

Metro

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



Metro

Agenda - Canceled

Wednesday, March 18, 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

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(ALSO APPLIES TO BOARD COMMITTEES)

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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.

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- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
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NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA

CALL TO ORDER

ROLL CALL

1. **SUBJECT: LITTLE TOKYO/ARTS DISTRICT STATION JOINT DEVELOPMENT** [2019-0874](#)

RECOMMENDATION

WITHDRAWN: AUTHORIZE the Chief Executive Officer to execute an 18-month Exclusive Negotiation Agreement and Planning Document (ENA), with the option to extend up to 30 months, with Innovative Housing Opportunities, Inc. (Developer) for the development of the Metro-owned Regional Connector Little Tokyo/Arts District Station (Site), subject to resolution of protest(s) if any.

Attachments: [Attachment A - Site Map](#)
[Attachment B - Procurement Summary](#)
[Attachment C - Site Plan and Rendering](#)
[Presentation](#)

2. **SUBJECT: RESPONSE TO MOTION 8.1 - 710 CLEAN TRUCK PROGRAM ACTION: APPROVE RECOMMENDATION** [2020-0129](#)

RECOMMENDATION

APPROVE staff recommendation to program \$50 million in Metro-controlled funding sources, including but not limited to Measure R funds identified in the expenditure plan for the Interstate 710 South and/or Early Action Projects, as seed funding for the 710 Clean Truck Program, to be made available contingent upon a Record of Decision issued by the Federal Highway Administration for the Interstate 710 South Project

Attachments: [Attachment A - Regional Clean Truck Initiative Working Group Summary \(Decer](#)
[Attachment B - March 2020 Regional Clean Truck Initiative Meeting Invitation](#)
[Attachment C - Development of the 710 Clean Truck Program](#)
[Presentation](#)

3. **SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM ANNUAL UPDATE - NORTH COUNTY SUBREGION** [2020-0132](#)

RECOMMENDATION

CONSIDER:

A. APPROVING:

1. Deobligation of \$4,226,964 previously approved Measure M Multi-Year Subregional Program (MSP) - Active Transportation Program, for re-allocation at the request of project sponsors, as shown in Attachment A;
2. Programming of additional \$12,750,000 within the capacity of Measure M MSP - Transit Program, as shown in Attachment B;
3. Inter-program borrowing and programming of additional \$4,350,143 from the Subregion's Measure M MSP - Active Transportation and Transit Programs to the Highway Efficiency Program, as shown in Attachment C; and

- B. AUTHORIZING the Chief Executive Officer or his designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

Attachments: [Attachment A - Active Transportation Project List](#)
 [Attachment B - Transit Program Project List](#)
 [Attachment C - Highway Efficiency Program Project List](#)

4. **SUBJECT: OPEN STREETS GRANT PROGRAM CYCLE FOUR** [2020-0049](#)

RECOMMENDATION

AUTHORIZE the Metro Open Streets Grant Program Cycle Four Application Package and Guidelines.

Attachments: [Attachment A - June 27, 2013 Board Motion #72](#)
 [Attachment B - Metro Open Streets Grant Program Cycle Four Application Pack](#)
 [Attachment C - Metro Open Streets Grant Program Evaluation Study Presentation](#)

5. **SUBJECT: 2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM** [2020-0069](#)

RECOMMENDATION

ADOPT the resolution for the 2021 Los Angeles County Transportation Improvement Program as shown in Attachment A.

Attachments: [Attachment A - Resolution for the 2021 Los Angeles County TIP](#)

6. **SUBJECT: CAP-AND-TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)** [2020-0112](#)

RECOMMENDATION

CONSIDER approving the Resolution in Attachment A that:

- A. Authorizes the Chief Executive Officer (CEO) or his designee to claim \$39,098,039 in fiscal year (FY) 2019-20 LCTOP grant funds for the Electric Bus Charging Infrastructure Project;
- B. Certifies that Metro will comply with LCTOP certification and assurances and the authorized agent requirements; and
- C. Authorizes the CEO or his designee to execute all required documents and any amendment with the California Department of Transportation.

Attachments: [Attachment A - Resolution to Execute LCTOP Project, Certifications and Assurance](#)
[Attachment B - Funding Table for Metro Electric Bus Charging Infrastructure Project](#)

7. **SUBJECT: I-5 NORTH HIGH OCCUPANCY VEHICLE AND TRUCK LANES PROJECT FROM STATE ROUTE (SR)-14 to PARKER ROAD ENVIRONMENTAL MITIGATION AGREEMENT** [2020-0135](#)

RECOMMENDATION

AUTHORIZE the CEO to execute a third-party Agreement with the California Department of Transportation (Caltrans) and Mountain Recreation and Conservation Authority (MRCA) to fund wetlands mitigation costs as stipulated in the Streambed Alteration Agreement associated with the implementation of the I-5 North Capacity Enhancements Project (the Project).

29. SUBJECT: DIVISION 20 EXIGENCY CONTRACT

[2020-0198](#)

RECOMMENDATION

RECEIVE AND FILE report on action to implement an Exigency Contract to complete Division 20 enabling work.

Attachments: [Attachment A - Board Report Dated January 2020](#)
 [Attachment B - Exigency Requisition](#)

SUBJECT: GENERAL PUBLIC COMMENT

[2020-0180](#)

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 #: 2019-0874, **File Type:** Contract**Agenda Number:**

**PLANNING AND PROGRAMMING COMMITTEE
MARCH 18, 2020****SUBJECT: LITTLE TOKYO/ARTS DISTRICT STATION JOINT DEVELOPMENT****ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATION**

WITHDRAWN: AUTHORIZE the Chief Executive Officer to execute an 18-month Exclusive Negotiation Agreement and Planning Document (ENA), with the option to extend up to 30 months, with Innovative Housing Opportunities, Inc. (Developer) for the development of the Metro-owned Regional Connector Little Tokyo/Arts District Station (Site), subject to resolution of protest(s) if any.

ISSUE

In August 2018, Metro released a Request for Interest/Qualifications (RFI/Q) for the development of the Metro-owned Regional Connector Little Tokyo/Arts District Station Site (see Attachment A - Site Map). After evaluating eight responses received, Metro invited four qualified developers to respond to a Request for Proposals (RFP). After thorough evaluation, staff recommends entering into an ENA with Innovative Housing Opportunities, the highest-scoring firm.

BACKGROUND

Joint development of the Site is a required mitigation measure for the Regional Connector Transit Project (Project) and presents an opportunity to activate the Little Tokyo/Arts District Station area with transit supportive uses that connect to the surrounding community. The Site is approximately 1.2 acres with approximately 30,000 square feet of developable area due to transit infrastructure constraints. While ideally situated to be both a regional transportation hub and gateway to culturally rich surrounding communities, its small size and physical constraints demand innovative approaches to create a compelling and financially stable project.

Metro's joint development process typically begins with creating Development Guidelines which accompany an RFP for a site. Given the Site's unique opportunities and challenges and the extensive community visioning and planning already completed in the Little Tokyo and Arts District communities, staff instead worked with community stakeholders and consultants to prepare an "Opportunity Overview" of the Site that built upon the existing community-driven visioning documents and planning efforts. The team analyzed relevant regulatory plans and policies, identified the real estate development opportunities and developable areas around Metro's transit infrastructure, and

conducted outreach to better understand community priorities for the Site.

Community Outreach

Metro and the consultant team held two roundtables with Little Tokyo and Arts District community leaders in January and February 2018. Staff circulated a public survey from February to March 2018 which drew over 600 responses, and in May 2018 hosted an interactive booth at the Regional Connector “Halfway There!” celebration. From this engagement process, the following community goals for the Site emerged:

- Create a safe, vibrant, transit-supportive project;
- Provide community-oriented uses and programming;
- Integrate community preferences for design and character;
- Support existing local businesses and draw new visitors to the area; and
- Incorporate strategies for environmental and financial sustainability.

To confirm that community priorities were accurately captured, Metro staff made available a draft of the Opportunity Overview on Metro’s website and accepted public comments from July to August 2018.

To generate interest in the development of the Site and to promote the RFI/Q, Metro staff hosted a “Building Partnerships” networking event in June 2018, which attracted over 100 participants representing real estate developers, architecture/design firms, service providers, community-based organizations, general contractors and subcontractors, cultural/arts organizations, and small businesses. The event aimed to introduce potential project proposers to one another, encourage local partnerships and small business participation, and ultimately facilitate collaborations that could result in innovative proposals. Metro partnered with the Asian Pacific Islander Small Business Program, Little Tokyo Business Improvement District, and the Regional Connector Community Leadership Council Little Tokyo/Arts District Station Area Committee to promote the event.

Developer Selection

Given the unique potential and constraints for the Site, staff followed a “two-step” procurement process, first releasing an RFI/Q from which qualified developers were invited to respond to an RFP. A summary of the developer selection process is provided as Attachment B - Procurement Summary.

DISCUSSION

Developer Proposal

The highest scoring proposal was submitted by Innovative Housing Opportunities, Inc. (IHO), a California non-profit public benefit organization, in conjunction with Western Pacific Housing, LLC (Developer). IHO was formed in 1976 to address the lack of low to moderate income housing in the City of Irvine and has completed over 550 affordable residences throughout Orange, Los Angeles, Riverside and San Diego counties. Today, IHO’s portfolio includes housing communities throughout Southern California, with approximately 380 units in predevelopment. Western Pacific Housing, LLC is a consortium of real estate development professionals who have collectively completed 1,200 affordable units, 400 market rate units, and over 200,000 square feet of retail/commercial space. In addition, the developer team includes LA Commons, a regional cultural and arts non-profit with

experience working in communities surrounding the Site.

The Developer's Project proposal includes:

- 78 residential units, including
 - 40 affordable units at 30-50% area median income (AMI), 21 of those for transition-age youth (TAY)
 - 30 affordable units at 80% AMI
 - 7 live/work for artists at 120% AMI
 - 1 manager unit
- Approximately 10,000 sq. ft. of ground floor commercial space with space set aside for Little Tokyo legacy businesses at a discounted rate.
- Dedicated community space including a "Makers Space" to provide skills training and employment opportunities for TAY and area residents.
- Activation of the Metro plaza with cultural programming and events such as farmers markets, movie nights, kiosks, etc.
- Transit-supportive amenities such as wayfinding and space for car-share, micro-mobility devices and/or a bike hub.
- Transit passes will be provided to residents living in the 30-50% AMI units for their first 18 months of occupancy.
- 65-year ground lease term.
- A one-time capitalized payment and annual ground lease payments equivalent to approximately \$600,000.

See Attachment C - Site Plan and Rendering for additional information on the proposed Project.

Metro's Joint Development Program seeks to facilitate construction of affordable housing units, such that 35% of the total housing units in the Metro JD portfolio are affordable for residents earning 60% or less of AMI. Including the Project, the total affordable units that have been completed, are in construction and/or in negotiations in the Joint Development portfolio will be 36%. The Project will also create employment opportunities in construction and will be required to comply with Metro's Project Labor Agreement and Construction Careers Policy.

