consistent vehicles, transit patrons can tap their transit passes on a card reader inside the vehicles, and the service zones are contiguous for more efficient operation. Metro staff is exploring the possibility of implementing several of these features in a potential second year of the Via partnership.

NEXT STEPS

Assembly Bill 5 Compliance

The Governor signed AB5 in September 2019, which will require many workers classified as independent contractors to become company employees. Metro asked Via to change the driver employment model under the contract from independent contractors to employees. Via has agreed to work with Metro to change the model on

January 1, 2020. Metro is working with Via to ensure that any updates to the contract documents that need to be made are completed in advance of January 1, 2020.

Contract Option

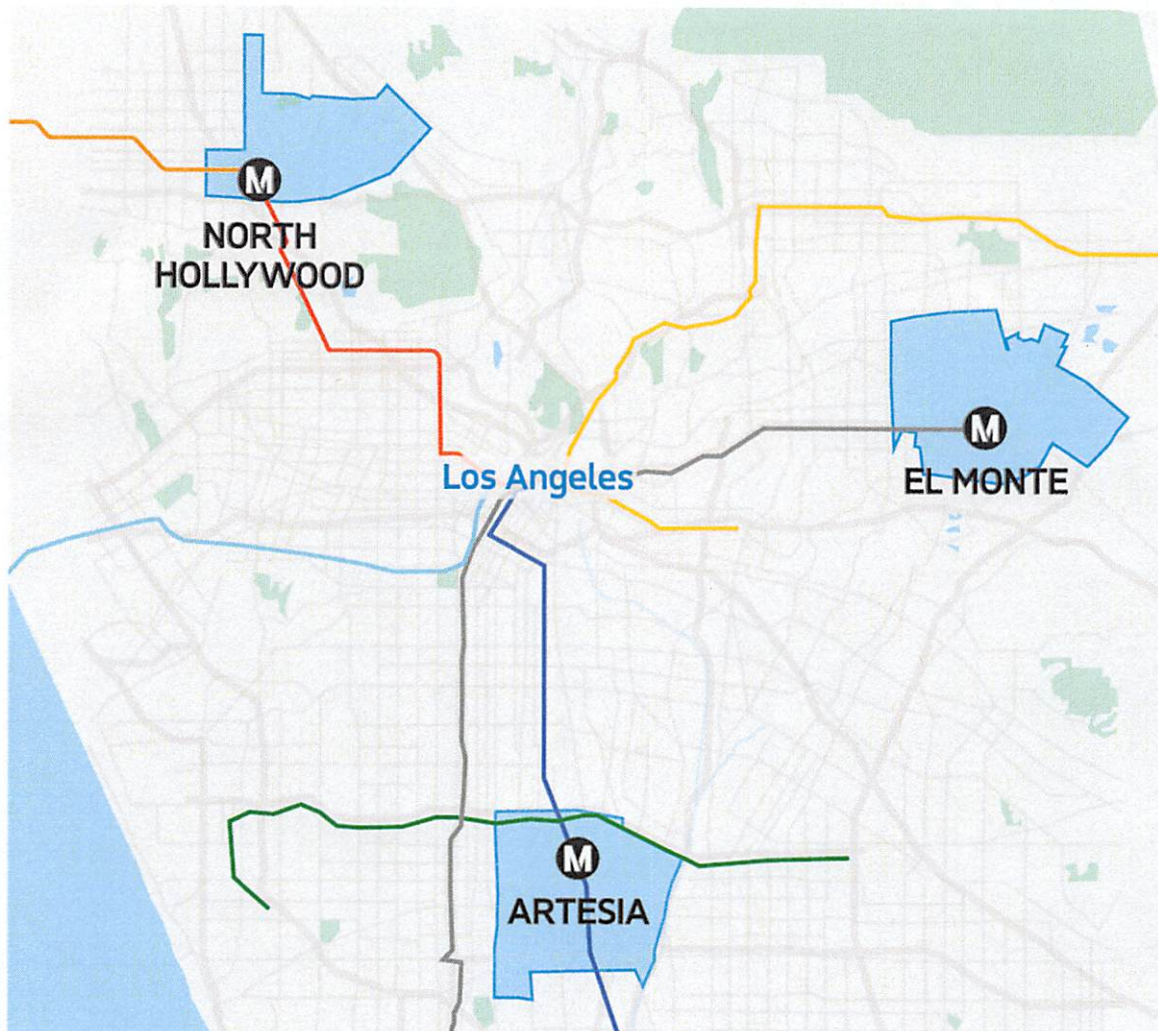
The contract for the pilot with Via has a base term of one year, with an option to extend to a second year. Metro is now negotiating a potential second year of the pilot contract with Via. Assuming consensus is reached on a second year, staff will bring a recommendation to the Board for a second year of service in early 2020. The design of a second year of service will take into account the findings from the first year of the service and will seek to improve customer experience and to increase marketing and outreach efforts to low-income patrons and patrons without smart phones.

If the Board approves a negotiated second year of the pilot, the additional research learnings would continue to inform the service design for MicroTransit throughout the potential second year. The pilot would not extend beyond a second year as the contract with options will expire January 28, 2021.

Attachment A – Background

Metro's Mobility on Demand (MOD) pilot is funded in part by a Federal Transit Administration (FTA) MOD Sandbox Demonstration Grant. The goals of this pilot are to test the viability of using on-demand technology to connect people to Metro's transit system (current and new customers) and to open access to transportation network companies (TNCs) to more people by making the service more accessible.

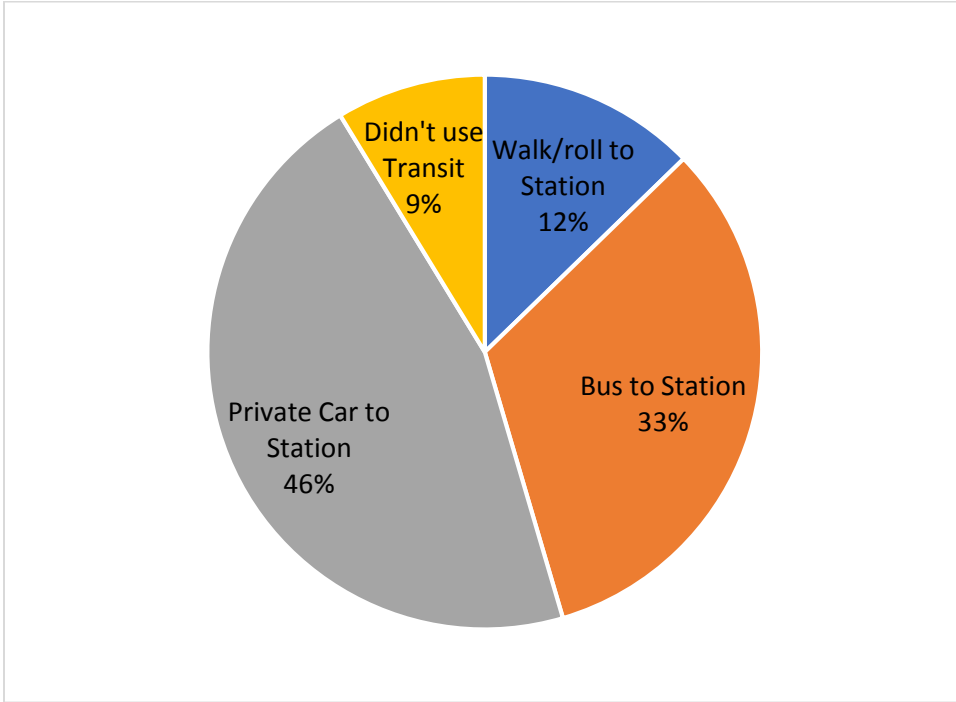
Metro launched a service partnership with Via on Monday, January 28, 2019 in three zones around the Metro North Hollywood, El Monte, and Artesia Stations. Under this pilot, Via provides first and last mile rides to or from transit stations. The service operates Monday through Friday from 6am to 8pm. Zones were set with a radius of one to 1.5 miles at service launch. Thereafter in April of 2019, the zones were expanded to a radius of two to 2.5 miles to capture additional potential riders and improve mobility for the surrounding neighborhoods.



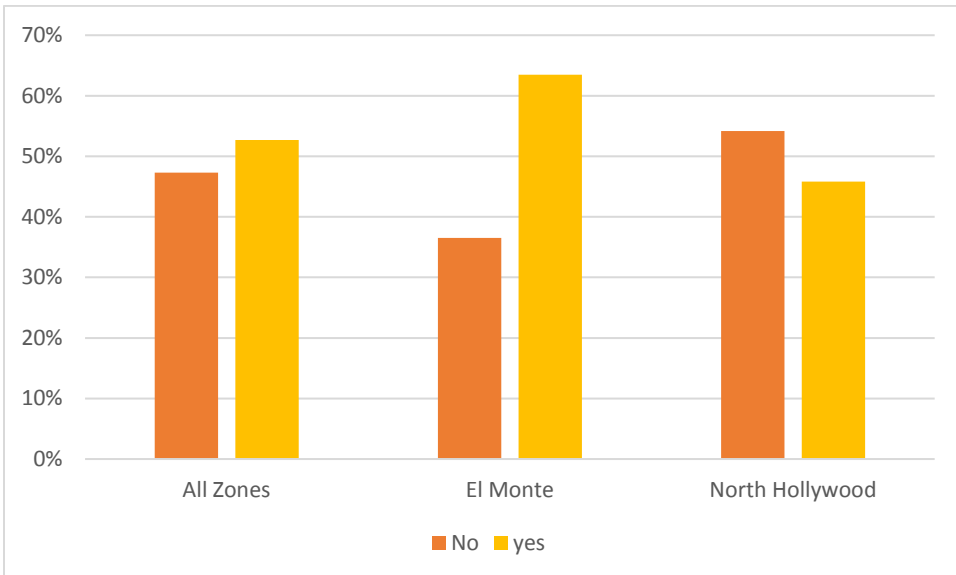
Attachment B - Mobility on Demand Preliminary Research Findings

Mode Shift

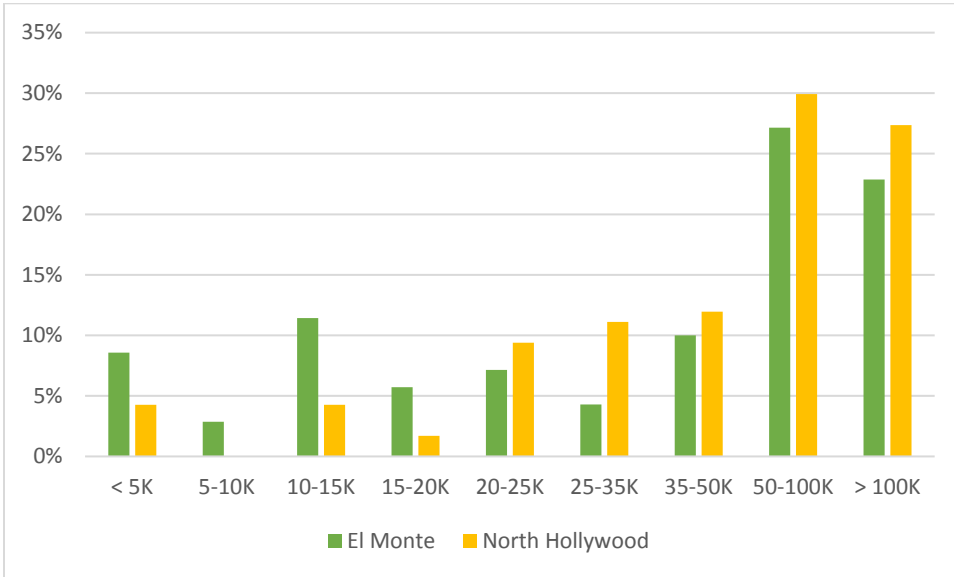
How did you get to/from the station before using Via?