ENA Term

The ENA provides Metro and the Developer the opportunity to refine the Project and seek community feedback, negotiate terms of a Joint Development Agreement and Ground Lease, and seek environmental approvals and City of Los Angeles entitlements. In addition, the ENA term will provide the opportunity to address the following concerns raised by the PET:

- a) While the Developer proposal articulates a vision that meets a number of the objectives highlighted in the Opportunity Overview, the PET concluded that the Project needs further refinement of its urban design and architectural features. With support from an urban design consultant, Metro will provide feedback on the conceptual design, particularly focusing on strengthening the open space as it relates to the transit station, building façades and circulation through the Site.

- b) In addition, the Metro Joint Development Policy strongly encourages partnerships with community-based organizations (CBOs). Staff believes the Developer team would be strengthened with the addition of a locally-based community partner. Within six months of execution, the Developer will be required to partner with a CBO experienced in working with Little Tokyo and the Arts District communities.

Equity Platform

Consistent with the Equity Platform pillar “listen and learn”, the Project undertook a lengthy community engagement process beginning with the creation of the Opportunity Overview which set the vision for this publicly-owned property. The Developer will be required to engage with stakeholders and refine the Project in response to feedback. Furthermore, the Project is an opportunity to “focus and deliver” by adding much needed, transit-oriented affordable housing and other community benefits in the downtown Los Angeles community.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety. The eventual implementation of this Joint Development Project at the Regional Connector Little Tokyo/Arts District Station will offer opportunities to improve safety for transit riders through better pedestrian and bicycle connections.

FINANCIAL IMPACT

Funding for staff time related to the ENA and the proposed Project is included in the FY 2020 budget in Cost Center 2210 (Joint Development) under Project 401046 (Little Tokyo/Arts District Station Joint Development). In addition, the ENA will require a nonrefundable fee of \$50,000 as well as a \$50,000 deposit to cover third party expenses during the negotiation.

Impact to Budget

Metro project planning activities and related costs will be funded from local right-of-way lease revenues. Local right-of-way lease revenues are eligible for bus/rail operating and capital expenses. Execution of the ENA will not impact FY 2020 bus and rail operating and capital budget, Propositions A and C, TDA, Measure R or M administration budget.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This recommendation supports the Strategic Plan Goal to “enhance communities and lives through mobility and access to opportunity”, specifically Initiative 3.2 which states “Metro will leverage its transit investments to catalyze transit-oriented communities and help stabilize neighborhoods where these investments are made.” The proposed Project will deliver a number of community benefits, including transit-accessible, income-restricted housing and new commercial/community space.

ALTERNATIVES CONSIDERED

The Board could choose not to proceed with the recommended action and could direct staff to continue clarification talks with the Developer outside of an ENA, or prepare and release a new

solicitation for joint development of the Site. Staff does not recommend proceeding with these alternatives because the recommended action will ensure the most transparent process with the community and other stakeholders, and appropriately builds upon the significant community input and procurement process that has transpired thus far. A new solicitation process would delay the development of the Site, and Metro may fail to take advantage of currently favorable conditions in the real estate market. Further, if the outcome of the discussion during the ENA process does not create a project proposal suitable to Metro, other options could still be considered. Finally, pursuing joint development of the Site is required as a mitigation measure for the Regional Connector Transit Project.

NEXT STEPS

Upon Board approval of the recommended action, the ENA will be executed, and Metro staff and the Developer will commence preliminary negotiations in parallel with design review. Additionally, staff will form the Little Tokyo/Arts District Station Joint Development Design Review Advisory Committee to serve as the formal means for the community to advise on the design of the Project. Securing a commitment to address the design challenges and identifying a local CBO partner in the first six months of the ENA will be a condition for proceeding with further negotiations.

ATTACHMENTS

Attachment A - Site Map
Attachment B - Procurement Summary
Attachment C - Site Plan and Rendering

Prepared by: Nicole Velasquez Avitia, Manager, Countywide Planning & Development, (213) 922-7439

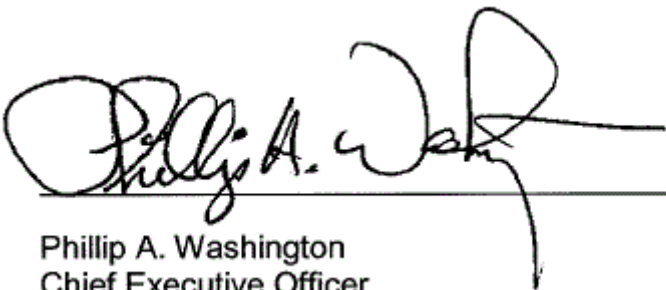
Wells Lawson, Senior Director, Countywide Planning & Development, (213) 922-7217

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

Holly Rockwell, SEO - Real Estate, Transit Oriented Communities and Transportation Demand, (213) 922-5585

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

ATTACHMENT A
SITE MAP



 Little Tokyo/Arts District Station Site

 Station Portal Entrance

PROCUREMENT SUMMARY

LITTLE TOKYO/ARTS DISTRICT STATION JOINT DEVELOPMENT
OPPORTUNITY/PS63932

1.	RFP Number: PS63932	
2.	Recommended Vendor: Innovative Housing Opportunities	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order <input checked="" type="checkbox"/> Joint Development	
4.	Procurement Dates:	
	A. Issued: June 20, 2019	
	B. Advertised/Publicized: June 20, 2019	
	C. Pre-Proposal Conference: N/A	
	D. Proposals Due: August 19, 2019	
	E. Pre-Qualification Completed: N/A	
	F. Conflict of Interest Form Submitted to Ethics: February 10, 2020	
	G. Protest Period End Date: March 23, 2020	
5.	Solicitations Picked up/Downloaded: 4	Proposals Received: 4
6.	Contract Administrator: Gina Romo	Telephone Number: (213) 922-7558
7.	Project Manager: Nicole V. Avitia	Telephone Number: (213) 922-7439

A. Procurement Background

This Board Action is to approve an Exclusive Negotiation Agreement and Planning document (ENA) for development of the Metro-owned Regional Connector Little Tokyo/Arts District Station (Site). Board approval of agreements are subject to resolution of protest(s).

A two-step procurement process was used in order to obtain the broadest competition for this Joint Development opportunity which is more complex than typical Joint Development sites.

Step one, or Request for Interest and Qualifications (RFIQ) No. PS55542, was issued on August 27, 2018, for the selection of potential developers based on qualifications, financial capacity, preliminary conceptual design, and project delivery strategy. A pre-submittal conference was held on September 26, 2018. A total of 8 submittals were received for the RFIQ and 4 developers were selected to proceed to step two.

Step two, or Request for Proposals (RFP) No. PS63932, required the developers selected from step one to provide a site development plan along with a financial proposal and phasing schedule.

This RFP was issued in accordance with Metro's Acquisition Policy and Procedures.

A total of four amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on July 29, 2019 extended the due date of the RFP to August 19, 2019;
- Amendment No. 2, issued on October 21, 2019, after receipt of proposals, clarified the page limit of the required narrative document as 3 pages and extended the due date of the narrative documents to December 2, 2019;
- Amendment No. 3, issued on October 31, 2019, after receipt of proposals, increased the page limit of the required narrative document to 4 pages;
- Amendment No. 4, issued on November 12, 2019, after receipt of proposals, extended the due date of the required narrative document to December 9, 2019 to allow for additional community engagement.

A total of four proposals were received on August 19, 2019.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Joint Development Department, City of Los Angeles Planning department, and local businesses and organizations was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- | | |
|--|------------|
| • Vision, Scope and Design | 25 percent |
| • Public Benefits | 20 percent |
| • Financial Information | 40 percent |
| • Public Workshop & Community Engagement | 10 percent |
| • Project Timeline | 5 percent |

The evaluation criteria are appropriate and consistent with criteria developed for other Joint Development opportunity procurements. Several factors were considered when developing these weights, giving the greatest importance to financial information, which includes the developers' financial capability to build and fund the project through fruition.

All four proposals received were determined to be within the competitive range and are listed below in alphabetical order:

1. Centre Urban Real Estate Partners
2. Ekibashi Project Team
3. Innovative Housing Opportunities, Inc.
4. LTSC Community Development Corporation

On October 17, 2019, Metro sponsored an Open House at the Nishi Hongwanji Buddhist Temple in the Little Tokyo/Arts District community. The Open House provided each of the developers with two opportunities to give an overview of their vision for the Site and to answer questions from community stakeholders.

As part of the RFP, developers were required to prepare a written narrative response to questions and comments generated from the presentations given at the Open House and feedback received after, specifically addressing any negative feedback and how they would overcome it. The written narrative responses to the comments and questions received after completion of the Open House were evaluated by the PET as part of the Public Workshop & Community Engagement.

Qualifications Summary of Firms within the Competitive Range:

Innovative Housing Opportunities, Inc. (IHO)

IHO is a California non-profit public benefit organization formed in 1976 to address the lack of low-to-moderate income housing in the City of Irvine. The development team also includes Western Pacific Housing (co-developer), LA Commons (community engagement and cultural partner), Safe Place for Youth (service provider), Dahlin (architect), Kal Krishnan Consulting Services (Metro certified SBE engineer), Enterprise (financial partner), and FPI Management (property manager). IHO's portfolio includes housing communities in suburban, urban infill, low-income, and high-cost neighborhoods throughout southern California. The IHO proposal includes approximately 78 residential rental units, serving a variety of tenants and households earning from 30% of Area Median Income (AMI) to 120% AMI. The non-residential program includes supportive service space, incubator/job training space, an art gallery and commercial space, some of which will be reserved for local businesses.

Centre Urban Real Estate Partners (Centre)

Centre, originally founded in 1999, is a privately-held commercial real estate investment, development, advisory, and asset management company. The development team also includes Stantec (design), Kritzing & Rao (architecture and urban planning), McCormick-Busse, Inc (community outreach), and Enrique Ramirez and Don Tahara (business partners of Senor Fish, Sake Dojo, and Far Bar). The Centre proposal consisted of a food hall concept with modular restaurant space, conventional restaurant, bar, coffee shop, mobility hub, and creative office space.

Ekibashi Project Team (Ekibashi)

Ekibashi is led by Kaji & Associates, a family-owned and managed commercial developer founded in Little Tokyo. The development team also includes Gruen Associates (planning, urban design, and landscape architecture), Kengo Kuma and Associates (architect), Murakawa Communications (outreach), and HR&A Advisors

(economics). Ekibashi proposed a 180-room four-star hotel with a coffee shop, restaurant, retail, co-working, and art gallery space.

LTSC Community Development Corporation (LTSC)

LTSC is a 501(c)(3) nonprofit community development corporation. The development team also includes FSY Architects (design and engineering), Fehr & Peers (transportation), and Morena Strategies (project consultant). The LTSC proposal included space for a small business incubator, community rooms/visitor center, a restaurant, offices, gallery and a 130-space parking structure.