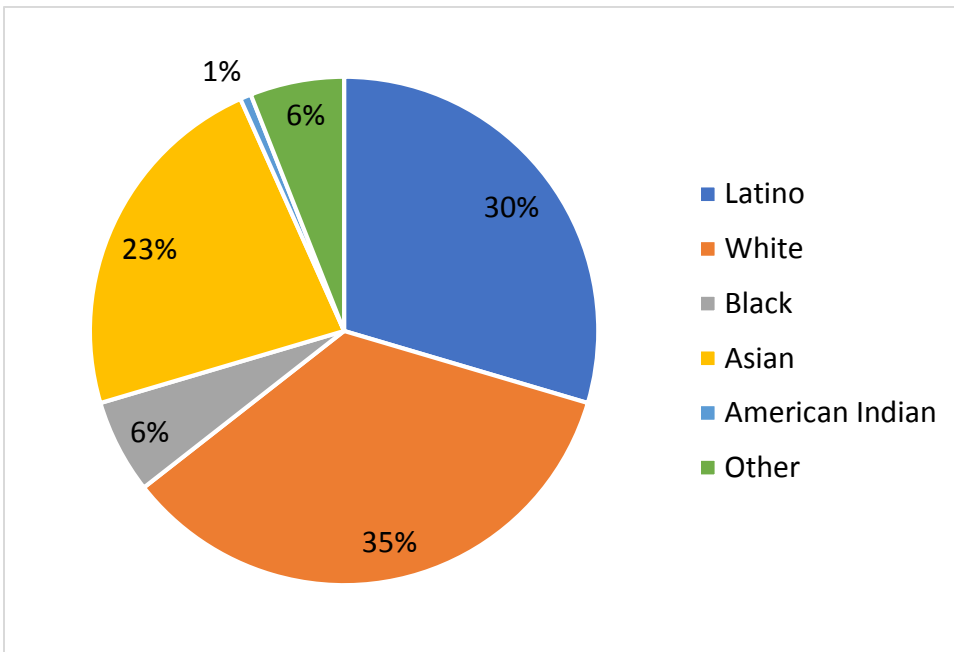
Do you have a car available you could have used to make this trip?



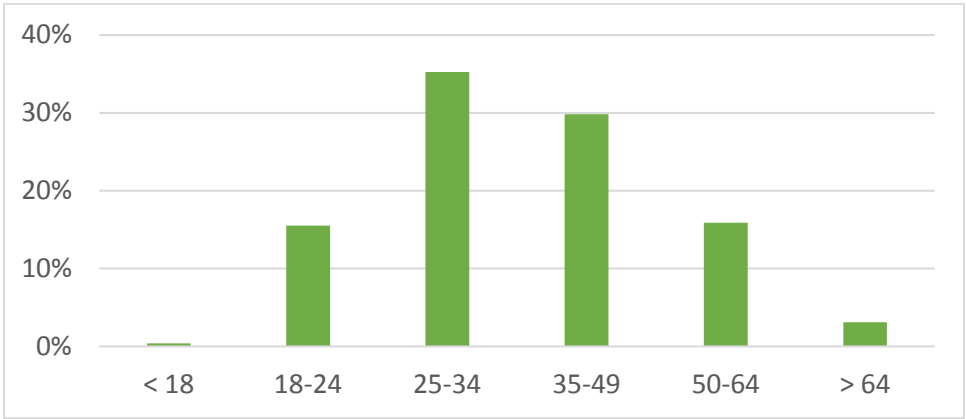
What is your annual household income?



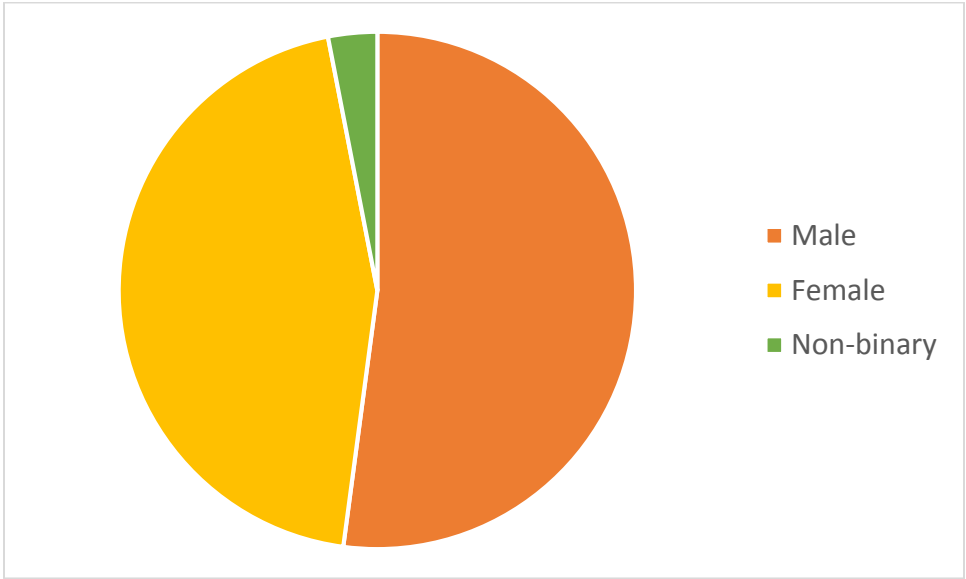
Do you identify as...?



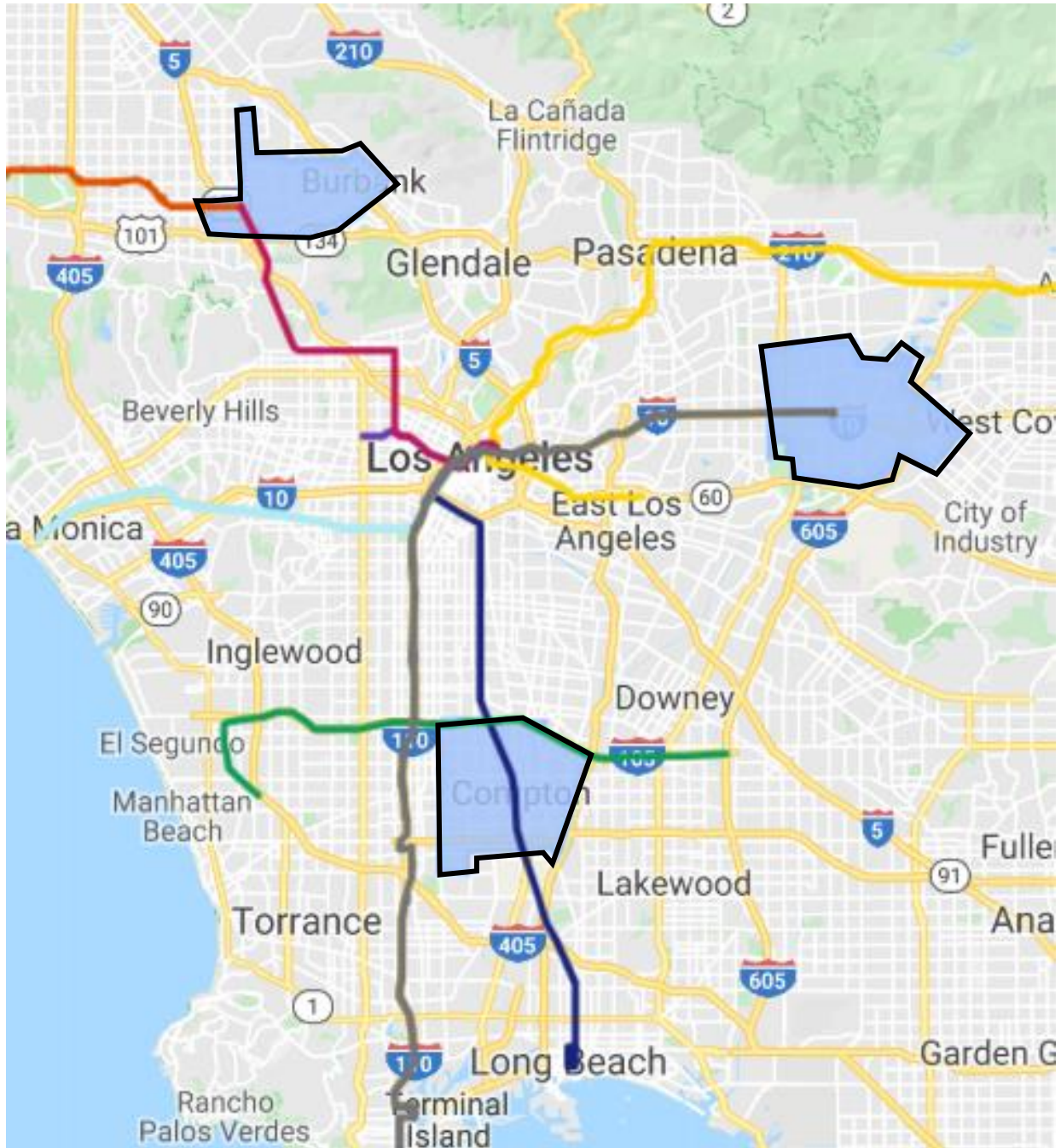
What is your age?



What is your gender identity?



Attachment C – Service Areas



PROCUREMENT SUMMARY

MOBILITY ON DEMAND PILOT PROJECT / CONTRACT NO. PS121778000

1.	Contract Number: PS121778000		
2.	Contractor: NoMad Transit LLC		
3.	Mod. Work Description: Six-Month Term Extension to continue the pilot project with enhanced service design for additional research		
4.	Contract Work Description: Mobility on Demand pilot project		
5.	The following data is current as of: 12/19/19		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	10/25/18	Contract Award Amount: \$2,506,410
	Notice to Proceed (NTP):	12/18/18	Total of Modifications Approved: \$0
	Original Complete Date:	1/28/20	Pending Modifications (including this action): \$1,530,332 \$2,180,332
	Current Est. Complete Date:	7/28/20	Current Contract Value (with this action): \$4,036,742 \$4,686,742
7.	Contract Administrator: Carolina Coppolo		Telephone Number: 213.922.4471
8.	Project Manager: Marie Sullivan		Telephone Number: 213.922.5667

A. Procurement Background

This Board Action is to approve the Contract Modification issued to extend the Contract six months in support of the Mobility on Demand (MOD) pilot project. The Contractor will continue to operate the MOD pilot project with enhanced service design for additional research.

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

On October 25, 2018, the Board awarded a contract to NoMad Transit LLC to operate a first and last mile pilot service to/from the North Hollywood, Artesia, and El Monte stations, with an option to extend for a second year.

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

B. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate (ICE), cost analysis, and technical evaluation. The contractor will be converting their independent contractor driver partners to operator employees in the option term to be compliant with AB5. The negotiated amount includes the increased hourly driver rate.

Proposal Amount	Metro ICE	Modification Amount
\$2,097,293 \$2,747,293	\$2,460,036 \$2,930,110	\$1,530,332 \$2,180,332

CONTRACT MODIFICATION/CHANGE ORDER LOG

MOBILITY ON DEMAND PILOT PROJECT / CONTRACT NO. PS121778000

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Exercise Option Year with enhanced service design for additional research	Pending	Pending	\$1,530,332 <u>\$2,180,332</u>
	Modification Total:			\$1,530,332 <u>\$2,180,332</u>
	Original Contract:			\$2,506,410
	Total:			\$4,036,742 <u>\$4,686,742</u>

**Board Report**

File #: 2019-0823, **File Type:** Contract**Agenda Number:** 13.

**PLANNING AND PROGRAMMING COMMITTEE
JANUARY 15, 2020****SUBJECT: GREEN LINE EXTENSION TO TORRANCE****ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to award and execute a 42-month, firm fixed price Contract No. AE63445000 with STV Incorporated (STV), in the amount of \$32,555,439 to provide environmental, advanced conceptual engineering (ACE) design, and optional preliminary engineering (PE) services on the Green Line Extension to Torrance Project for work in support of the environmental clearance study and design services, subject to resolution of protest(s), if any.

ISSUE

Measure M and Measure R allocate \$619 million and \$272 million respectively to the Green Line Extension to Torrance Project (Project). The project has been selected as one of the four Pillar Projects. In September 2018, the Metro Board received the Supplemental Alternatives Analysis Study and approved carrying two alternatives forward into environmental clearance. An environmental study is needed to identify and environmentally clear a Locally Preferred Alternative (LPA) pursuant to the California Environmental Quality Act (CEQA).

Board approval is needed for Contract No. AE63445000 to initiate the environmental study, select the LPA, and initiate PE design services. Completing these tasks now will support early project delivery strategies to potentially move the project into construction prior to the Measure M groundbreaking date of Fiscal Year (FY) 2026.

BACKGROUND**Measure M Project Description**

The project is identified in Measure M as an extension of the existing Metro Green Line light rail transit (LRT) to Crenshaw Boulevard in Torrance. The exact project description of all projects set forth in the Measure M ordinance are to be defined by the environmental process, which includes features such as termini, alignment, and stations. Per Measure M and Metro's 2009 Long Range Transportation Plan, the project has an \$891 million (2015 dollars) allocation based on the cost estimate that was current at the time that the Measure M Expenditure Plan was approved.

History

Metro completed an Alternatives Analysis (AA) Study in 2009, which studied transit alternatives along the Metro right-of-way (ROW) between downtown Los Angeles, Los Angeles International Airport (LAX) and the Ports of Los Angeles and Long Beach. The AA identified the Green Line Extension from Redondo Beach to Torrance, utilizing the Metro ROW, as the highest priority project in the AA. The Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) studied No Build, Transportation Systems Management, and LRT Alternative along the ROW. After the failure of Measure J in 2012, this Draft EIS/EIR was put on hold due to funding concerns.

After the passage of Measure M, Metro reinitiated the planning studies for the project in spring 2017 with the Supplemental Alternative Analysis (SAA) which was completed in September 2018.

DISCUSSION

At the September 2018 meeting (Legistar File 2018-0317), the Board received the findings of the Green Line Extension to Torrance SAA and approved carrying forward two (2) Build Alternatives for environmental review (Attachment C):

- Metro Green Line Marine/Redondo Station to 190th Street (Metro ROW overcrossing, Manhattan/Inglewood); and
- Hawthorne Blvd. to 190th Street (Hawthorne/166th Street).

Each alternative would share the same alignment approximately south of 190th Street and terminate at the Torrance Transit Center.

Equity Platform

The project is consistent with the adopted Metro Equity Platform Framework and will provide new benefits of enhanced mobility and regional access to minority and/or low-income populations within the project area. The project would run primarily through Environmental Justice (EJ) communities, which the completed SAA defines as populations of over 50% minority, low-income, or limited-English proficiency. These communities are burdened by existing land use and transportation issues within the project area. Further, the South Bay as a whole is not well connected to the regional transit system. According to the 2016 Southern California Association of Governments Regional Transportation Plan/ Sustainable Communities Strategy, population and employment within the project area are projected to grow by 8% and 21%, respectively, by 2040.

The project will improve access to these jobs, as well as to major activity centers, including educational and medical institutions, and recreational opportunities within the project area and across the Los Angeles region. All of the aforementioned project benefits will collectively expand access to opportunities for residents of 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 beginning of the environmental study and design phase.

FINANCIAL IMPACT

The FY 2020 budget includes \$1,500,000 for Professional Services in Cost Center 4350, Project 460304 (Green Line Extension). Since this is a multi-year program, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

The sources of funds are Measure R and Measure M 35% Transit Construction funds. These funds are not eligible for bus and/or rail operating expenses.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goal 1: provide high quality mobility options that enable people to spend less time traveling. The project area currently faces a number of interrelated land use and transportation issues. Major arterial roadways are congested throughout much of the day. Consequently, bus routes in the South Bay experience slow travel speeds and a high variation in travel times. There are numerous transit operators in the project area but poor connections between local and regional systems. Additionally, there is a lack of high quality, frequent transit services that connect to key destinations and employment centers locally and outside the project area.

A more convenient and reliable connection between the Metro rail system and South Bay communities would reduce transit travel times and provide a viable alternative to driving. The project aims at providing a reliable, high-frequency transit service and improving mobility in southwestern Los Angeles County by enhancing the regional transit network in the South Bay.

ALTERNATIVES CONSIDERED

The Board could choose not approve any or all of the recommendations. This is not recommended as this work is necessary in order to select the locally preferred alternative and implement the project.

NEXT STEPS

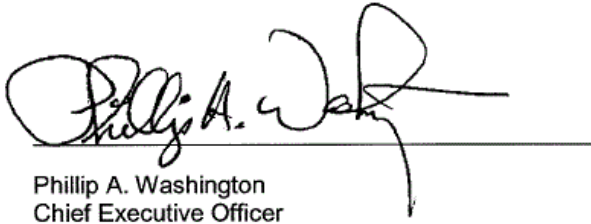
Upon Board approval, staff will execute Contract No. AE63445000 with STV to complete the environmental study, ACE, and optional PE design services.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary
Attachment C - Project Study Area Map

Prepared by: Dolores Roybal Saltarelli, Senior Director, Countywide Planning & Development, (213) 922-3024
David Mieger, Acting SEO, Countywide Planning & Development, (213) 922-3040

Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

GREEN LINE EXTENSION TO TORRANCE/AE63445000

1.	Contract Number: AE63445000	
2.	Recommended Vendor: STV Incorporated	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: June 17, 2019	
	B. Advertised/Publicized: June 17, 2019	
	C. Pre-Proposal Conference: June 25, 2019	
	D. Proposals Due: July 31, 2019	
	E. Pre-Qualification Completed: September 25, 2019	
	F. Conflict of Interest Form Submitted to Ethics: August 1, 2019	
	G. Protest Period End Date: January 23, 2020	
5.	Solicitations Picked up/Downloaded: 113	Proposals Received: 3
6.	Contract Administrator: Lily Lopez	Telephone Number: (213) 922-4639
7.	Project Manager: Dolores Roybal Saltarelli	Telephone Number: (213) 922-3024

A. Procurement Background

This Board Action is to approve Contract No. AE63445000 issued in support of the Green Line Extension to Torrance Project. The intent of the project is to provide environmental, advanced conceptual engineering (ACE) design, and optional preliminary engineering (PE) services on the Green Line Extension to Torrance Project for work in support of the environmental clearance study and design services. Board approval of contract award is subject to resolution of all properly submitted protest(s).

The Request for Proposal (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. The RFP was issued with an SBE goal of 25% and a 3% DVBE goal.

Three amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on June 28, 2019, provided revisions related to the submittal requirements and evaluation criteria.
- Amendment No. 2, issued on July 3, 2019, provided revisions clarifying some tasks of the Scope of Services.
- Amendment No. 3, issued on July 18, 2019, provided additional clarification to the Scope of Services.

A pre-proposal conference was held on June 25, 2019, attended by 63 participants representing 49 firms. There were 18 questions asked and responded to during the solicitation phase.

A total of 113 firms downloaded the RFP and were included in the planholders list. A total of three proposals were received on July 31, 2019 from the following firms:

- Dewberry Engineers Inc. (Dewberry)
- Stantec Consulting Services Inc. (Stantec)
- STV Incorporated (STV)

B. Evaluation of Proposal

A Proposal Evaluation Team (PET) consisting of staff from Metro's Countywide Planning, Transit Project Delivery (Program Management) and Environmental Compliance was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- | | |
|--|-----|
| • Degree of Skills and Experience of Team (includes Prime Contractor and Subcontractors) | 15% |
| • Experience and Capabilities of Personnel of the Team | 25% |
| • Effectiveness of Team Management Plan | 15% |
| • Understanding of Work and Approach for Implementation | 35% |
| • Innovation | 10% |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar Architect and Engineers (A&E) environmental procurements. Several factors were considered when developing these weights, giving the greatest importance to understanding of work and approach for implementation. The PET evaluated the proposals according to the pre-established evaluation criteria. This is an A&E, qualifications based procurement; therefore, price cannot be used as an evaluation factor pursuant to state and federal law.

All three proposals received were determined to be within the competitive range.

During the period of July 31 to August 23, 2019, the PET members independently evaluated and scored the technical proposals. All offerors were invited for oral presentations on August 6, 2019, which provided each firm the opportunity to present each team's qualifications and respond to the evaluator's questions.

Following the interviews, the PET finalized technical scores based on both written proposals and the clarifications from the oral interviews. On August 23, 2019, the PET unanimously agreed that the final ranking of proposals scored STV's proposal

as the highest technically qualified. The PET concluded that STV’s proposal presented the highest level of skills, a low-risk and achievable management plan, and demonstrated the best understanding of the project.

Qualifications Summary of Recommended Firm:

STV provides engineering services, planning, design, architectural, environmental, and construction management services to transportation, design-build, institutional and commercial building, advanced technology, industrial, and defense markets. STV will be the prime contractor for the project, in collaboration with multiple experienced subcontractor firms. STV will lead the program management responsibilities, supported by key partner AECOM Technical Services, Inc. whose primary role will be the CEQA/NEPA and ACE/PE support.

The STV team demonstrated depth of experience delivering similar projects and has experience managing projects such as the 2008 Green Line Extension to Torrance (GLET), through the Alternatives Analysis, then through preparation of the joint CEQA/NEPA administrative draft environmental document, conceptual engineering, and administrative draft environmental process, and finally through the recent Supplemental AA process. Additionally, STV has worked on Metro’s Airport Metro Connector (AMC), East San Fernando Valley Transit Corridor (ESFVTC), Purple Line Extension Section 2 Design-Build, and the California High-Speed Rail (CHSR) Burbank to Los Angeles and Los Angeles to Anaheim project sections.

A summary of the PET scores is provided below:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	STV				
3	Degree of Skills and Experience of Team (includes Prime Contractor and Subcontractors)	80.00	15.00%	12.00	
4	Experience and Capabilities of Personnel of the Team	78.76	25.00%	19.69	
5	Effectiveness of Team Management Plan	74.27	15.00%	11.14	
6	Understanding of Work and Approach for Implementation	77.51	35.00%	27.13	
7	Innovation	75.00	10.00%	7.50	
8	Total		100.00%	77.46	1
9	Dewberry				
10	Degree of Skills and Experience of Team (includes Prime Contractor and Subcontractors)	75.33	15.00%	11.30	
11	Experience and Capabilities of Personnel of the Team	75.00	25.00%	18.75	

12	Effectiveness of Team Management Plan	73.80	15.00%	11.07	
13	Understanding of Work and Approach for Implementation	75.00	35.00%	26.25	
14	Innovation	75.00	10.00%	7.50	
15	Total		100.00%	74.87	2
16	Stantec				
17	Degree of Skills and Experience of Team (includes Prime Contractor and Subcontractors)	71.33	15.00%	10.70	
18	Experience and Capabilities of Personnel of the Team	72.92	25.00%	18.23	
19	Effectiveness of Team Management Plan	73.33	15.00%	11.00	
20	Understanding of Work and Approach for Implementation	77.51	35.00%	27.13	
21	Innovation	73.30	10.00%	7.33	
22	Total		100.00%	74.39	3

C. Cost Analysis

The recommended price of \$32,555,439 has been determined to be fair and reasonable based upon an independent cost estimate (ICE), technical analysis, a cost analysis, fact finding, and negotiations. Staff successfully negotiated a cost savings of \$6,159,057.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated amount
1.	STV	\$38,714,496	\$18,605,678	\$32,555,439

There is a variance between the estimated level of effort and the final level of effort in the negotiated amount. The variance accounts for an increased level of effort that was not accounted for in the ICE in both Advanced Conceptual Engineering (ACE) and the optional Preliminary Engineering (PE) design services to identify key engineering challenges for the build alternatives moving forward in the environmental document and expedite project delivery. By identifying engineering challenges earlier in the environmental phase, the selection of a Locally Preferred Alternative (LPA) can be facilitated. Pending the selection of the LPA, the optional PE services included in the level of effort can be initiated and the design of the LPA can be significantly advanced. This strategy has not been done before when initiating the environmental study phase of a project. It is being utilized now for this four-pillar project to enable revenue service by 2028.