Summary

Each proposer was required to submit a table with gross square footage for each proposed use, including open space, housing units (if any), retail or office space, parking, and any other information relevant to the development program. This information is summarized below.

Development Programs¹

	Centre	Ekibashi	IHO	LTSC
Residential Units (#)	0	0	78 rent-restricted units: <ul style="list-style-type: none"> • 40 units at 30-50% AMI • 30 units at 80% AMI • 7 live/work at 120% AMI • 1 manager unit 	0
Hotel Units (#)	0	180	0	0
Retail/Commercial (SF)	18,283	14,273	6,590	10,450
Open Space (SF)	13,595	28,187	14,200	26,600
Mobility Hub (SF)	515	2,350	1,250	1,000
Office (SF)	21,705	4,075	740	2,750
Auto Parking (on-site spaces)	0	0	18	130
Bicycle Spaces (#)	37	100	In mobility hub	In mobility hub
Cultural/Art Gallery (SF)	0	1,801	2,800	2,500
Community Room (SF)	0	1,675	Included in Cultural/Art Gallery above	5,000

¹ The Development Program is based on proposal submissions. The IHO proposal is preliminary and subject to change during the transaction negotiation.

The following table summarizes the final scores:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	IHO				
3	Vision, Scope and Design	56.00	25.00%	14.00	
4	Public Benefits	71.00	20.00%	14.20	
5	Financial Information	62.00	40.00%	24.80	
6	Public Workshop & Community Engagement	62.00	10.00%	6.20	
7	Project Timeline	62.00	5.00%	3.10	
8	Total		100.00%	62.30	1
9	Centre				
10	Vision, Scope and Design	63.00	25.00%	15.75	
11	Public Benefits	67.00	20.00%	13.40	
12	Financial Information	56.00	40.00%	22.40	
13	Public Workshop & Community Engagement	50.00	10.00%	5.00	
14	Project Timeline	64.00	5.00%	3.20	
15	Total		100.00%	59.75	2
16	Ekibashi				
17	Vision, Scope and Design	70.00	25.00%	17.50	
18	Public Benefits	75.00	20.00%	15.00	
19	Financial Information	32.00	40.00%	12.80	
20	Public Workshop & Community Engagement	58.00	10.00%	5.80	
21	Project Timeline	65.00	5.00%	3.25	
22	Total		100.00%	54.35	3
23	LTSC				
24	Vision, Scope and Design	38.00	25.00%	9.50	
25	Public Benefits	52.00	20.00%	10.40	
26	Financial Information	29.00	40.00%	11.60	
27	Public Workshop & Community Engagement	53.00	10.00%	5.30	
28	Project Timeline	64.00	5.00%	3.20	
29	Total		100.00%	40.00	4

C. Background on Recommended Developer

The recommended firm, IHO, is a nonprofit entity that has been serving the local southern California affordable housing community for almost 45 years. IHO is working with Western Pacific Housing, LLC, a consortium of real estate development veterans, on this project.

D. DEOD Summary

Metro strongly encourages partnerships with Community-Based Organizations (CBO) that provide affordable housing and other community serving programs and uses to its joint development sites as part of the development team.

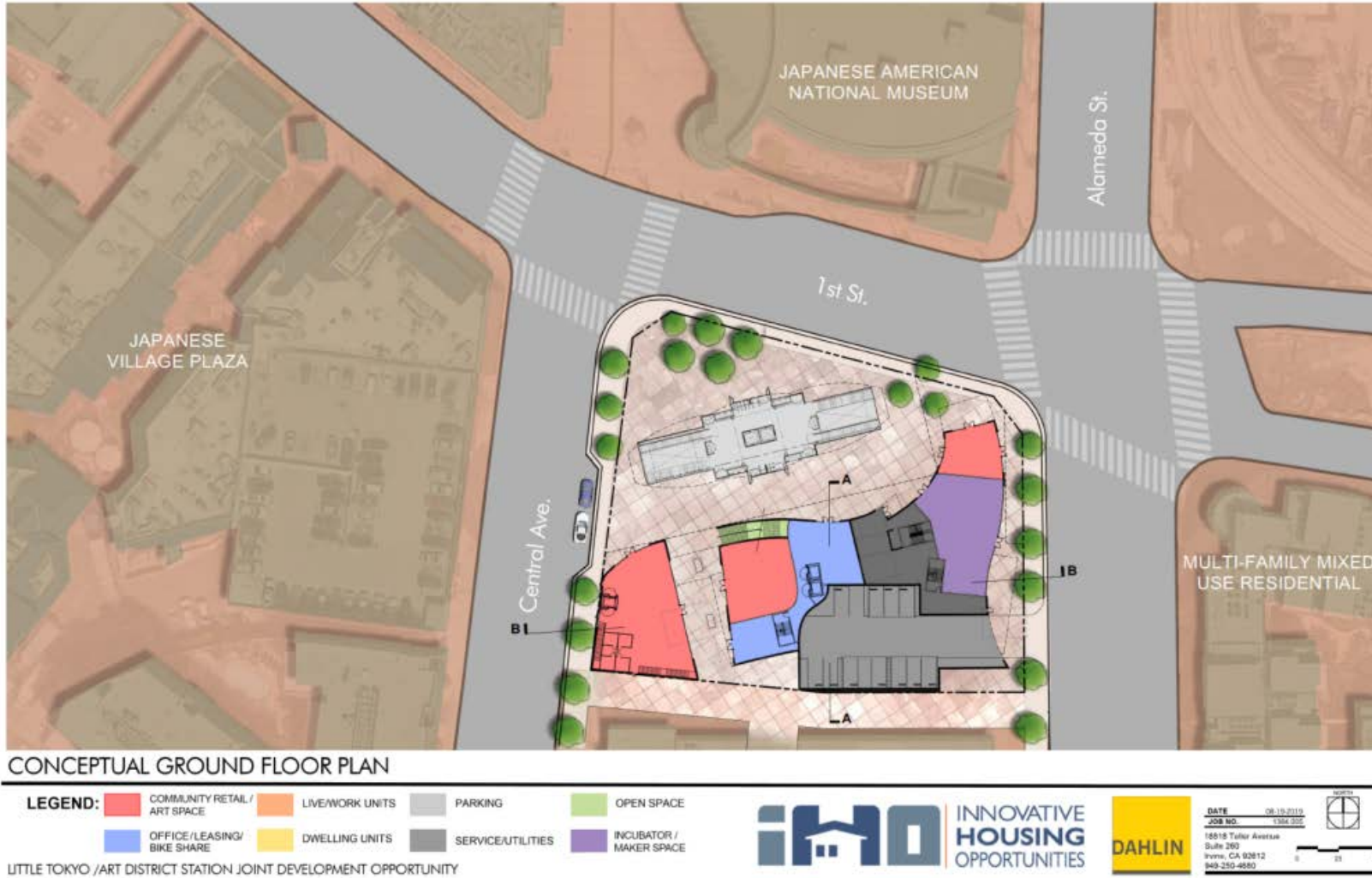
Metro also encouraged development teams to create opportunities to include Metro-certified DBE/SBE and DVBE firms in their projects, through professional or construction services. IHO committed to utilize one Metro certified DBE/SBE engineering firm, Kal Krishnan Consulting Services, as part of its development team.

E. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy (PLA/CCP) will be applicable on this Joint Development project. IHO has committed to meeting the applicable PLA/CCP requirements.

ATTACHMENT C

SITE PLAN AND RENDERING¹



Site Plan

¹ Subject to change during the ENA period.

ATTACHMENT C (CONT.)



Aerial View (facing south from E 1st Street)



Next stop: vibrant communities.

Little Tokyo/Arts District Station Joint Development

Planning and Programming Committee
April 15, 2020



Recommendation

- > **AUTHORIZE** CEO to enter into an 18-month Exclusive Negotiation Agreement (ENA) with Innovative Housing Opportunities, Inc., with option to extend up to 30 months.

Little Tokyo/Arts District Station Site

- > Site: 1.2 acres
- > Bounded by Central Avenue, 1st Street, Alameda Street, and privately-owned property



Stakeholder Priorities for the Site

- > Create a safe, vibrant, and transit-supportive project
- > Provide community-oriented uses and programming
- > Integrate community preferences for design and character
- > Support existing local businesses and draw new visitors to the area
- > Incorporate strategies for environmental and financial sustainability

Evaluation and Selection

Date	Process
August 2018	Request for Interest/Qualifications released
January 2019	8 submittals received
June 2019	Request for Proposals (RFP) to 4 shortlisted developer teams
August 2019	RFP responses due
October 2019	Open House
January 2020	PET concluded scoring

Innovative Housing Opportunities – Proposal Strengths

- > Demonstrated capacity and experience to deliver project proposal
- > Responsive to community goals outlined in Opportunity Overview
- > Offers a number of community benefits

Proposed Project

- > 78 residential units:
 - 40 affordable units at 30-50% of Area Median Income (AMI) including 21 units for transition age youth
 - 30 affordable units at 80% AMI
 - 7 live/work units at 120% AMI
 - 1 manager unit
- > 10,000 sq. ft. commercial space with discount for local businesses
- > Activation of Metro plaza with cultural programming
- > Transit-supportive amenities, including passes for residents



Aerial View (facing south from E. 1st Street)

Next Steps

- > Upon Board approval of recommended action, ENA will be executed and Metro and the developer will start negotiations and design review.
- > Metro staff will form the Little Tokyo/Arts District Station Joint Development Design Review Advisory Committee to serve as the formal means for the community to advise on the design of the project.
- > Developer will identify Community Based Organization to participate in the Project.



Board Report

File #: 2020-0129, **File Type:** Motion / Motion Response

Agenda Number: 2.

**PLANNING AND PROGRAMMING COMMITTEE
MARCH 18, 2020**

SUBJECT: RESPONSE TO MOTION 8.1 - 710 CLEAN TRUCK PROGRAM

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE staff recommendation to program \$50 million in Metro-controlled funding sources, including but not limited to Measure R funds identified in the expenditure plan for the Interstate 710 South and/or Early Action Projects, as seed funding for the 710 Clean Truck Program, to be made available contingent upon a Record of Decision issued by the Federal Highway Administration for the Interstate 710 South Project

ISSUE

At the January 2020 Board meeting, Directors Hahn, Solis, Butts, Garcia and Najarian introduced Motion 8.1 (Legistar File #2020-0067) that directed staff to include the 710 Clean Truck Program as an Early Action Item under both the Goods Movement Strategic Plan and the I-710 South Corridor Project. The Board also directed staff to report back within 60 days with a framework for implementing the 710 Clean Truck Program, delineating at a minimum the following items:

1. Assessment of eligible Metro funding sources and recommendations for seed funding.
2. Development of implementation details, including eligibility requirements, institutional arrangements, management, staff resources and administration.
3. Evaluation of potential strategies to accelerate progressive transition to Zero Emission Trucks in the I-710 corridor.
4. Recommendations on how to encourage the participation of key regulatory agencies and stakeholders in the development of the program, with a specific focus on community-based organizations, non-profits, and community advocacy groups.