D. Background on Recommended Contractor

The recommended firm, STV, based in Douglassville, Pennsylvania, was established in 1912 as a multi-disciplinary planning, environmental, engineering, architectural, and construction management firm. STV has worked on several Metro projects and performed satisfactorily. The projects include Metro's AMC, ESFVTC, Purple Line Extension Section 2 Design-Build, and CHSR Burbank to Los Angeles and Los Angeles to Anaheim project sections.

STV has assembled a team of 16 subcontractors, 13 of which are SBEs and one DVBE, including AECOM Technical Services, Inc., BA Inc., Cityworks Design, Chen Ryan Associates, Inc., Coast Surveying, Inc., Diaz Yourman & Associates, Epic Land Solutions, Inc., Fehr & Peers, McLean & Schultz, Inc., Safeprobe, Inc., SKA Design, Soteria Company, LLC, Terry A. Hayes Associates, Inc., The LeBaugh Group, Inc., Vicus LLC and Yunsoo Kim Design, Inc.

DEOD SUMMARY

GREEN LINE EXTENSION TO TORRANCE/AE63445000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 25% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. STV Incorporated exceeded the goal by making a 25.13% SBE and 3.10% DVBE commitment.

SMALL BUSINESS GOAL	25% SBE 3% DVBE	SMALL BUSINESS COMMITMENT	25.13% SBE 3.10% DVBE
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	SBE Subcontractors	% Committed
1.	BA, Inc.	6.59%
2.	Chen Ryan Associates, Inc.	2.45%
3.	Cityworks Design	2.01%
4.	Coast Surveying, Inc.	1.42%
5.	Diaz Yourman & Associates	2.76%
6.	Epic Land Solutions, Inc.	0.65%
7.	McLean & Schultz, Inc.	3.66%
8.	Safeprobe, Inc.	0.53%
9.	Sanchez/Kamps Associates Design	0.88%
10.	Soteria Company, LLC	1.34%
11.	Terry A. Hayes Associates, Inc.	1.16%
12.	Vicus LLC	1.03%
13.	Yunso Kim Design, Inc.	0.65%
	Total SBE Commitment	25.13%

	DVBE Subcontractors	% Committed
1.	The LeBaugh Group, Inc.	3.10%
	Total DVBE Commitment	3.10%

B. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA). Trades that may be covered

include: surveying, potholing, field, soils and materials testing, building construction inspection, construction management and other support trades.

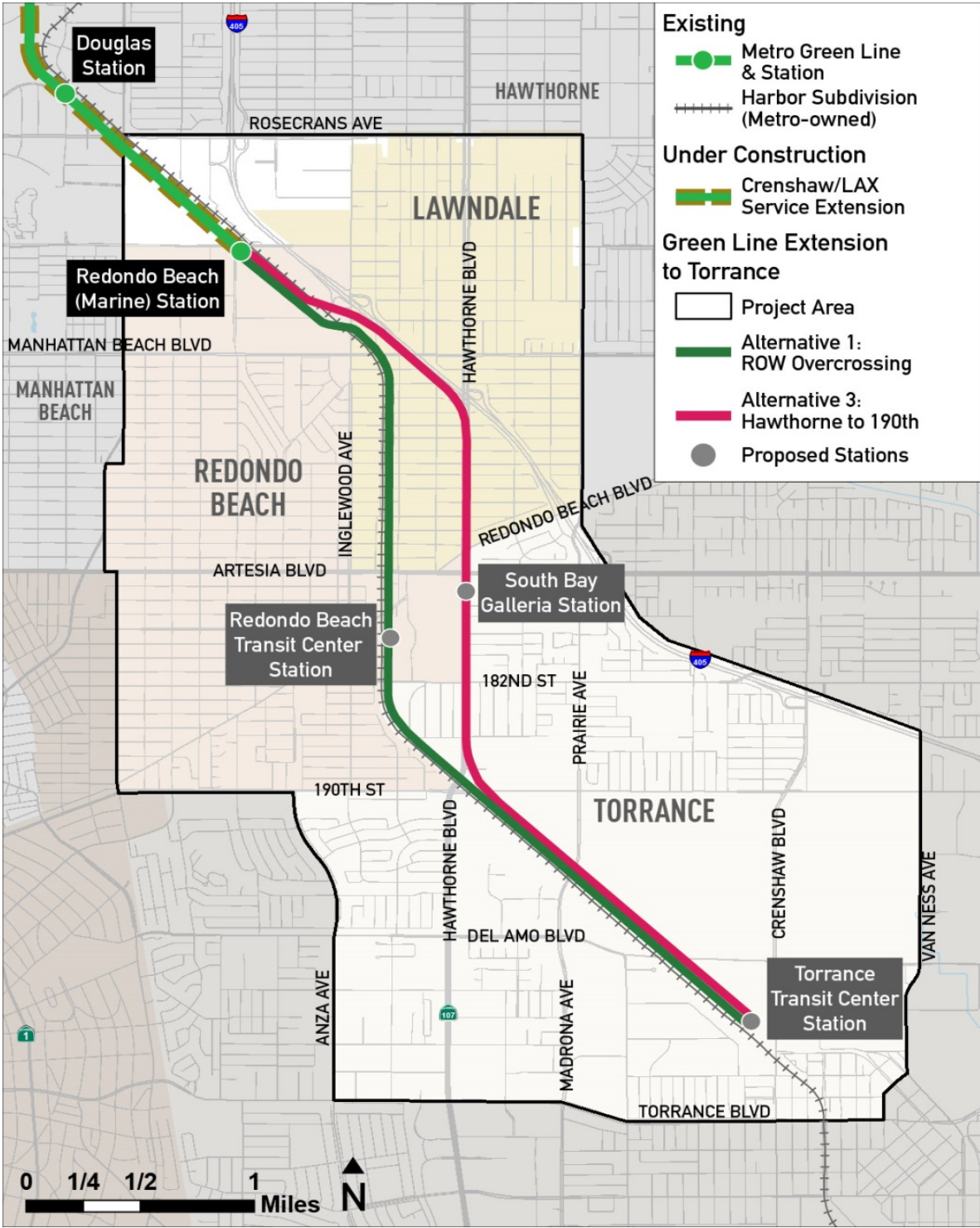
C. Living Wage Service Contract Worker Retention Policy Applicability

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

D. Project Labor Agreement/Construction Careers Policy

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

GLET Project Study Area Map



Green Line Extension to Torrance

Award of Environmental and Design Contract

Planning and Programming Committee
January 15, 2020
Legistar File No. 2019-0823



Recommendation

Authorize the CEO to execute:

- Environmental Study, advanced conceptual engineering (ACE) design and optional preliminary engineering (PE) services with STV Incorporated (STV) in the amount of \$32,555,439

Project Background

- September 2018, the Board approved the Supplemental Alternatives Study, moving two build alternatives forward into environmental clearance.
- One of the four Pillar projects projected to be in service by 2028.
- Contract will allow completion of construction contract award without further procurements.
- Commitments for Small Business Enterprise (SBE) set at 25.13% and Disabled Veteran Business Enterprise (DVBE) at 3.10%

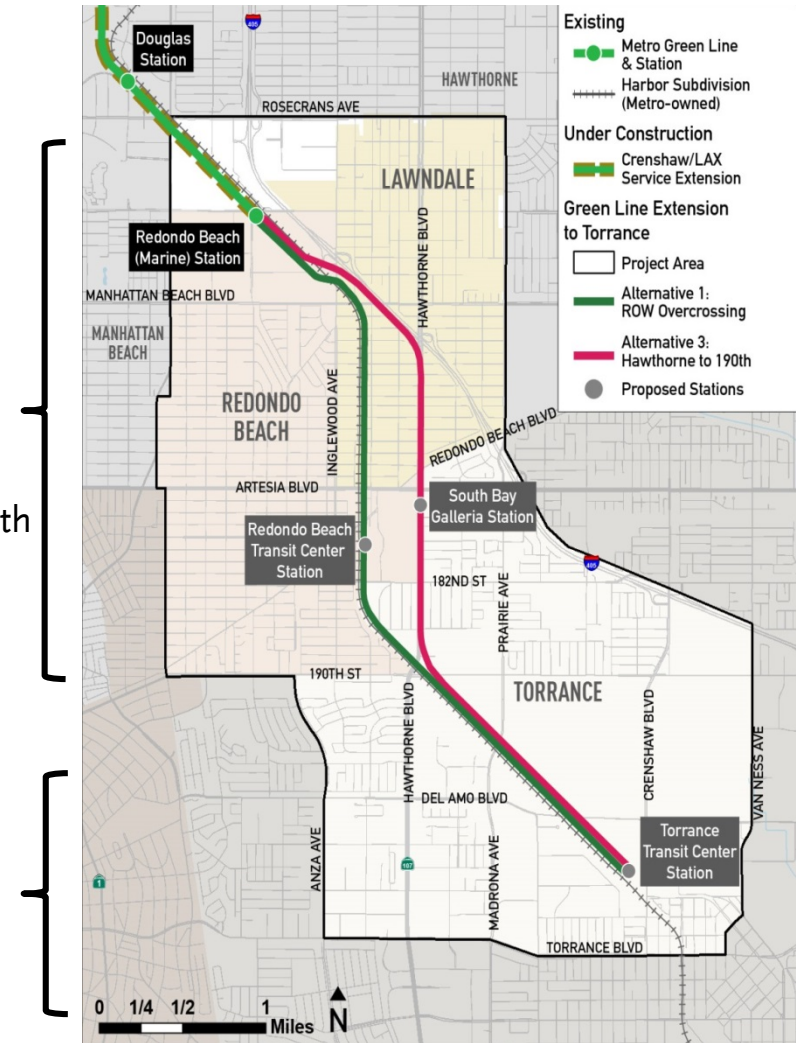
Build Alternatives Under Consideration

Redondo Beach Station to 190th St

- Alternative 1: ROW Overcrossing
- Alternative 3: Hawthorne Blvd to 190th

190th to Torrance TC

- All Alternatives Identical



Next Step/Project Schedule

- February 2020 - Project kickoff; initiate the environmental process
- April 2020 - Community updates and stakeholder outreach
- Fall 2021- Locally preferred alternative selected by Board following public hearings on Draft EIR



Board Report

File #: 2019-0806, File Type: Contract

Agenda Number: 14.

PLANNING AND PROGRAMMING COMMITTEE JANUARY 15, 2020

SUBJECT: PURPLE LINE EXTENSION SECTION 1, CRENSHAW/LAX AND REGIONAL CONNECTOR FIRST/LAST MILE PLANNING

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. Prepare First/Last Mile (FLM) plans for Purple Line Extension (PLE) Section 1 stations;
- B. Execute Modification No. 3 to Task Order No. AE115994000 with IBI Group for the Purple Line Sections 2 and 3 First/Last Mile (FLM) Plan and Guidelines to accommodate PLE Section 1 FLM planning work in the amount of \$378,864 increasing the task order value from \$1,171,722 to \$1,550,586; and
- C. Subsequently initiate planning for stations on the Crenshaw/LAX line and Regional Connector.

ISSUE

In May 2016, the Metro Board approved Motion 14.1 (Legistar 2016-0442) directing staff to pursue a variety of FLM planning and implementation activities. This direction included integrating FLM into the planning, design, and construction of all Metro transit projects, as well as conducting FLM studies and preliminary design for all existing stations. Staff placed priority for FLM planning on those projects that were in the pre-construction stage when the motion was adopted - Airport Metro Connector, Gold Line Foothill Extension 2B, Purple Line Sections 2 and 3, and East San Fernando Valley. Those FLM plans have been adopted by the Board or are underway and will be brought to the Board in early 2020. For the reasons listed below, staff recommends that the Purple Line Section 1 (PLE Section 1), Regional Connector and Crenshaw/LAX, which were under active procurement or contract for construction at the time of adoption of Motion 14.1, be the next highest priority.

BACKGROUND

Metro's FLM program is intended to facilitate location-specific access and safety improvements around transit stations, recognizing that approximately 85% of Metro transit users get to stations on foot or bicycle (or other rolling mode such as scooter, skateboard). FLM improvements include

sidewalks, crosswalks, ADA-compliant curb ramps, bicycle lanes, and lighting among others. Metro's FLM work emphasizes pedestrian improvements at a ½-mile radius from stations, and bicycle/rolling modes at up to 3 miles.

Metro Board Motions 14.1 (May 2016) and 14.2 (June 2016) directed a slate of activities that established Metro's on-going FLM program. This included direction to integrate FLM into the process for transit corridors, prepare station area plans for the existing system, technical assistance, funding, and implementation incentives. As a result, Metro has progressed on this work effort by completing a number of FLM plans, and elevating the visibility of FLM planning and interest among jurisdictions and stakeholders.

DISCUSSION

PLE Section 1

Staff is recommending FLM plans be prepared now for PLE Section 1 for the following reasons:

- *Existing conditions and need:* PLE Section 1 consists of three stations (La Brea, Fairfax, La Cienega) in heavily traveled locations with a variety of trip origins and destinations including major cultural, commercial/employment, and other attractions. Each station is projected to serve over 10,000 riders daily, and together they provide access to more than 27,000 jobs and 16,000 residents within a half-mile. These stations present distinct opportunities and challenges for pedestrian and rolling mode access, including a number of nearby intersections and corridors with significant observed safety and accessibility concerns. The PLE Section 1 station areas also contain a number of major streets included in the City of Los Angeles High Injury Network (HIN) including 3.3 miles of HIN along portions of Wilshire Boulevard, Fairfax Avenue, 3rd Street, and Olympic Boulevard.
- *Persistent community interest:* Metro staff has been alerted to substantial and ongoing interest in FLM planning for PLE Section 1 stations. This has arisen in a number of contexts, including coordination with cities on ongoing FLM planning for PLE Sections 2 and 3, the initiation of transit-oriented development (TOD) planning grants for PLE Section 1 station areas, and contacts from community groups and individuals.
- *Synergies with PLE Sections 2 and 3:* Motion 14.1 directs FLM planning for the Metro system, divided into two categories: 254 existing stations (including all rail and top 100 ridership bus stops), and all new Metro transit projects. PLE Section 1 is categorized as "existing" for purposes of the original Board direction. Nevertheless, given that staff is tasked with carrying out planning for all rail stations, it is expeditious to use the current procured task order to also complete plans for PLE Section 1. Additionally, consolidating FLM efforts on PLE Section 1 with on-going PLE Sections 2 and 3 FLM planning on the same line will provide a more cohesive and comprehensible process for stakeholders and the public, and best position these soon-to-be-completed stations to realize comprehensive access improvements.

The recommended action for PLE Section 1 FLM activities necessitates a modification to Task Order No. AE115994000 with IBI Group. The current task order scope includes FLM planning activities resulting in pathway network maps, project lists including cost estimates, prioritization, and process

documentation for four stations for PLE Sections 2 and 3. The modification would provide for the same activities and deliverables for three additional stations on PLE Section 1 and further includes budget to engage community-based organizations (CBOs) to assist with community engagement.

Crenshaw/LAX and Regional Connector

PLE Section 1, for purposes of FLM Board direction, is situated similarly to other transit lines that were under construction at the time of Motion 14.1, including the Crenshaw/LAX line and Regional Connector. The recommendation to proceed on FLM planning for PLE Section 1 at this time responds to the unique circumstances for the project as outlined above. Nevertheless, it remains a priority to provide FLM planning for all under-construction stations. As such, staff further proposes to proceed on plan development for Crenshaw/LAX and Regional Connector stations as other current FLM planning efforts conclude and staff resources are available. Note, however, that a number of Crenshaw/LAX and Regional Connector stations are addressed in existing FLM or equivalent plans, notably the City of Los Angeles Crenshaw Streetscape Plan, the previous Metro FLM plans for three stations located in the City of Inglewood and Aviation/96th Street Station, and the Connect US Action Plan. Metro's future FLM planning work on these lines will cover stations that have not been addressed in other efforts. Metro staff will update the Board on status and timing of FLM planning for Crenshaw/LAX and Regional Connector in future FLM program status reports.

Equity Platform

FLM planning work is substantially shaped by the Equity Platform. Specifically, the program integrates the four Equity Platform pillars as follows:

- I. Define and Measure: FLM planning includes a significant assessment of existing conditions with a focus on transportation safety.
- II. Listen and Learn: Plans are substantially shaped through a broad-based community engagement process that allows residents and employees within station areas to identify mobility, connectivity, and safety issues. The contract modification recommended to be authorized here would allow for engaging CBOs as part of the project team.
- III. Focus and Deliver: FLM planning results in a prioritized project list, cost estimates, and feasibility screenings that allow for an efficient transition to funding and design processes.
- IV. Train and Grow: Each FLM planning effort includes a lessons-learned review that is intended to inform and improve future work.

DETERMINATION OF SAFETY IMPACT

There is no direct safety impact associated with the recommended action. Note that FLM planning is intended to identify projects that, if implemented, would improve safety conditions for transit riders accessing Metro stations. Specific safety assessment of those projects will be performed with any subsequent implementation action.

FINANCIAL IMPACT

The proposed action will increase Task Order No. AE115994000 with IBI Group by \$378,864 from

\$1,171,722 to \$1,550,586. Professional Services and staff activities for FLM planning are included in the current fiscal year budget at Project 405310 task 01 and at Project 405306 task 01.01. The Cost Center manager and Chief Planning Officer will be responsible for budgeting costs in future years.

Impact to Budget

The source of funds for this action is Measure M 2% Active Transportation. These funds are not eligible for Metro Bus and Rail Operations.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The FLM program advances several Strategic Plan Goals including:

Strategic Plan Goal #1. Provide high-quality mobility options that enable people to spend less time traveling: FLM identifies key access routes to Metro transit stations, and further identifies and prioritizes project improvements for safety and connectivity.

Strategic Plan Goal #2. Deliver outstanding trip experiences for all users of the transportation system: FLM improvements provide for more direct, efficient, safe, and pleasant access to stations, as well as considering improved transfers, signage and wayfinding, and traveler information.

Strategic Plan Goal #3. Enhance communities and lives through mobility and access to opportunity: FLM planning includes a clear focus on targeting investment to places that need it most due to safety, socio-economic, and other factors

Strategic Plan Goal #4. Transform LA County through regional collaboration and national leadership: FLM planning works closely with local jurisdictions and communities to identify and prioritize projects and to enable subsequent implementation.

ALTERNATIVES CONSIDERED

The Board may choose to not direct the FLM planning activities at this time. This option is not recommended as it would result in missing opportunities to leverage the existing PLE FLM planning contract and the ability to align FLM planning with other activities, notably the City's TOD station area planning for PLE 1, and may result in reduced opportunities to implement access improvements prior to completion of new stations.

NEXT STEPS

Upon Board approval, staff will execute Modification No. 3 to Task Order No. AE115994000 and proceed with developing FLM plans for PLE Section 1. Upon completion, staff will report to the Board for adoption and consideration of next steps toward implementation. Separately, staff will provide updates to the Board on timing and status of planning for Crenshaw/LAX and Regional Connector as described in this report. Staff will further report on prioritization of FLM planning for existing stations as part of upcoming program updates.

ATTACHMENTS

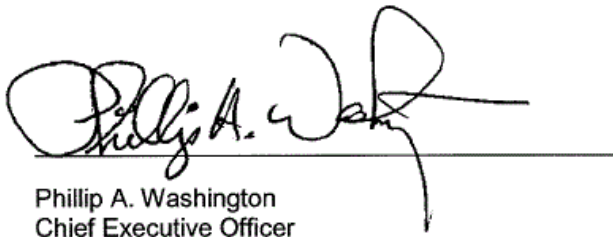
Attachment A - Procurement Summary

Attachment B - Task Order Modification/Change Order Log

Attachment C - DEOD Summary

Prepared by: Jacob Lieb, Senior Director, Countywide Planning & Development, (213) 922-4132
Nick Saponara, EO (Interim), Countywide Planning & Development, (213) 922-4313
Holly Rockwell, SEO - Real Estate, Transit Oriented Communities and Transportation Demand

Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

PURPLE LINE FIRST/LAST MILE GUIDELINES / AE115994000

1.	Contract Number: Task Order No. AE115994000		
2.	Contractor: IBI Group		
3.	Mod. Work Description: Purple Line Extension (PLE) Section 1 First/Last Mile (FLM) planning work.		
4.	Work Description: Purple Line First/Last Mile Guidelines		
5.	The following data is current as of: 12/09/19		
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): \$564,340
	Current Est. Complete Date:	01/29/21	Total Amount (including this action): \$1,550,586
7.	Contract Administrator: Erica Rodriguez		Telephone Number: (213) 922-1064
8.	Project Manager: Jacob Lieb		Telephone Number: (213) 418-3224

A. Contract Action Summary

This Board Action is to approve Modification No. 3 to Task Order No. AE115994000 under Contract No. PS4010-3041-BB-XX for PLE Section 1 FLM planning work. This Task Order Modification also extends the period of performance through January 29, 2021.

This Task Order Modification was processed in accordance with Metro's Acquisition Policy. The contract/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 B – 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, technical analysis and negotiations. Some direct labor rates were re-negotiated to current market rates and fee remained unchanged.

Metro staff successfully negotiated a cost savings of \$22,624.

Proposal Amount	Metro ICE	Negotiated Amount
\$401,488	\$398,588	\$378,864

ATTACHMENT B

**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.	Approved	5/31/19	\$118,512
2	Additional level of effort and work for increasing use of dockless mobility devices in and around Purple Line stations.	Approved	10/03/19	\$66,964
3	Purple Line Extension Section 1 FLM planning work and extension of the period of performance through January 29, 2021.	Pending	Pending	\$378,864
	Task Order Modification Total:			\$564,340
	Original Task Order Amount:		06/05/18	\$986,246
	Total:			\$1,550,586

DEOD SUMMARY

PURPLE LINE EXTENSION SECTION 1, CRENSHAW/LAX AND REGIONAL
CONNECTOR FIRST/LAST MILE PLANNING / AE115994000**A. Small Business Participation**

IBI Group made a 29.28% SBE commitment. The project is 35% complete. IBI Group is exceeding their commitment with an SBE participation of 42.58%.