This report provides a recommendation for seed funding for the 710 Clean Truck Program and a response to the Board's request for the current framework for implementation.

BACKGROUND

The Metro Board of Directors approved the Locally Preferred Alternative (LPA) 5C for the I-710 South

Corridor Project (710 Project) FEIR/FEIS on March 1, 2018. Included as a programmatic component of Alternative 5C is the development of a phased-in Zero Emission Truck Technology Development Program to deploy an additional 4,000 near-zero-emission (NZE) or zero-emission (ZE) heavy duty (Class 8) trucks for use within the I-710 Corridor by 2035.

In addition to approving the LPA for the 710 Project, the Board also approved two motions-Motion 5.1 by Directors Hahn, Solis, Garcia, and Dupont-Walker (Legistar File # 2018-0053) and Motion 5.2 by Directors Solis, Garcia, Ridley-Thomas, Butts, Najarian, and Hahn (Legistar File # 2018-0068)-that provide additional direction for Metro staff to follow in implementing the 710 Project and its component, the phased-in Zero Emission Truck Technology Development Program.

Relevant to the establishment and implementation of the 710 Clean Truck Program, these motions directed the following actions:

Motion 5.1

- Changed the name of the Zero Emission/Near Zero Emission truck technology development program to the phased-in Zero Emission Truck Technology Development Program. The phased-in Zero Emission Truck Technology Development Program will be called the “710 Clean Truck Program” throughout this board report.
- Increased the program funding target from \$100 million to \$200 million. The program will include incentives and grant investment in the acceleration of ZE technologies both for long hauling trucks and for freeway infrastructure, including but not limited to “under the pavement” vehicle charging capacity as one option to consider.
- Called for Metro to convene a working group comprised of the California Air Resources Board (CARB), California Department of Transportation (Caltrans), Southern California Association of Governments (SCAG), South Coast Air Quality Management District (SCAQMD), California Transportation Commission (CTC), the Ports of Los Angeles and Long Beach, ZE industry experts and other key stakeholders to develop a policy recommendation for a full, ZE only, dedicated lane including, but not limited to, “rechargeable roadways” on the entire 19-mile stretch of the 710 freeway, between its southerly end and State Route 60, as part of the re-evaluation of the remaining elements of Alternative 5C, after the Early Action Projects have been completed.

Motion 5.2

- Directed the CEO to establish a working group with the freight industry, air quality regulators, transportation and metropolitan planning organizations, the Gateway Cities Council of Governments (COG) and other relevant stakeholders to explore the lead authorities, financial impact and other implementation factors to:
 - Develop a strategic plan that is consistent with the South Coast Air Quality Management Plans, which expedites the transition from diesel freight trucks to NZE vehicles as soon as possible and outlines a transition to ZE vehicles as the cleanest, most reliable technology becomes available.

- Host an industry forum aimed at stimulating and accelerating the deployment of cleaner freight truck alternatives. The forum shall include, but not be limited to, topics such as funding and financing, public-private partnerships, new technologies, on- and off-dock rail support facilities, best practices research and development, demonstration programs, creative purchase/lease incentive programs, etc.

Subsequent to the approval of Motions 5.1 and 5.2, Metro initiated a planning effort to develop the Los Angeles County Goods Movement Strategic Plan. Through stakeholder discussion and development of the strategic plan, staff identified the need to focus on implementing clean freight technology throughout the region as a near-term priority, including deployment of clean trucks across the county.

Parallel to the goals set forth by the Board in Motions 5.1 and 5.2, staff convened a Regional Clean Truck Initiative (RCTI) Working Group comprising regional stakeholders aligned with the goals identified in the motions. The focus of the RCTI Working Group was originally to develop a countywide approach to implementing cleaner truck technology within Los Angeles County.

Motion 8.1, approved by the Board in January 2020, tasked staff developing the Goods Movement Strategic Plan with developing the 710 Clean Truck Program as an early action item for the RCTI (and the Goods Movement Strategic Plan) and directed staff to return with a response to the motion in March 2020. The motion also sought a recommendation for “seed funding” for the 710 Clean Truck Program as part of the response, with an eye toward meeting the requests put forth by federal agencies reviewing the FEIR/FEIS for the 710 Project to secure a commitment from Metro and Caltrans to implement the 710 Clean Truck Program.

Completion of the environmental review of the 710 Project requires the Federal Highway Administration (FHWA) to issue a Record of Decision (ROD), which signals the formal federal approval of the FEIR/FEIS and allows Metro and Caltrans to proceed with the design, right-of-way acquisition, and construction of the project elements. As part of the National Environmental Protection Act (NEPA) review process, FHWA is legally required to consult with the United States Environmental Protection Agency (EPA) and other state and local agencies on the Project’s ability to meet project-level air quality conformity requirements. This multi-agency consultation process begins before the draft environmental document is prepared. A final air quality conformity determination is needed before the environmental document can be finalized. Since the proposed 710 Clean Truck Program would be the Project’s principal air quality improvement, EPA is requesting Metro and Caltrans to provide a written commitment to fund and implement the 710 Clean Truck Program as a condition of completing its review and allowing FHWA to issue the ROD.

In October 2018 EPA issued a white paper delineating all the requirements that, to them, would constitute the written commitment, including programming of funds towards program implementation. Metro Highway Program staff has been in negotiations with EPA since that communication and reached out to all local and regional agencies that helped initiate the 710 Project and through extensive coordination was able to develop a Memorandum of Understanding (MOU) in partnership with Caltrans, SCAG and the Gateway Cities Council of Governments supporting the commitment to the 710 Clean Truck Program. Metro Highway Program staff will continue negotiations with EPA and seek resolution to EPA’s concerns.

In response to EPA’s request, Caltrans and Metro have already established the MOU and re-affirmed that the Project’s environmental document is in itself a written commitment to the implementation of

the 710 Clean Truck Program. Nevertheless, a Board commitment to provide funding for the 710 Clean Truck Program will support Metro's ability to negotiate effectively with EPA.

DISCUSSION

The recommended Board action to program \$50 million in funding from Metro-controlled sources, including but not limited to Measure R, as "seed funding" for the 710 Clean Truck Program, to be made available contingent upon a ROD issued by FHWA for the 710 Project will accomplish three important goals -

- (1) Sending a strong signal from Metro to the EPA that Metro intends to fund and implement the 710 Clean Truck Program following FHWA issuing a ROD for the 710 Project,
- (2) Programming the initial funding to allow Metro to develop the 710 Clean Truck Program in partnership with regional stakeholders and regulatory agencies, and
- (3) Identifying the initial tranche of local funding that will allow Metro to leverage matching funds from state and federal discretionary grant programs to fulfill the Board's \$200 million funding target to support the implementation of the 710 Clean Truck Program.

Scope of the 710 Clean Truck Program

To help determine the assessment of eligible Metro funding sources to provide "seed funding" for the 710 Clean Truck Program, staff first identified potential elements to be covered in the scope of the program. These elements include, but are not limited to, the following:

- Incentive funding (through voucher, lease, or other mechanism) to convert or replace diesel heavy-duty (Class 8) trucks to NZE or ZE technology,
- Supporting infrastructure to be built on or near the I-710 corridor to support the charging or fueling of NZE and ZE heavy duty trucks or to provide geolocation data monitoring truck usage, and
- Administration and staffing of the 710 Clean Truck Program.

Currently the development of the program is supported by the professional services contract for the Goods Movement Strategic Plan, which is set to expire by July 1, 2020. Staff will return with a recommendation on how best to administer and staff this program.

Assessment of Eligible Metro Funding Sources

Following the identification of potential elements of the 710 Clean Truck Program, staff reviewed all available funding sources controlled by Metro - including local, state, and federal funding - and met with County Counsel to confirm that Measure R and M funds identified for the 710 Project may be used to implement the 710 Clean Truck Program, in addition to several other federal formula funding sources Metro controls.

Staff identified the following funding sources as eligible and appropriate sources to provide seed funding for the 710 Clean Truck Program (Table 1):

Table 1
Potential Metro-Controlled Funding Sources for the 710 Clean Truck Program

Funding Source	Funding Capacity (\$ millions)	Funding Availability Start Date	Recommendation
Measure R ¹ : Interstate 710 South and/or Early Action Projects	\$590	FY 21	Yes - timely availability and eligible for all potential elements of program
Measure M ² : I-710 South Corridor Project (Phase 1)	\$250	FY 26	Not timely for "Seed Funding" purposes
Measure M ² : I-710 South Corridor Project (Phase 2)	\$250	FY 32	Not timely for "Seed Funding" purposes
Congestion Mitigation & Air Quality (CMAQ) ³ : Metro formula funding	Subject to Short-Range Financial Forecast	Post FY 22	Potential use for clean truck funding for 710 Clean Truck Program
Regional Surface Transportation Block Grant Program (RSTBGP): Metro formula funding ⁴	Subject to Short-Range Financial Forecast	Post FY 22	Potential use for infrastructure needs only for 710 Clean Truck Program

¹ Measure R Expenditure Plan, Line 37, Interstate 710 South and/or Early Action Projects (https://media.metro.net/measure_R/documents/expenditure_plan.pdf)

² Measure M Expenditure Plan (https://theplan.metro.net/wp-content/uploads/2016/09/measur_m_ordinance_16-01.pdf): Line 20, I-710 South Corridor Project (Phase 1) and Line 28, I-710 South Corridor Project (Phase 2)

³ Congestion Mitigation & Air Quality (CMAQ):

<https://www.transportation.gov/sustainability/climate/federal-programs-directory-congestion-mitigation-and-air-quality-cmaq>

⁴ Regional Surface Transportation Block Grant Program (RSTBGP): <https://www.fhwa.dot.gov/specialfunding/stp/>

Given the need to program "seed funding" for the 710 Clean Truck Program, the need to leverage Metro-controlled funding with near-term discretionary grant opportunities, and the eligibility of funding required to cover the elements expected to be included in the 710 Clean Truck Program, staff recommends the use of the funding sources in Table 1 as the source for "seed funding" for the program, with Measure R funding as the most eligible and available source of funding for this program.

Development of the 710 Clean Truck Program

Metro staff, through the development of the Los Angeles County Goods Movement Strategic Plan and in consultation with its many regional stakeholders, previously identified the need to advance the deployment of cleaner truck technology throughout Los Angeles County as a means of improving air quality and reducing public health impacts associated with goods movement by all types of trucks throughout the county.

In support of this goal, staff convened the RCTI Working Group in December 2019 that comprised representatives from the spectrum of stakeholders necessary to develop, support and implement any type of clean truck program in Los Angeles County. The invited roster for this meeting included representatives from the following groups:

- Regulatory agencies (CARB, SCAQMD, California Public Utilities Commission)
- Caltrans District 7
- California Transportation Commission
- California Energy Commission

- Trucking industry representatives
- Community-based organizations and advocacy groups
- Air quality advocacy groups
- The Ports of Long Beach and Los Angeles
- Original equipment manufacturers
- Utilities
- Academic institutions
- Local and regional government agencies (SCAG, COGs, etc.)
- ZE and NZE technology experts and advocates.

Participants in this meeting held a robust discussion about the various challenges and opportunities in implementing cleaner truck technology across the county. A summary of this meeting can be found in Attachment A.

With the Board action (Motion 8.1) to place the development of the 710 Clean Truck Program within the Goods Movement Strategic Plan through the RCTI, staff will re-orient that group to focus on the 710 Clean Truck Program as an early action item. The 710 Clean Truck Program was conceptually defined in the 710 Project draft environmental document; now the details of program implementation will need to be developed. Following the January Board action, staff communicated by letter (Attachment B) to each RCTI stakeholder the results of Motion 8.1 and the need for more stakeholder input in advance of the next scheduled RCTI meeting on March 17, 2020 regarding several important questions and key issues that form the crux of the development of the 710 Clean Truck Program. These questions and the initial input gathered from RCTI stakeholders is found in Attachment C.

Stakeholder Participation

Motion 8.1 directed staff to provide recommendations on how to encourage the participation of key regulatory agencies and stakeholders in the development of the program, with a specific focus on community-based organizations, non-profits, and community advocacy groups.

Central to the success of the 710 Clean Truck Program as developed through the RCTI is the participation of a robust and broad group of key stakeholders across communities, industries, and agencies that have a stake in and expertise in the deployment of cleaner truck technology throughout Los Angeles County.

As part of its communication with all identified stakeholders, staff asked for feedback on the following questions:

- What other community groups, non-profits, equity-focused groups, regulatory agencies, organizations, etc., need to be in the room to ensure a robust and inclusive stakeholder group as envisioned by the Metro Board?
- What aspects of equity need to be identified and included in the development of the 710 Clean Truck Program? What are the key challenges and opportunities available in regards to advancing equity needs?

Additionally, staff met with the Coalition for Environmental Health and Justice (CEHAJ) on February 19, 2020 to discuss the 710 Clean Truck Program and seek recommendations on how best to work with key community-based organizations, non-profits and community advocacy groups to ensure their expertise and points of view are included in and help to shape the development of the program.

Staff is receiving feedback from all of these stakeholders and will incorporate their recommendations and expand the roster of stakeholders responsible for developing the 710 Clean Truck Program accordingly to fulfill the Board directive.

Equity Platform

The staff recommendation helps support and advance Metro's Equity Platform in the following ways:

I. Define and Measure:

- Metro will seek out and involve the diverse range of voices to collaborate on the development of the 710 Clean Truck Program and help define what equity is and how equity can be achieved through the development of this program.

II. Listen and Learn:

- Through the creation of the Regional Clean Truck Initiative, Metro staff invited members of the community-based organizations, non-profits, and environmental advocacy groups that have long desired cleaner trucks along I-710 South to have a seat at the table and work with Metro to develop this 710 Clean Truck Program.

III. Focus and Deliver:

- Metro has an opportunity to lead in this equity arena by developing the 710 Clean Truck Program to meet the goals of the I-710 environmental document as well as community goals on a progressive path toward a ZE truck corridor for I-710.
- Metro also has the opportunity to lead in bringing together equity-focused groups to help develop the 710 Clean Truck Program and develop an ongoing conversation with these groups.
- Metro also has an opportunity to partner with Caltrans, the Ports of LA and Long Beach, and various agencies to fund and implement the infrastructure.

FINANCIAL IMPACT

Adoption of the staff recommendation would commit Metro to programming \$50 million of Metro-controlled funding sources as identified in Table 1, including but not limited to a portion of the \$590 million identified in the Measure R Expenditure Plan for the 710 Project to the 710 Clean Truck Program which is a component of the project. As this funding source is specific to implementation of the 710 Project-including the 710 Early Action Program-and as the Board has approved the 710

Clean Truck Program as the first Early Action Project for the 710 Project, this request will not affect any other existing Board commitment but will reduce the amount of Measure R funding available for the remainder of the 710 Early Action Program, which will be defined in the near future.

Impact to Budget

The recommended \$50 million will include from the onset 710 Project Measure R funding. Any such funding needed in FY21 would be in addition to the existing preliminary budget request for the Project in FY21. This funding recommendation may ultimately be spread across additional fiscal years. Staff will also review and recommend the use of other funding sources from Table 1 to offset Measure R funding for the 710 Clean Truck Program “seed funding” recommendation. Staff will also develop a cash flow and funding plan for the 710 Clean Truck Program once it is developed to clarify in what fiscal years these funding sources will need to be drawn down.

As the funding recommendation is only 25% of the target set by the Board for this program, staff will seek additional state, federal and private funding sources to leverage this local commitment and reduce the demand on Measure R funding available for the 710 Project.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The staff recommendation supports Metro’s strategic plan in multiple ways:

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

Development of the 710 Clean Truck Program will support Metro’s ability to secure a ROD for the entire 710 Project, thus allowing for the implementation of various interchange and facility improvements on I-710 and local projects in adjacent communities to provide safer and greater mobility opportunities along the I-710 South corridor.

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

Improvements planned for I-710 South will help alleviate congestion and improve safety along the highway and at key interchanges, with a focus on potential car vs. truck conflicts inherent on the major highway that serves freight demand in Los Angeles County.

Goal #3: Enhance communities and lives through mobility and access to opportunity:

In addition to improving multimodal mobility options through the Early Action Program to be designed with input from the Gateway Cities Council of Governments, this project will provide much-needed emissions reductions in the corridor impacting communities adjacent to I-710.

Goal #4: Transform LA County through regional collaboration and national leadership:

Reduction of harmful tailpipe emissions associated with the movement of goods by diesel-fueled trucks in Los Angeles County-specifically along the I-710 South Corridor-will require Metro to

convene a regional, collaborative, and focused group of stakeholders to support this overall goal.

The development of the 710 Clean Truck Program will specifically require Metro to understand and overcome existing barriers to implementation such as traditional technology, infrastructure, policies, funding, and institutional arrangements.

Metro has already started the process by bringing together a Regional Clean Truck Initiative to convene stakeholders to address these questions.

ALTERNATIVES CONSIDERED

Staff considered delaying the approval of seed funding for the 710 Clean Truck Program until further negotiations with EPA regarding the 710 Project were completed, but this delay would not support the Board's goal to accelerate the deployment of NZE/ZE truck technology for the 710 Corridor. The commitment to program seed funding this month also provides a good faith signal to EPA that Metro will fund the 710 Clean Truck Program contingent upon FHWA issuing the 710 Project ROD.

Staff also considered a smaller funding request to serve as "seed funding" for the 710 Clean Truck Program, but determined that the amount recommended (\$50 million) would provide a 25% local funding commitment that will support Metro's ability to secure matching state, federal and private funding for the 710 Clean Truck Program to meet the Board's approved \$200 million program target.

NEXT STEPS

Highway Program staff will work with EPA to identify the path forward to obtaining concurrence on project-level air quality conformity and approving the FEIR/FEIS for the 710 Project and to securing the ROD from FHWA.

Planning staff will continue to meet regularly with the Regional Clean Truck Initiative working group to develop a framework for implementing the 710 Clean Truck Program and will report back to the Board on a regular basis with updates on the progress of the framework. Through this process Planning staff will work with the Gateway Cities Council of Governments to gain input on potential local funding strategies to support the \$50 million commitment of Metro-controlled funds for the 710 Clean Truck Program.

Planning staff will develop the cash flow for the \$50 million commitment of Metro-controlled funding, including final funding recommendations for Measure R, Measure M, CMAQ and RSTBGP funding identified in Table 1, and report back to the Board once completed.

Planning staff will identify potential sources of state, federal and private funding to leverage the \$50 million commitment of Metro-controlled funds for the 710 Clean Truck Program and report back with strategies to secure funding through upcoming discretionary grant opportunities.

ATTACHMENTS

Attachment A - Regional Clean Truck Initiative Working Group Summary (December 2019) and Appendices

Attachment B - March 2020 Regional Clean Truck Initiative Working Group Meeting Invitation

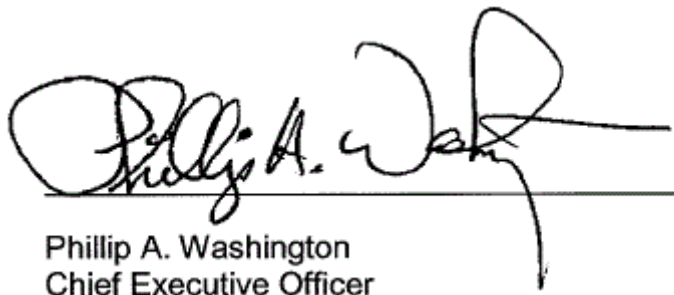
Attachment C - Development of the 710 Clean Truck Program

Prepared by: 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

ATTACHMENT A

Regional Clean Truck Initiative Working Group Summary (December 2019) and Appendices

http://libraryarchives.metro.net/DB_Attachments/2020-0129%20Attachment%20A.pdf



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

ATTACHMENT B

February 6, 2020

RE: Invitation to the second Regional Clean Truck Initiative Working Group meeting

Thank you for your continued collaboration with Metro in developing our **Regional Clean Truck Initiative**. Your participation, input and commitment will prove instrumental to the successful development of a program to deploy cleaner truck technology to reduce tailpipe emissions in Los Angeles County generated from diesel-fueled trucks that move goods along our highways and through our communities.

The next meeting of the Regional Clean Truck Initiative Working Group is scheduled for **March 17, 2020** from **1:00 PM – 4:00 PM** at the Gateway Cities Council of Governments headquarters, located at 16401 Paramount Boulevard in Paramount, CA 90723. An Outlook Invitation will be sent to you shortly to solidify this date on your calendar – to RSVP, please simply respond to the invitation.

We very much appreciate those that were able to attend our last meeting in December, which was very productive. The summary of the meeting is included with this correspondence (Attachment A) for your review. Attached please find presentations we made in January regarding our Goods Movement Strategic Plan and the Regional Clean Truck Initiative to the Metro Planning and Programming Committee and the VerdeXchange panel on *Environmental Justice and Community Based Planning Case Study: Goods Movement in the I-710 Corridor* (Attachments B and C, respectively).

Our collective efforts to develop this initiative were recognized and elevated by the Metro Board of Directors at its January 2020 board meeting. Directors Janice Hahn and Hilda Solis, along with co-authors Chairman James Butts and Directors Robert Garcia and Ara Najarian, introduced Motion 8.1 (Attachment D) which directed that the development of the I-710 South Corridor Clean Truck Program be handled through the Metro Goods Movement Strategic Plan as “an early focal point for the Regional Clean Truck Initiative” which is intended to be countywide in nature and inclusive of the I-710 program.