Small Business Commitment	29.28% SBE	Small Business Participation	42.58% SBE
----------------------------------	-------------------	-------------------------------------	-------------------

	SBE Subcontractors	% Committed	% Participation
1.	Engineering Solutions Services	4.08%	0.23%
2.	Here Design Studio, LLC	8.68%	26.00%
3.	Terry A. Hayes Associates, Inc.	9.40%	0.00%
4.	The Robert Group, Inc.	7.12%	16.35%
Total SBE Commitment		29.28%	42.58%

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 #: 2019-0850, **File Type:** Agreement**Agenda Number:** 15.

**PLANNING AND PROGRAMMING COMMITTEE
JANUARY 15, 2020****SUBJECT: ALAMEDA CORRIDOR-EAST (ACE) PROGRAM FUNDING PLAN UPDATE****ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATION**

AUTHORIZE the CEO to amend the ACE funding agreement to increase Metro's contribution by \$15,000,000 (5.5% increase to the 2007 amount of \$274,323,220) for a new total amount of \$289,323,220 and program \$19,453,420, which includes previously committed funding. Metro will not participate in any future project cost increases or overruns.

ISSUE

The San Gabriel Valley Council of Governments (SGVCOG) plans to seek a programming of State Prop 1B funds in January 2020 and an allocation of SB1 Trade Corridor Enhancement Program (TCEP) funds in June 2020 from the California Transportation Commission (CTC) for the two final ACE grade separations. To do so, the SGVCOG needs to demonstrate that 1) there is a 1:1 match for the Prop 1B funds; and 2) both projects are fully funded and identify all funding sources by March 2020 for the TCEP funds. Metro's contribution to the ACE Project (Project), which has historically equaled 17 percent of the total Project cost, has been an integral element of the local funding for delivering the Project. The Metro Board most recently approved a revised Metro 17 percent contribution in November 2007 and since then various factors, including cost escalation for right-of-way and capital construction over the last decade, and scope changes have increased the total cost.

With a Board adoption of the Measure R and Measure M Cost Management Policy (Policy) in July 2018, and given the Project receives Measure R funds, staff applied the Policy to evaluate the cost increase and potential strategies available to close the funding gap. As such, Metro Board approval of the revised Project cost and associated Metro contribution amount is needed to address this cost increase and demonstrate a fully funded plan for the two projects to allow SGVCOG to secure a fund allocation from the CTC and move the projects into the construction phase as scheduled.

BACKGROUND

Metro and SGVCOG (previously ACE) entered into a funding agreement in July 1998 to support construction of a series of rail-highway grade separation and at-grade safety projects constituting the Alameda Corridor-East Project.

In June 1999 (item #42), the Metro Board approved its commitment to contribute a maximum of 17 percent , or \$161,500,000 based on the Project cost of \$950,000,000, and not participate in any cost increases or overruns. In November 2007 (Item #6), the Board approved an additional increase in Metro's contribution amount to a total of \$274,323,220 to reflect the revised Project cost at \$1,613,666,000. Since then, \$269,869,800 of the Metro contribution amount has been programmed for ACE projects, with a remaining unprogrammed balance of \$4,453,420.

Since 2007, various factors, including scope changes to projects and increased right-of-way and capital construction costs, have resulted in an increase in the Project cost to \$1,765,540,000. As identified in Attachment A, the maximum Metro contribution based on the revised Project cost would be \$300,141,800 with net increase of \$25,818,580. However, SGVCOG is requesting a maximum Metro contribution of \$289,323,220 with a net increase of \$15,000,000.

SGVCOG has been successful in securing the 83 percent of match funding for all projects delivered to date, as required under the agreement with Metro. The sources for these funds include federal, state, and private funds. Measure R was also approved in 2008, and this provides \$400 million of funding for the ACE project that is included as match funding.

In May 2018, the CTC adopted the 2018 TCEP, which included an award of \$49,000,000 in TCEP for Montebello Boulevard Grade Separation and \$29,000,000 for Turnbull Canyon Road Grade Separation projects. These TCEP funds are programmed in the fiscal year 2020 and require the SGVCOG to request and receive approval for fund allocation from CTC no later than June 2020. Therefore, a total of \$19,453,420, including \$15,000,000 of the recommended increase and the \$4,453,420 balance of the prior Metro contribution, is needed for immediate programming to support the allocation of the TCEP funds.

DISCUSSION

Since its inception in 1998, the San Gabriel Valley Council of Governments, Alameda Corridor-East Project has been successful in implementing and delivering construction projects to mitigate vehicle delays and collisions at rail-highway crossing to address community concerns over safety, noise, air quality, and emergency vehicle access.

The SGVCOG has delivered 12 projects to date, and eight projects are currently active. These completed projects have eliminated at-grade crossings, and improved traveler safety across the San Gabriel Valley where Union Pacific's freight mainlines move containerized cargo through a number of communities. These projects strongly support Metro's Agency Strategic Goal as they eliminate vehicle delays at at-grade crossings while freight trains travel through the area, and improve quality of life for the surrounding communities by improving safety, and eliminating noise impacts and tailpipe emissions from idling vehicles at such crossings.

Further, the SGVCOG has been highly successful in securing funding for its grade separation projects. To date, the SGVCOG has secured \$244.691 million (14%) from federal, \$744.089 million (41%) from state, and \$131.020 million (6%) from private and other sources that amount to the 83% of the Project cost. This breakdown includes Nogales Street on Union Pacific Railroad's Los Angeles

subdivision, which is not subject to Metro's contribution. This demonstrates the SGVCOG's continuous effort to seek and secure funding to realize much needed projects that enhance mobility, safety and quality of life.

Metro Board approval of the revised total project cost and revised Metro contribution will enable the TCEP funds to be allocated for the Montebello Grade Separation and Turnbull Canyon Road Grade Separation. These projects are scheduled to begin construction in FY21. SGVCOG anticipates completing the ACE Project by 2024 and will commit to not submitting future requests for additional Metro contribution. If future costs increase, SGVCOG will work in coordination with Metro staff to seek the programming of other local funds available to the subregion, such as Measure M subregional equity or goods movement funds.

Equity Platform

The ACE Program supports the Equity Platform Pillar III, Focus and Deliver, by delivering much needed grade separation projects that address impacts experienced by communities exposed to high, and growing, volumes of rail freight movements.

DETERMINATION OF SAFETY IMPACT

This Board action will further Metro's commitment to improving safety across LA County.

FINANCIAL IMPACT

Approval of this Board Action will result in an increase of Metro's contribution to the ACE Project by \$15,000,000. This action also includes the programming of \$19,453,420 as an amendment to the existing ACE Project funding agreement. Since this is a multi-year funding agreement, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting the costs in future years. SGVCOG anticipates completing the ACE Project by 2024 and will commit to not submitting future requests for additional Metro contribution. If future costs increase, SGVCOG will work in coordination with Metro staff to seek the programming of other local funds available to the subregion, such as Measure M subregional equity or goods movement funds.

Impact to Budget

Funds for this action will come from Prop C 25% funds. This fund source is not eligible for bus and rail operations and capital. There are no impacts to the FY20 budget as the drawdown of the funds will commence in subsequent fiscal years starting in FY21.

The identified cost increase is for a Measure R-funded project and must be evaluated based on the Board-adopted Measure R and Measure M Unified Cost Management Policy. The intent of the Policy is to inform the Metro Board regarding potential cost increases to Measure R-funded projects and the strategies available to close any funding gaps. Pursuant to the Policy, shortfalls are to be addressed at the project level prior to evaluation for any additional resources using the following methods:

- 1) Scope reductions;

- 2) New local agency funding resources;
- 3) Value Engineering;
- 4) Other cost reductions within the same transit or highway corridor;
- 5) Other cost reductions within the same sub-region; and finally,
- 6) Countywide transit or highway cost reductions or other funds will be sought using pre-established priorities.

A detailed Policy analysis of the ACE project is included as Attachment C.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Board approval of revised program cost for the ACE Program and associated Metro's 17 percent contribution would support Metro's Strategic Plan Goal 1) Provide high-quality mobility options that enable people to spend less time traveling, and 3) Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board could choose not to approve this action. However, this is not recommended as it would result in the SGVCOG not receiving the TCEP funds that need to be allocated by June 2020. Further, this may force SGVCOG to forego both grade separation project altogether, resulting in detrimental impacts to the surrounding communities with respect to traffic safety, noise, limited emergency vehicle access and air quality.

NEXT STEPS

Upon Board approval, staff will execute an amendment to increase Metro contribution amount and program funds needed for Montebello Boulevard Grade Separation and Turnbull Canyon Road Grade Separation projects.

ATTACHMENTS

Attachment A - ACE Program Revised Cost and Funding Request

Attachment B - SGVCOG Letter of Request

Attachment C - Measure R and Measure M Unified Cost Management Policy

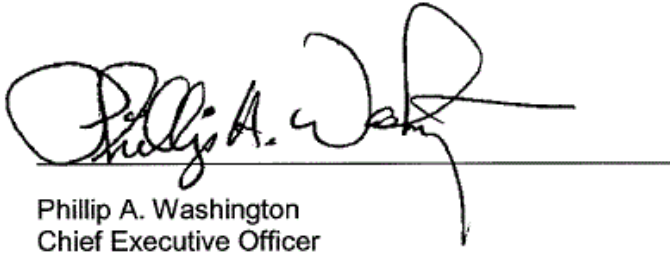
Prepared by: Akiko Yamagami, Manager, Countywide Planning & Development, (213) 418-3114

Michael Cano, DEO, Countywide Planning & Development, (213) 418-3010

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

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

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



Phillip A. Washington
Chief Executive Officer

ACE Program Revised Cost and Funding Request

(\$ x 1,000)

ADDITIONAL METRO FUNDING REQUEST

ACE Projects	2019 Revised		2007 Cost Estimates		Difference	ADDITIONAL METRO FUNDING REQUEST						
	Project Cost	MTA 17%[a]	Project Cost	MTA 17%[b]		FY19	FY20	FY21	FY22	FY23	FY24	FY25
Phase 1												
Grade Crossing Improvements	34,200	5,814	35,200	5,984	(170)							
Nogales St.	49,800	8,466	53,600	9,112	(646)							
East End/Reservoir	79,000	13,430	70,800	12,036	1,394							
Ramona Blvd.	53,100	9,027	48,200	8,194	833							
Temple Ave.	55,322	9,405	63,200	10,744	(1,339)							
Temple Ave. 4th Track	39,386	6,696	17,300	2,941	3,755							
Brea Canyon	73,900	12,563	64,600	10,982	1,581							
Sunset Ave.	93,900	15,963	71,100	12,087	3,876							
Baldwin Ave.	70,400	11,968	67,000	11,390	578							
Subtotal	549,008	93,331	491,000	83,470	9,861							
Phase 2												
San Gabriel Trench	293,427	49,883	459,435	78,104	(28,221)							
Montebello Blvd.	179,954	30,592	130,769	22,231	8,361		15,000					
Puente Ave.	97,378	16,554	161,169	27,399	(10,844)							
Fairway Ave. (SP)	0	0	166,370	28,283	(28,283)							
Fairway Ave. (UP)	224,824	38,220	86,767	14,750	23,470							
Rose Hills Rd.	0	0	48,700	8,279	(8,279)							
Turnbull Canyon Rd.	99,070	16,842	69,456	11,808	5,034							
<i>Hamilton Blvd.</i>	1,800	306			306							
<i>Durfee Ave.</i>	107,841	18,333			18,333							
<i>Fullerton Rd.</i>	159,526	25,261			25,261							
<i>Maple Pedestrian Bridge</i>	25,470				0							
<i>At-Grade Montebello</i>	3,046				0							
<i>At-Grade Pomona</i>	24,196				0							
Subtotal	1,216,532	195,991	1,122,666	190,853	5,139	0	15,000	0	0	0	0	
Grand Total[c]	1,765,540	289,323	1,613,666	274,323	15,000	0	15,000	0	0	0		

Italics=New Projects

Strikethrough=Deleted Projects

NOTE: Chart omits Nogales St. (LA) project due to MTA Call for Projects funding

NOTE: Funding request amount reflects the total anticipated amount for Montebello Blvd. and Turnbull Canyon Rd. The programming request amount through this Board approval is \$19,453,420.