Metro’s Goods Movement Planning team is directed to report back to the Board this March on a framework for implementation of the I-710 Clean Truck Program. This report must include a response to three specific elements of Motion 8.1:

- *Development of implementation details, including eligibility requirements, institutional arrangements, management, staff resources, and administration*
- *Evaluation of different potential strategies to accelerate progressive transition to Zero Emission trucks in the I-710 corridor*
- *Recommendations on how to encourage participation of key regulatory agencies and stakeholders in the development of the program, with a specific focus on community-based organizations, non-profits, and community advocacy groups.*

We will need your help to accomplish this important goal.

To respond to this direction from our Board of Directors in a timely manner, and to inform the discussion at our March 17th meeting, our team will be reaching out very soon to you individually with questions specific to your particular organization's expertise and mission.

We will also be posing the following questions to all stakeholders:

- What are the key elements (e.g., funding, infrastructure, policy) necessary to develop and implement a successful Clean Truck Program for the I-710 South Corridor?
- What does a collaborative, effective institutional arrangement supporting the I-710 Clean Truck Program look like to ensure long-term success in deploying cleaner truck technology on the corridor?
- How do we build upon existing efforts like the Ports' Clean Air Action Plan and avoid redundancies and inefficiencies in deploying this program?
- What is a reasonable "progressive transition to Zero Emission trucks" and what are the pressing concerns that must be addressed to allow for such a transition over the next 10 years to be expedited?
- What should an implementable first phase of a Clean Truck Program for the I-710 South Corridor look like, in terms of length, scope, etc.?
- What other community groups, non-profits, equity-focused groups, regulatory agencies, organizations, etc., need to be in the room to ensure a robust and inclusive stakeholder group as envisioned by the Metro Board? The invited roster for our last meeting is included with this letter (Attachment E) for your review.
- What aspects of equity need to be identified and included in the development of the I-710 Clean Truck Program? What are the key challenges and opportunities available in regards to advancing equity needs?

We would appreciate receiving your responses to these questions and our additional questions by February 26th, 2020. If you would prefer to set up a conference call or meeting to provide these responses and discuss the Regional Clean Truck Initiative in general, please let us know so that we can arrange a time in the next three weeks. Please contact Akiko Yamagami (YamagamiA@metro.net) with your responses to these questions or any request for a phone conversation or meeting during this three-week period.

At the March 17th meeting we anticipate discussing the key findings from the December 2019 meeting, providing an update on the responses to these follow-up questions, and hosting a facilitated roundtable discussion on the development of the I-710 South Clean Truck Program as part of our Regional Clean Truck Initiative. The outcomes of our ongoing discussion with you and our key stakeholders will be presented as part of our response to Motion 8.1 to the Metro Board of Directors at their March 2020 meeting.

We highly value your expertise and knowledge regarding our regional goal to implement cleaner trucks as soon as possible in Los Angeles County, and we look forward to your participation at this upcoming meeting and to our ongoing conversations in support of the Los Angeles County Goods Movement Strategic Plan, the Regional Clean Truck Initiative, and the I-710 South Corridor Clean Truck Program.

With great appreciation,

A handwritten signature in black ink that reads "Michael Cano". The signature is fluid and cursive, with a long horizontal stroke at the end.

Michael Cano
Metro | Deputy Executive Officer, Goods Movement

Attachments:

- A. Regional Clean Truck Initiative Working Group Meeting Summary (December 2019)
- B. Presentation to Metro Planning and Programming Committee (January 2020) [Link](#) to the document
- C. VerdeXchange Conference Presentation on *Environmental Justice and Community Based Planning Case Study: Goods Movement in the I-710 Corridor* (January 2020)
- D. LA Metro Board Motion 8.1 [Link](#) to the document
- E. Invited Roster for Regional Clean Truck Initiative (December 2019)

Development of the 710 Clean Truck Program

To support Metro's development of the 710 Clean Truck Program, staff reached out in advance of the upcoming March 17 Regional Clean Truck Initiative Working Group meeting to key stakeholders seeking a response to the following questions:

- What are the key elements (e.g., funding, infrastructure, policy) necessary to develop and implement a successful Clean Truck Program for the I-710 South Corridor?
- What does a collaborative, effective institutional arrangement supporting the I-710 Clean Truck Program look like to ensure long-term success in deploying cleaner truck technology in the corridor?
- How do we build upon existing efforts like the Ports' Clean Air Action Plan and avoid redundancies and inefficiencies in deploying this program?
- What is a reasonable "progressive transition to Zero Emission trucks" and what are the pressing concerns that must be addressed to allow for such a transition over the next 10 years?
- What should the first phase of a Clean Truck Program for the I-710 South Corridor look like, in terms of length, scope, etc.?

In addition to these questions, staff is seeking more details from each stakeholder regarding their respective areas of expertise that will be helpful in developing the program. Answers received from these questions will help develop the framework for creating and implementing the 710 Clean Truck Program and for the evaluation of potential strategies to accelerate progressive transition to ZE trucks in the I-710 corridor, as requested by Motion 8.1.

Following the March 17 RCTI meeting, staff will provide an update to the Board on the results of that meeting and progress made toward developing the program, with more information to help delineate the details of the 710 Clean Truck Program as requested in Motion 8.1. Additionally, staff will need to work with EPA to ensure that the structure and scope of the program meets their expectations and will support the issuance of the ROD by FHWA.

Development of the 710 Clean Truck Program will require resolution of key issues through discussion with RCTI stakeholders to ensure the recommended program can be implemented and accomplish the goals of the Board.

Metro seeks responses to the following questions, at a minimum, to help resolve these key issues:

What is the appropriate mechanism or delivery model for incentivizing the transition from diesel to NZE/ZE trucks?

- Current programs like the HVIP (Hybrid and Zero Emission Truck and Bus Voucher Incentive Program) provide subsidies designed to cover the incremental market cost of purchasing an NZE/ZE truck over a diesel one.
- Feedback from the RCTI suggests that the amount of subsidy provided is not enough to cover the total cost of conversion, while other stakeholders suggest that a different delivery model, such as leasing, might be more effective.
- Additional feedback from the trucking industry expresses concern that the standard for NZE has not yet been clarified by regulatory agencies, and the lack of clarity may cause risk for drivers that want to switch to NZE and then be deemed out of compliance with future rule setting by regulatory agencies before the useful life of the truck technology is exhausted.

What is the state of readiness for ZE technology, and what is the role of NZE technology in the interim?

- The combination of concerns over readiness and reliability of ZE technology for trucks and the presence of electric power or hydrogen fueling stations available to charge/fuel and maintain operation of these trucks creates a barrier to adoption from truck owners.
- Meanwhile, NZE trucks (typically fueled by natural gas) are available at greater scale in the near term and reduce up to 90% of NOx and 100% of diesel particulate matter tailpipe emissions compared to ZE trucks.

How can Metro and other agencies best invest in infrastructure that supports the acceleration of ZE technology adoption?

- What type of infrastructure needs to be developed and implemented currently to support the ZE operations of the future along I-710?
- What programs are in place or being developed to address this issue? The Los Angeles Cleantech Incubator (LACI) is seeking funding for an application to identify charging infrastructure implementation along I-710, for example.
- Discussion also has emerged regarding the potential for congestion pricing related concepts along I-710 that would prioritize NZE and ZE trucks over diesel trucks.

What efforts are underway in the region to accelerate the deployment of NZE/ZE truck technology, such as the Ports' Clean Air Action Plan?

- The Ports of Long Beach and Los Angeles are implementing a Clean Truck Fund Rate designed to capture drayage trucks that service the Ports.
- How can the 710 Clean Truck Program complement this effort and identify the remainder of trucks using I-710 to ensure additional clean truck technology implementation above and beyond that generated by the Ports?

What are the funding opportunities available to leverage local funding with state, federal and private funding sources to maximize investment in implementing the 710 Clean Truck Program?


- While state gas tax funds that support most Senate Bill 1 programs are not eligible for clean truck subsidies due to Article XIX restrictions, programs like the Trade Corridor Enhancement Program, which also uses federal funding, could fund applications for clean truck subsidies and infrastructure using federal funds.
- SCAQMD, CARB, and various state and regional agencies have funding opportunities available to match "seed funding" provided by Metro for an early phase of the 710 Clean Truck Program.

What existing policy and legislative barriers or regulations need to be modified to support the acceleration of NZE and ZE truck technology adoption along the I-710 Corridor and countywide?

- One early recommendation is to exempt the purchase of NZE and ZE trucks from sales taxes, similar to how AB 784 (Mullin) exempts ZE buses.
- Also, truck drivers that accept a subsidy from the state to purchase an NZE or ZE truck are then taxed because that subsidy is considered income – eliminating this subsidy from being counted as income for tax purposes would encourage the early adoption of NZE and ZE technology ahead of regulatory requirements.

What are the key equity-related concerns with the scope and implementation of the 710 Clean Truck Program that need to be identified and resolved?

- Several community-based organizations have expressed concern that funding NZE technology early on may detract from Metro's commitment to implement ZE-only technology on the I-710 corridor.
- How can Metro best accomplish the greatest reduction in truck emissions along I-710 in the near-term with NZE technology while supporting the development of ZE technology as the future for the I-710 corridor, given limited resources?