[a] - MTA contribution subject to a maximum of \$289,323,220; expenditures on individual projects may be reallocated subject to the MTA maximum amount.

[b] - A portion of the 2007 MTA contribution equal to \$4,453,420 has not yet been programmed by the MTA Board.

[c] - Columns may not total due to rounding.



San Gabriel Valley Council of Governments

4900 Rivergrade Rd. Ste. A120 Irwindale, CA 91706 (626) 962-9292 fax (626) 962-3552 www.theaceproject.org



December 13, 2019

Mr. Phillip A. Washington,
Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Mail Stop 99-25-1
Los Angeles, CA 90012-2952

Re: Approval of increased ACE Project budget and match funding

Dear Mr. Washington:

The San Gabriel Valley Council of Governments (SGVCOG) hereby requests Los Angeles County Metropolitan Transportation Authority (Metro) approval of the updated Alameda Corridor-East (ACE) Project budget cost estimate as well as the programming of additional Metro match funding for the Project pursuant to the prior funding agreements made between Metro and the SGVCOG.

Metro's contribution of 17 percent in Proposition C funds to the Project budget was approved by the Metro Board in June 1999, upon initiation of the Project. The Metro Board subsequently approved the updated Project budget cost estimate in November 2007 along with a revised commitment of Prop C match funds. Since then, scope changes to the overall Project were approved in 2011 by the SGVCOG Governing Board in response to an ACE Phase II study prioritizing the remaining projects based on vehicle delay, constructability and crossing collision factors. As a result, three grade separations were deleted and the Durfee Avenue grade separation project in the City of Pico Rivera (currently under construction) was added to the Project.

Active ACE Projects (Not Yet In Construction)							
Improvement Project / City	Cost Est. (\$mil.)	Daily Vehicle-Hrs. Delay (2025)	Daily Train / AADT Counts	Collisions (10 yrs. / Total)	Fatalities / Injuries	Current Phase	Construction Schedule Est.
Montebello Blvd. underpass* / Montebello	\$180.0	43.5	43 / 21,692	2 / 5	3 / 1	ROW / Final Engineering	2021-2024
Turnbull Canyon Rd. overpass** / Industry-Hacienda Heights	\$99.1	38.9	47 / 12,892	4 / 14	3 / 3	ROW / Final Engineering	2021-2023
At-grade safety measures at three crossings / Montebello	\$3.0	N/A	43 / N/A	2 / 3	0 / 1	ROW / Final Engineering	2020-2021
Maple Ave. pedestrian bridge / Montebello	\$25.5	N/A	43 / N/A	0 / 2	0 / 0	ROW / Final Engineering	2020-2021
Five crossings at-grade pedestrian safety / Pomona	\$24.2	N/A	81 / N/A	5 / 32	19 / 9	ROW / Final Engineering	2020-2021

* Additional Prop C needed as local match for \$18.8 million in State Prop 1B funds and \$49 million in State SB1 funds.
**Additional Prop C needed as local match for \$29 million in State SB1 funds.

With this ACE program scope revision as well as increases in construction costs and real estate costs since 2007, the overall total ACE program cost has increased to \$1,765,540,000¹. If approved, the Metro contribution toward the Project would increase by \$15,000,000, or 5.5 percent more than the 2007 amount, for a total of \$289,323,220. With this submittal, however, we are requesting approval of the programming of \$19,453,420 of Prop C or other eligible funds for which the SGVCOG has secured the required 83 percent match in non-Metro funds. The programming request includes a \$4,453,420 balance of Metro's existing contribution that has not yet been programmed. The SGVCOG anticipates completing the ACE Project by 2024 and will commit to not submitting future requests for additional Metro contribution. If future costs increase, the SGVCOG will work in coordination with Metro staff to seek the programming of other local funds available to the subregion, such as Measure M subregional equity or goods movement funds.

We are aware of Metro's uniform cost management policy relating to cost increases on Measure R-funded projects and have undertaken the requirements of the policy, including evaluating value engineering, the use of local funding, and de-scoping the project. The ACE Project scope has been reduced as described above and SGVCOG has conducted formal Value Engineering Reviews on all ACE projects remaining. In accordance with Caltrans design guidelines, reviews were performed at the 35 percent design level and all cost and constructability recommendations are incorporated in the final design. Cost controls have also been exercised during construction. For example, nearly \$114 million in State Proposition 1B fund savings from the construction phase of the San Gabriel Trench project were or will be programmed for construction of additional ACE projects. We believe our reduced and capped request for additional Metro regional funds (the Prop C) demonstrates our commitment to utilize local San Gabriel Valley funding for the project.

The SGVCOG has vigorously pursued new sources of State, Federal and railroad funding for the ACE projects as match for the Metro Prop C funds, most recently securing the programming of \$78 million in new State SB 1 funds in 2018 and \$15 million in State Section 190 Grade Separation program funds this year. The Prop C funds will help provide required match for these SB 1 funds which must be approved by the California Transportation Commission (CTC) no later than June 2020 for allocation to the construction phase of the final two ACE grade separation projects. In addition, the timely commitment by Metro of additional Prop C funds is needed to provide a 1:1 match for \$18.8 million in State Prop 1B savings to be programmed for the Montebello Boulevard project at the next CTC meeting on January 29-30, 2020.

We appreciate Metro's longtime and strong partnership with the SGVCOG in funding the ACE Project for the benefit of the San Gabriel Valley and Los Angeles County. Transmitted with this letter is a SGVCOG staff report dated November 21, 2019 regarding the ACE Project revised

¹ The cost of the Nogales Street (Los Angeles Subdivision) grade separation project is omitted from the calculation of the ACE Project budget because it is the sole ACE project that was provided Metro Call for Projects funding when under the supervision of the Los Angeles County Department of Public Works. With the commitment by Metro of Prop C 17 percent match, the ACE grade separations have been excluded from Call for Projects funding.

cost. Questions regarding this matter may be directed to me or to Government and Community Relations Director Paul Hubler at (626) 373-2685 or [phubler@sgvcog.org](mailto:p hubler@sgvcog.org).

Sincerely,



Mark Christoffels
Chief Engineer

Enclosure: SGVCOG staff report dated November 21, 2019 regarding ACE Project budget

cc: Mr. Wil Ridder
Mr. Michael Cano
Ms. Akiko Yamagami

REPORT

DATE: November 21, 2019

TO: SGVCOG Governing Board Members and Alternates

FROM: Marisa Creter, Executive Director

RE: **REVISED ACE PROJECT BUDGET ESTIMATES**

RECOMMENDED ACTIONS

Adopt Resolution 19-47 approving the revised cost estimate for the ACE Project to \$1.8 billion.

SUMMARY

Given that it has been twelve years since the project cost was updated, staff felt it appropriate for the Governing Board to formally approve the current cost estimate of \$1.8 billion. The cost increase from the 2007 adopted cost estimate of \$1.4 billion is based on the following factors:

1. **Construction cost inflation.** Since 2007 construction costs have increased 34%. The past two years have seen bid increases up to 20% over estimated costs as was witnessed with the recent opening of bids for the Gold Line and the Durfee Road Grade Separation Project. Staff has projected out to the anticipated completion year of 2024 for the remaining ACE projects as well as incorporating actual bids received for projects completed or currently under construction and revised the overall estimated project cost.
2. **Real Estate.** After the recession of 2008 when real estate prices fell, the real estate market re-bounded and costs for real estate acquisitions in the past three years have gone up significantly, especially in the commercial land uses.
3. **Project scope changes.** In 2011, the Governing Board approved an ACE Project Phase II study which updated the original ACE project study done in 1997. This study added the Durfee Avenue Grade Separation Project which was not included in the original Phase I study.

When combined, the above factors have increased the total estimated costs for the ACE Program from \$1.4 billion to \$1.8 billion. A breakdown of the individual project costs is shown in Attachment A attached to this report.

BACKGROUND

The ACE Project cost was adopted by the San Gabriel Valley Council of Governments in 1997 at \$950 million in 1997 dollars. The schedule called for the project to be fully funded by June 2004

REPORT

and completed by 2008. On February 2007 the Governing Board adopted a revised cost estimate of \$1.4 billion which reflected a revised completion date of 2014 and the following factors:

1. **Inflation** - The 1997 cost estimate did not include inflation allowances. While the rate of construction inflation in the early years of the project was relatively modest, it had increased by 113% for the year 2007.
2. **Agency Overhead** - The original cost estimates did not provide for agency overhead. Since the project had no source of revenue other than project funding, additional costs were added.
3. **UPRR Force Account** - Track and signal system reconstruction on the operating railroad, as well as flagging protection, must be performed by the UPRR and is only done on a fully reimbursable basis. The original project cost estimate severely underestimated these costs.
4. **Real Estate/Relocation** - The original cost estimate did not anticipate the increase in real estate costs.
5. **Scope Changes** – As projects were refined from their concepts presented in 1997, costs were adjusted to reflect these design changes.

Given that it has been twelve years since the project cost was updated, staff felt it appropriate for the Governing Board to formally approve a revised estimated cost estimate of \$1.8 billion as outlined in the Summary Section above.

BUDGET IMPACT

The current adopted ACE Program has secured \$1,818,519,000 in funding as shown in Attachment B. Funds committed do not reflect value of properties held by the agency, pending UPRR contributions, Section 130 funding, Measure M funding, or additional Prop C match funds from Metro that staff is currently working on. Current projected costs are \$1,886,312,000. Staff believes with these additional funds the current \$67 million ACE Program funding gap can be closed.

Prepared by: Mark Christoffels
Mark Christoffels
Chief Engineer

Approved by: Marisa Creter
Marisa Creter
Executive Director

ATTACHMENTS

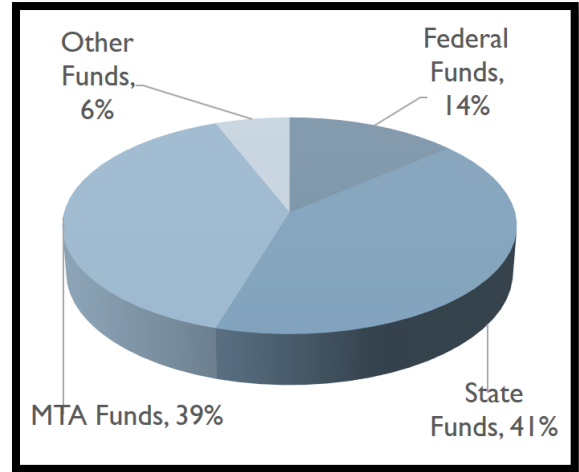
- Attachment A – Individual ACE Project Estimates
- Attachment B – ACE Project Secured Funding
- Attachment C – Resolution 19-47

Attachment A
(shown in \$ millions)

<u>Active ACE Projects</u>		<u>Completed ACE Projects</u>	
At-Grade Pomona	\$ 24,196	Baldwin Ave.	\$ 70.400
Durfee Ave.	\$ 107.841	Brea Canyon Rd.	\$ 73.900
Fairway Dr.	\$ 224.824	Safety Crossings/IRRIS	\$ 34.200
Fullerton Rd.	\$ 159.526	East End/Reservoir St.	\$ 79.000
Montebello Blvd	\$ 179.954	Hamilton Blvd.	\$ 1.800
Turnbull Cyn. Rd.	\$ 99.070	Nogales St. (Alh.)	\$ 49.800
Maple Ave Ped Bridge	\$25.470	Nogales St. (LA)	\$ 120.772
At Grade Montebello	\$3.046	Ramona Ave.	\$ 53.100
		Sunset Ave.	\$ 93.900
		Puente Ave.	\$ 97.378
		San Gabriel Trench	\$ 293.427
		Temple Ave.	\$ 94.708
		<i>Total Cost of Projects:</i>	\$ 1,886.312

Attachment B
(shown in \$ millions)

Federal	\$ 244.691
State	\$ 744.089
MTA	\$ 698.719
Other	\$ 131.020



Total funds committed: \$ 1,818.519

Attachment C

Resolution No. 19-47

Page 1 of 3

RESOLUTION NO. 19-47

**A RESOLUTION OF THE GOVERNING BOARD OF THE SAN
GABRIEL VALLEY COUNCIL OF GOVERNMENTS (SGVCOG)
APPROVING THE REVISED ACE PROJECT BUDGET**

WHEREAS, the ACE Project estimates of \$1.4 billion were approved on February 12, 2007; and

WHEREAS, cost estimates are updated periodically to reflect current factors and trends; and

WHEREAS, the revised cost estimates have increased due to construction cost inflation, real estate and project scope changes.