Item #2
Motion 8.1 Response:
710 Clean Truck Program

Planning and Programming Committee
March 18, 2020-

Motion 8.1 – January 2020

Motion by Directors Hahn, Solis, Butts, Garcia and Najarian

- ✓ Directed that the 710 Clean Truck Program be developed as an Early Action Item under both the Goods Movement Strategic Plan and 710 Project
- ✓ Report back in 60 days with a framework for implementation of the 710 Clean Truck Program. Delineate the following, at a minimum:
 - Assessment of eligible Metro funding sources and recommendations for seed funding
 - Development of implementation details
 - Evaluation of potential strategies to accelerate progressive transition to ZE trucks in 710 Corridor
 - Recommendations on how to encourage participation of key regulatory agencies, stakeholders (focus on CBOs, non-profits, community advocacy groups)

710 Clean Truck Program: Potential Funding

Funding Source	Amount (millions)	Available	Eligibility
Measure R	\$590	FY 2021	Eligible for all components
Measure M – Phase 1	\$250	FY 2026	Eligible for all components
Measure M – Phase 2	\$250	FY 2032	Eligible for all components
Congestion Mitigation & Air Quality (CMAQ)	TBD*	TBD*	Eligible for clean truck technology
Regional Surface Transportation Block Grant Program (RSTBGP)	TBD*	TBD*	Eligible for supporting infrastructure (i.e., charging stations)

**Subject to Short Range Financial Forecast*

\$50 million seed funding recommendation for 710 Clean Truck Project = 4.6% funding allocated to 710 Project in Measures R and M

Robust Stakeholder Participation

Regional Clean Truck Initiative Working Group Roster (as of today)

Public Agencies	Trucking Industry	Freight / Business Industry	Research/Think Tank	Utilities / State Agencies	CBO /Public Health
<ul style="list-style-type: none">• Gateway Cities COG• South Bay Cities COG• San Gabriel Valley COG• County of Los Angeles/County Supervisors Offices• City/Mayor of LA• SCAG• Metro Board offices• Metro	<ul style="list-style-type: none">• California Trucking Industry• Harbor Trucking Industry• UPS• BYD Motors• Clean Energy Fuels• Cummins Westport• US Hybrid• CA Fleet Solutions• NEXT Trucking	<ul style="list-style-type: none">• Future Ports• Pacific Merchant Shipping Association• LA Chamber• BizFed• Ports of LA/LB• LAEDC	<ul style="list-style-type: none">• LA Cleantech Incubator• METRANS (USC/Cal State Long Beach)• CALSTART	<ul style="list-style-type: none">• CA Public Utilities Commission• So Cal Edison• So Cal Gas• CA Air Resources Board• CA Energy Commission• SCAQMD• CA Transportation Commission• Caltrans	<ul style="list-style-type: none">• California Endowment• Coalition for Environmental Health and Justice (CEHAJ)• Environmental Protection Agency• Coalition for Clean Air• Breathe LA• NRDC• Communities for a Better Environment

Equity Outreach: Meeting with Coalition for Environmental Health and Justice (CEHAJ)

- Briefed CEHAJ on development of 710 Clean Truck Program (February 2020)
- Sought input on equity issues, participation, structure of program
- Requested answers to key stakeholder questions in advance of next RCTI meeting to incorporate into program development

Developing the 710 Clean Truck Program

Work with the Regional Clean Truck Initiative Working Group (RCTI) to develop and implement a regional clean truck program for LA County

Within the RCTI, focus on 710 Clean Truck Program as early action item to deliver

Next meeting: March 17, 2020 @ Gateway COG HQ (1pm – 4pm)

Main topics to discuss in RCTI meetings:

- Develop administrative framework to support this program
- Identification of 710 Corridor truck drivers to prioritize
- Develop mechanism for providing trucks or incentive funding
- Identify funding opportunities – state/federal/private to leverage local \$
- Assess readiness of truck technology and cost to convert
- Identify & prioritize supporting infrastructure for NZE/ZE truck technology
- Synergy with Ports of LA/LB Clean Air Action Program/Clean Truck Rate
- Recommend legislative/policy barriers or regulations to modify
- Develop and implement equity considerations

The 710 Project – Critical Path

- March 2018:** Metro Board approved EIR/EIS for the 710 Project, including the 710 Clean Truck Program as a component of the project
- October 2018:** EPA sends preliminary information for the 710 Clean Truck Program Written Commitment to Metro
- October 2019:** Metro/Caltrans responds to EPA, proposes MOU as commitment
- March 2020:** EPA responds to Metro, requests meeting in April 2020
- March 2020:** Metro Board considers \$50 million in “seed funding” for 710 Clean Truck Program
- April 2020:** Discussion/Negotiation with EPA to secure concurrence to allow FHWA to issue Record of Decision
- July 2020:** Grant applications for CTC Trade Corridor Enhancement Program (TCEP) due – potential application for 710 Clean Truck Program



Board Report

File #: 2020-0132, File Type: Program

Agenda Number: 3.

PLANNING AND PROGRAMMING COMMITTEE
MARCH 18, 2020

SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM ANNUAL UPDATE - NORTH COUNTY SUBREGION

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. APPROVING:

1. Deobligation of \$4,226,964 previously approved Measure M Multi-Year Subregional Program (MSP) - Active Transportation Program, for re-allocation at the request of project sponsors, as shown in Attachment A;
2. Programming of additional \$12,750,000 within the capacity of Measure M MSP - Transit Program, as shown in Attachment B;
3. Inter-program borrowing and programming of additional \$4,350,143 from the Subregion’s Measure M MSP - Active Transportation and Transit Programs to the Highway Efficiency Program, as shown in Attachment C; and

B. AUTHORIZING the Chief Executive Officer or his designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

ISSUE

Measure M MSPs are included in the Measure M Expenditure Plan. All MSP funds are limited to capital projects. The annual update approves additional eligible projects for funding and allows the North County Subregion and implementing agencies to revise scope of work, schedule, amend project budgets as well as removal of projects. This update includes changes to projects which have received Board approval and funding allocation for new projects. Funds are programmed through Fiscal Year (FY) 2022-23. The Board’s approval is required to program additional funds and the updated project lists which serve as the basis for Metro to enter into agreements and/or amendments with the respective implementing agencies.

DISCUSSION

In February 2019, the Metro Board of Directors approved North County Subregion’s first MSP Five-

Year Plan and programmed funds in: 1) Measure M MSP - Active Transportation Program (expenditure line 52); 2) Measure M MSP - Transit Program (expenditure line 64); and 3) Measure M MSP - Highway Efficiency Program (expenditure line 81).

Metro staff continued working closely with the North County Transportation Coalition Joint Powers Authority (NCTC JPA) and the implementing agencies on project eligibility reviews of the proposed projects for this annual update. Metro required, during staff review, a detailed project scope of work to confirm eligibility and establish the program nexus, i.e. project location and limits, length, elements, phase(s), total expenses and funding request, and schedule, etc. This level of detail will ensure timeliness of the execution of the project Funding Agreements once the Metro Board approves the projects. For those proposed projects that will have programming of funds in FY 2021-22 and beyond, Metro accepted high level (but focused and relevant) project scope of work during the review process. Metro staff will work on the details with the NCTC JPA and the implementing agencies through a future annual update process. Those projects will receive conditional approval as part of this approval process. However, final approval of funds for those projects shall be contingent upon the implementing agency demonstrating the eligibility of each project as required in the Measure M Master Guidelines.

The changes in this annual update include \$4,226,964 in deobligation of funds for five previously approved projects, and \$17,100,143 in additional programming for eight existing and five new projects.

Active Transportation (expenditure line 52)

This update includes funding adjustments to ten existing projects and three new projects as follows:

Lancaster

- Deobligate \$913,478 from MM4501.01 - Avenue I: Sierra Hwy to 10th Street West. The City requested the funds to be reallocated to other priority project.
- Deobligate \$1,890,169 from MM4501.02 - Avenue I: 15th Street West to 30th Street West. The City requested the funds to be reallocated to other priority project.
- Deobligate \$3,192,475 from MM4501.03 - Avenue L: 15th Street West to 40th Street West. The City requested the funds to be reallocated to other priority project.
- Deobligate \$1,499,995 from MM4501.04 - Challenger Way: Avenue I to Avenue L. The City requested the funds to be reallocated to other priority project.
- Deobligate \$26,847 and reprogram remaining funds from FY 19 to FY 21 for MM4501.05 - Sierra Hwy: Avenue J to Avenue L. The City realigned the MSP funds to match ATP funds for the construction phase.

Santa Clarita

- Deobligate \$672,000 from MM4501.07 - Bicycle Network Connectivity. The City requested the funds to be reallocated to other priority project.
- Program an additional \$24,000 in FY 22 and reprogram \$672,000 from FY 21 to FY 22 for MM4501.09 - Santa Clara River Trail Gap Closure. The City has delayed implementation of the project.
- Deobligate \$24,000 and reprogram \$672,000 from FY 22 to FY 20 for MM4501.11 - Valencia Industrial Center Bicycle and Pedestrian Improvement Phase I. The City requested to implement Phase I earlier than originally planned.
- Program \$672,000 in FY 21 for MM4501.14 - Valencia Industrial Center Bicycle and Pedestrian Improvement Phase II. The funds will be used to complete the Plans Specification and Estimates (PS&E), right-of-way (ROW) and construction phases of the project.
- Program \$720,000 in FY 23 for MM4501.15 - Railroad Avenue Class I Trail. The funds will be used to complete the ROW and construction phase of the project, which is also funded by the Metro Call for Projects (#F9513).

Los Angeles County

- Reprogram \$1,050,000 as follows: \$50,000 in FY 20, \$300,000 in FY 21, \$400,000 for FY 22 and \$300,000 for FY 23 for MM4501.12 - Elizabeth Lake Road Bikeways. The total programmed budget remains unchanged at \$1,050,000.
- Program an additional \$1,250,000 in FY 23 and reprogram \$750,000 as follows: \$50,000 in FY 20, \$300,000 in FY 21 and \$400,000 in FY 22 for MM4501.13 - Lake Los Angeles Pedestrian Plan Implementation Phase 1. The County has delayed implementation of the project.
- Program \$1,326,000 in FYs 22 and 23 for MM4501.16 - 30th Street West Active Transportation Improvements. The project will traverse in both the City of Lancaster and Los Angeles County, but the Los Angeles County will be the lead agency for the project. The funds will be used to complete the PS&E and ROW phases of the project.

Transit Program (expenditure line 64)

This update includes funding adjustments to one existing project and one new project as follows:

Palmdale

- Reprogram \$2,000,000 as follows: \$100,000 in FY 20, \$1,025,000 in FY 21 and \$875,000 in FY 22 for MM4502.01 - Palmdale Transportation Center Transit and Infrastructure Design Project. The total programmed budget remains unchanged at \$2,000,000.

Metro/Metrolink

- Program \$12,750,000 in FYs 20, 21 and 23 for MM4502.06 - Metrolink Antelope Valley Line. The funds will be used for the environmental and PS&E phases of the project that Metro and Metrolink have been tasked to lead.

Highway Efficiency Program (expenditure line 81)

This update includes funding adjustments to two existing projects and one new project as follows:

Palmdale

- Reprogram \$1,117,074 from FY 20 to FY 21 for MM5504.01 - SR-138 Palmdale Blvd. SR-14 Ramps. The total programmed budget remains unchanged at \$3,351,220.

North County Transportation Coalition

- Reprogram \$4,700,000 as follows: \$2,000,000 in FY 21, \$1,350,000 in FY 22 and \$1,350,000 in FY 23 for MM5504.02 - SR-14 Capacity Enhancement/ Operational Improvement. The total programmed budget remains unchanged at \$4,700,000.

Lancaster

- Program \$4,350,143 in FY 22 for MM5504.03 - SR-138 Avenue G Interchange Project. The funds will be used to complete the ROW and construction phases of the project, which is also funded by the Measure R funds. (#MR330.03)

Equity Platform

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

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

In FY 2019-20, \$7.79 million is budgeted in Cost Center 0441 (Subsidies to Others) for the Active Transportation Program (Project #474401) and \$100,000 is budgeted in Cost Center 0442 (Highway

Subsidies) for the Highway Efficiency Program (Project #475504). Since these are multi-year projects, Cost Centers 0441 and 0442 will be responsible for budgeting the cost in future years.