NOW, THEREFORE, the Governing Board of the SGVCOG hereby approves the \$1,886.312 million total revised ACE Project budget estimates as shown in Exhibit A.

PASSED AND ADOPTED by the Governing Board of San Gabriel Valley Council of Governments, in the County of Los Angeles, State of California, on the 21st day of November 2019.

San Gabriel Valley Council of Governments

Cynthia Sternquist, President

Resolution No. 19-47

Page 2 of 3

Attest:

I, Marisa Creter, Executive Director and Secretary of the Board of Directors of the San Gabriel Valley Council of Governments, do hereby certify that Resolution 19-47 was adopted at a regular meeting of the Governing Board held on the 21st day of November 2019 by the following vote:

AYES:	
NOES:	
ABSTAIN:	
ABSENT:	

Marisa Creter, Secretary

Exhibit A
(shown in \$ millions)

<u>Active ACE Projects</u>		<u>Completed ACE Projects</u>	
At-Grade Pomona	\$ 24,196	Baldwin Ave.	\$ 70.400
Durfee Ave.	\$ 107.841	Brea Canyon Rd.	\$ 73.900
Fairway Dr.	\$ 224.824	Safety Crossings/IRRIS	\$ 34.200
Fullerton Rd.	\$ 159.526	East End/Reservoir St.	\$ 79.000
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		Temple Ave.	\$ 94.708
		<i>Total Cost of Projects:</i>	\$ 1,886.312

Alameda Corridor East (ACE)

Measure R and Measure M Unified Cost Management Policy Analysis

Introduction

The Measure R and Measure M Unified Cost Management Policy (the Policy) was adopted by the Metro Board of Directors in June 2018. The precursor Measure R cost management policy was adopted in March 2011. The intent of the Policy is to inform the Metro Board of Directors regarding potential cost increases to Measure R- and Measure M-funded projects and the strategies available to close any funding gaps. The Alameda Corridor East Project (the Project) is subject to this policy analysis.

The Project budget (also referred to as the Project cost) was last approved by the Board in November 2007 at \$1,765,540,000 with Metro's contribution equal to \$274,323,220. ACE has requested that Metro increase its contribution by \$15,000,000 to \$289,323,220. This analysis recommends trade-offs required by the Policy to identify the funds necessary to meet the cost increase.

Measure R and Measure M Unified Cost Management Policy Summary

The adopted Policy stipulates the following:

If a project cost increase occurs, the Metro Board of Directors must approve a plan of action to address the issue prior to taking any action necessary to permit the project to move to the next milestone. Increases will be measured against subsequent actions on cost estimates taken by the Metro Board of Directors, including the determination of the budget. Shortfalls will first be addressed at the project level prior to evaluation for any additional resources using these methods in this order as appropriate:

- 1) Scope reductions;
- 2) New local agency funding resources;
- 3) Value Engineering;
- 4) Other cost reductions within the same transit or highway corridor;
- 5) Other cost reductions within the same sub-region; and finally,
- 6) Countywide transit or highway cost reductions or other funds will be sought using pre-established priorities.

Scope Reductions

According to ACE staff from the San Gabriel Valley Council of Governments (SGVCOG), the scope of the Project was reduced in 2011 by the SGVCOG Governing Board based on a study that prioritized the remaining grade separation projects. As a result, three grade separations were deleted and a Durfee Avenue grade separation project in the City of Pico Rivera (currently under construction) was added. Because of this overall reduction in project scope, we recommend moving to the next step.

New Local Agency Funding Resources

The Project is located in the San Gabriel subregion and Gateway Cities subregion (as defined in the Policy). The Project is eligible for funding from cities in the region, including Measure R and Measure M local return and the Local Streets and Roads program (also known as the gas tax subvention, as expanded by SB 1 statewide fuel taxes). However the SGVCOG has not pursued city funding for the yet-to-be-completed grade separation projects and the potential for obtaining any city funding is uncertain and would delay the receipt of grant funding and start of construction.

The subregions do receive funding through the Multi-year Subregional Programs (MSP) identified in the Measure M Ordinance. The San Gabriel subregion has a \$33,000,000 Goods Movement MSP that is likely eligible for the Project; however, these funds are not available for construction (per the Expenditure Plan) until FY 2048 and would need to be traded with other MSP funds that are available now. Further, the MSP funding is only programmed in one year increments by Metro, per Board guidelines, and the subregion would need some form of leveraging of the funds to make funds available for the current or any future cost increase. The Project is also eligible for the Subregional Equity Program MSP that has \$199,000,000 of funding for San Gabriel and \$244,000,000 for Gateway Cities. San Gabriel (through SGVCOG and Foothill Construction Authority separate action) has already committed \$126,000,000 of this program to the Gold Line extension to Pomona. Nevertheless, the SCVCOG has committed via a December 2019 letter to Metro a future MSP contribution to the Project, if needed for any additional costs.

Value Engineering

The SGVCOG has communicated to Metro that it has conducted formal Value Engineering Reviews on all remaining ACE projects. In accordance with Caltrans design guidelines, reviews were performed at the 35 percent design level and all cost and constructability recommendations are incorporated in the final design. Cost controls have also been exercised during construction. Nearly \$114 million in State Proposition 1B fund savings from the construction phase of the San Gabriel Trench project were or will be programmed for construction of additional ACE projects. As a result, we recommend moving to the next step.

Other Cost Reductions within the Same Transit or Highway Corridor, or within the Same Sub-region

This step refers to potential cost reductions on related Measure R and Measure M projects in the Expenditure Plan. We have not identified projects along the Union Pacific and/or Metrolink corridor that are related to the ACE project that could be reduced or eliminated to fund the shortfall. There are also no projects that have existing or potential savings that could be transferred.

Countywide Cost Reductions and/or Other Funds

The ACE corridor has previously been designated as a “project of national and regional significance” by the FHWA due to its impact on the national and regional economy.

Because of this, we recommend that any remaining funding shortfall for the Project be dealt with at the Countywide level.

The Project is eligible for Proposition C 25% Transit-Related Streets and Highways funding and this source has been used in the past for Metro's contribution, in addition to the \$400,000,000 allocated to the Project in the Measure R Expenditure Plan. The Proposition C 25% funds are recommended to address the \$15,000,000 increase in the Project budget.



**Next stop: shaping our goods
movement system together.**

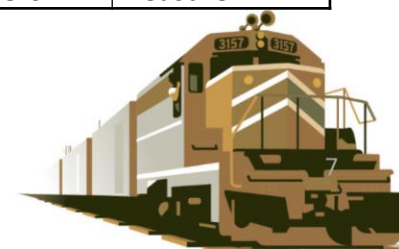
**Alameda Corridor-East (ACE) Program Funding Plan Update
Planning & Programming Committee, Item No. 15
January 15, 2020**



Metro

Historical Background on Metro Contributions

Date	Board Approved Metro Funding Amount (\$ millions)	Action	Notes	Total ACE Project Cost (\$ millions)	Funding Sources
MOU4367 & MOU8002					
May 1999	\$14.14*	1997 Call for Projects			Prop C
Oct. 2002	\$161.50*	June 1999 Metro Board Action	Board approval of Metro's 17% contribution to the total project cost	\$950.00	Prop C and RIP
Nov. 2007	\$274.32*	November 2007 Metro Board Action	Board approval of updated total ACE Program cost and updated Metro's 17% contribution	\$1,613.67	Prop C
* Metro funding amount listed in later years includes previously approved amount. The last Board approved 17% contribution under MOU8002 is \$274.32 million.					
MOU8002R					
March 2010	\$42.00	June 2009 Board Action	For San Gabriel Trench Project	\$1,613.67	Measure R
May 2013	\$358.00	May 2013 Board Action	Board approval of ACE Measure R Expenditure Plan	\$1,613.67	Measure R



Urgency of the Fund Request

- SGVCOG plans to seek programming of State Prop 1B funds (TCIF) in January 2020
 - TCIF funds require 1:1 match demonstration.
 - These funds are cost savings garnered from the delivery of previous ACE grade separation projects.
 - If not programmed by June 2020, the funds will no longer be available.
- SB1 2018 Trade Corridor Enhancement Program (TCEP) funds need to be programmed by June 2020
 - TCEP funds were awarded to Montebello Blvd. and Turnbull Canyon Road grade separation projects as part of Metro-sponsored joint application with ACE and Ports of LA and Long Beach.



Measures R and M

Unified Cost Management Policy Analysis

Scope Reductions

- The SGVCOG Governing Board reduced the Project scope in 2011 based on a prioritization study for the remaining grade separation projects.

New Local Agency Funding Resources

- The Multi-year Subregional Programs (MSP) will not be available until **FY2048**.

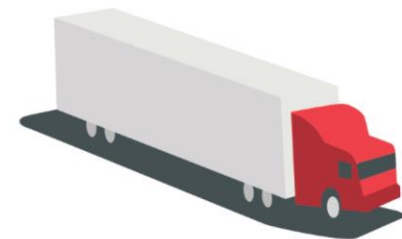
Value Engineering

- The SGVCOG has applied Caltrans design guidelines to capitalize on value engineering and cost controls to save nearly \$114 million.

Countywide Cost Reductions and/or Other Funds

- The ACE Project has been designated as a “project of national and regional significance” by the FHWA.

Therefore, staff recommends that remaining funding shortfall be dealt with at the countywide level.



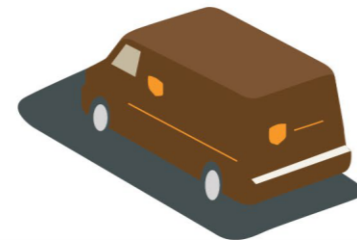
Other Considerations

- The SGVCOG has secured over **80%** of the Project funds from other sources.
- If SGVCOG were to request an updated Metro 17% contribution based on the current total ACE Project cost, it would be \$25.82 million.
 - Instead, SGVCOG is requesting \$15 million needed to complete the final grade separation projects.

(\$ in 000)		17% Contribution
Current Total ACE Project Cost	\$1,765,540	\$300,142
2007 Total ACE Project Cost	\$1,613,666	\$274,323
	Difference	\$25,819

ACE Additional Funding Request	\$15,000
---------------------------------------	-----------------

- The SGVCOG has delivered **12 projects** to date with **eight projects** currently active.
- If future costs increase, SGVCOG will work with Metro staff to seek programming of other local funds available to the subregion.



Recommendation

Authorize the CEO to amend the ACE funding agreement to increase Metro's contribution by \$15,000,000 for a new total amount of \$289,323,220 and program \$19,453,420, which includes previously committed funding. Metro will not participate in any future project cost increases or overruns.