Impact to Budget

The source of funds for these projects is Measure M Highway Construction 17% which is not eligible for Metro bus and rail operating and capital expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports the following goals of the Metro Vision 2028 Strategic Plan:

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

Goal 4: Transform LA County through regional collaboration by partnering with the Council of Governments and the local jurisdictions to identify the needed improvements and take the lead in development and implementation of their projects.

ALTERNATIVES CONSIDERED

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

NEXT STEPS

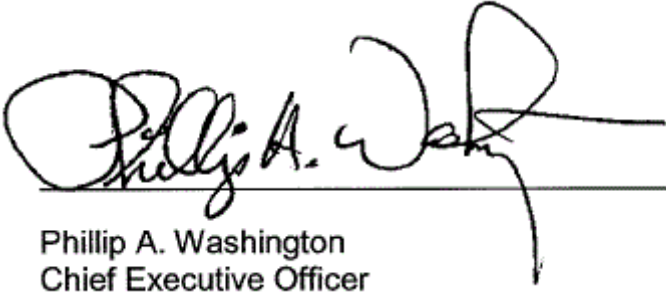
Metro staff will continue to work with the Subregion to identify and deliver projects. Program/Project updates will be provided to the Board on an annual basis.

ATTACHMENTS

Attachment A - Active Transportation Project List
Attachment B - Transit Program Project List
Attachment C - Highway Efficiency Program Project List

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Phillip A. Washington
Chief Executive Officer

**North County Subregion
Measure M Multi-Year Subregional Plan - Active Transportation Program (Expenditure Line 52)**

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY2019-20	FY2020-21	FY 2021-22	FY 2022-23
1	Lancaster	MM4501.01	Avenue I: Sierra Hwy to 10th Street West	PS&E Construction	deob	\$ 913,478	\$ (913,478)	\$ -					
2	Lancaster	MM4501.02	Avenue I: 15th Street West to 30th Street West	PS&E Construction	deob	1,890,169	(1,890,169)	-					
3	Lancaster	MM4501.03	Avenue L: 15th Street West to 40th Street West	PS&E Construction	deob	3,192,475	(3,192,475)	-					
4	Lancaster	MM4501.04	Challenger Way: Avenue I to Avenue L	PS&E Construction	deob	1,499,995	(1,499,995)	-					
5	Lancaster	MM4501.05	Sierra Hwy: Avenue J to Avenue L	Construction	chg	1,267,333	(26,847)	1,240,486			1,240,486		
6	Palmdale	MM4501.06	Avenue R Complete Street & Safe Routes to School Proj	PS&E, ROW Construction		2,695,140		2,695,140		1,695,140	1,000,000		
7	Santa Clarita	MM4501.07	Bicycle Network Connectivity: Calgrove Blvd., McBean Pkwy, Valencia Blvd, Magic Mountain Pkwy	PS&E Construction	deob	672,000	(672,000)	-					
8	Santa Clarita	MM4501.08	Citywide Bicycle Facilities: Copper Hill Dr., Plum Canyon Rd., Sierra Hwy, Lost Canyon Rd., Via Princessa	PS&E Construction		648,000		648,000	648,000				
9	Santa Clarita	MM4501.09	Santa Clara River Trail Gap Closure Design: Five Knolls to Discovery Park *	PS&E ROW	chg	672,000	24,000	696,000				696,000	
10	Santa Clarita	MM4501.10	Sierra Highway Sidewalk Improvements: Scherzinger Lane to Skyline Ranch Road	PS&E Construction		624,000		624,000	624,000				
11	Santa Clarita	MM4501.11	Valencia Industrial Center Bicycle and Pedestrian Imp. Phase I: San Francisquito Trail to Avenue Scott E	PS&E, ROW Construction	chg	696,000	(24,000)	672,000		672,000			
12	Santa Clarita	MM4501.14	Valencia Industrial Center Bicycle and Pedestrian Imp. Phase II: San Francisquito Trail to eastbound Avenue	PS&E, ROW Construction	new	-	672,000	672,000			672,000		
13	Santa Clarita	MM4501.15	Railroad Avenue Class I Trail (supplement to CFP #F9513)	ROW Construction	new	-	720,000	720,000					720,000
14	LA County	MM4501.12	Elizabeth Lake Road Bikeways: Between Lake Hughes Rd. & Johnson Rd., and Dianron Rd. & 10th St. W	PS&E ROW	chg	1,050,000		1,050,000		50,000	300,000	400,000	300,000
15	LA County	MM4501.13	Lake Los Angeles Pedestrian Plan Implementation Phase 1: 170th St. E, Avenue N, 165th St. E, Avenue N-8, 180th St. E, Avenue P-8, 160th St. E, Avenue Q	PS&E ROW Construction	chg	750,000	1,250,000	2,000,000		50,000	300,000	400,000	1,250,000

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY2019-20	FY2020-21	FY 2021-22	FY 2022-23	
16	LA County (Lancaster)	MM4501.16	30th Street West Active Transportation Improvements *	PS&E ROW	new	-	1,326,000	1,326,000				442,000	\$ 884,000	
Total Programming Amount							\$16,570,590	\$ (4,226,964)	\$12,343,626	\$1,272,000	\$2,467,140	\$3,512,486	\$1,938,000	\$3,154,000

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

**North County Subregion
Measure M Multi-Year Subregional Plan - Transit Program (Expenditure Plan 64)**

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY2019-20	FY2020-21	FY 2021-22	FY 2022-23
1	Palmdale	MM4502.01	Palmdale Transportation Center Transit and Infrastructure Design Project	PS&E	chg	\$ 2,000,000		\$ 2,000,000		\$ 100,000	\$1,025,000	\$ 875,000	
2	Santa Clarita	MM4502.02	Valencia Industrial Center Bus Stop Improvement	PS&E Construction		892,000		892,000			892,000		
3	Santa Clarita	MM4502.03	Vista Canyon Bus Service Expansion	Vehicles/ Equipment		2,180,000		2,180,000			620,000	1,560,000	
4	Santa Clarita	MM4502.04	Vista Canyon Transportation Center	ROW Construction		3,216,000		3,216,000	288,000	1,440,000	1,488,000		
5	LA County	MM4502.04	Vista Canyon Transportation Center - Transit Capital Jurisdictional Share	Construction		2,000,000		2,000,000		1,000,000	1,000,000		
6	LA County	MM4502.05	North County Bus Stop Improvements: Santa Clarita and Antelope Valley	PS&E Construction		2,855,260		2,855,260	308,000	400,000	1,178,990	968,270	
7	Metro/ Metrolink	MM4502.06	Metrolink Antelope Valley Line	Environmental PS&E	new	-	12,750,000	12,750,000		4,170,961	2,429,039		6,150,000
Total Programming Amount													
						\$13,143,260	\$12,750,000	\$25,893,260	\$ 596,000	\$7,110,961	\$8,633,029	\$ 3,403,270	\$6,150,000

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

**North County Subregion
Measure M Multi-Year Subregional Plan - Highway Efficiency Program (Expenditure Line 81)**

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY2019-20	FY2020-21	FY 2021-22	FY 2022-23
1	Palmdale	MM5504.01	SR-138 Palmdale Blvd. SR-14 Ramps	Construction	chg	\$3,351,220		\$ 3,351,220			\$2,234,147	\$1,117,073	
2	North County Transportation Coalition	MM5504.02	SR-14 Capacity Enhancement/Operational Improvement **	TBD	chg	4,700,000		4,700,000			2,000,000	1,350,000	1,350,000
3	Lancaster	MM5504.03	SR-138 Avenue G Interchange Project (Measure R #MR330.03 shortfall)	ROW Construction	new	-	4,350,143	4,350,143				4,350,143	
Total Programming Amount													
						\$8,051,220	\$ 4,350,143	\$12,401,363	\$ -	\$ -	\$4,234,147	\$6,817,216	\$1,350,000

** Pending identification of a specific project after initial investigations and consultation with Caltrans and Metro.



Board Report

File #: 2020-0049, File Type: Program

Agenda Number:

PLANNING AND PROGRAMMING COMMITTEE MARCH 18, 2020

SUBJECT: OPEN STREETS GRANT PROGRAM CYCLE FOUR

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Metro Open Streets Grant Program Cycle Four Application Package and Guidelines.

ISSUE

In June 2013 the Board introduced Motion 72 (Attachment A), directing staff to award up to \$2 million annually to support Open Streets events. Cycle Four Application and Guidelines (Attachment B) build on the Cycles One, Two, Three and 2020 Mini-Cycle framework and support a competitive, regional, and equitable process. Board authorization of the Metro Open Streets Cycle Four competitive grant program framework and release of competitive application package and guidelines are needed in order to proceed.

BACKGROUND

Open Streets events are one-day events that temporarily close streets to automotive traffic and open them to people walking, bicycling, or rolling. Cycles One, Two, Three, and the 2020 Mini-Cycle of the Metro Open Streets Grant Program were successful in encouraging participants to ride transit, walk and ride a bicycle on urban streets, possibly for the first time. The program contributes to meeting Metro objectives by encouraging future transportation mode shift and encouraging civic engagement to foster the development of multi-modal policies and infrastructure at the local level. The Metro Open Streets Grant Program provides opportunities for economic development and the improvement of public health by getting people out of their cars and onto the streets, patronizing local businesses, while exercising and interacting with their community.

The Metro Outreach booth at Open Streets events also provides a platform for public input on Metro active transportation corridor projects and programs, such as the LA River Gap Closure, Rail to River, and the Metro Bike Share Program, as well as various transit corridor projects throughout Los Angeles County. During Cycle Four events, the Metro booth will continue to provide a platform for Metro departments to promote Metro projects and programs in the communities where constituents live and work.

DISCUSSION

Cycle One Implementation

In response to Motion 72, staff developed a comprehensive framework and competitive grant process to solicit and evaluate applications for Open Streets events throughout Los Angeles County. At the September 18, 2013 meeting, the Metro Board awarded \$3.7 million to fund 12 separate event applications. One event was subsequently cancelled, and the funding was reprogrammed to Cycle Two. Of the 11 events completed, nearly 84 miles of streets were closed to cars and opened to pedestrians, bicyclists and other non-motorized forms of transportation across 18 separate jurisdictions. The events allowed participants to experience the region in a car-free and/or car-light manner and ride transit possibly for the first time.

To support cities in executing Open Streets events, staff held a half-day workshop prior to accepting applications that highlighted the objectives of the program; provided application assistance; described the process for planning, implementation and reimbursement; and showcased examples of previous successful regional events.

Cycle Two Implementation

On March 16, 2016, the Metro Board authorized staff to release the Cycle Two Application and Guidelines. An Amendment by Board Member Hilda Solis was included that asked staff to seek opportunities to work with Councils of Governments and provided additional points to multi-jurisdictional events and events that include disadvantaged communities as determined by CalEnviroScreen. Staff provided outreach to cities across LA County and hosted application workshops at Metro Headquarters and Councils of Government offices in LA County. In total, 19 competitive applications were received. In September 2016, the Board awarded \$4.04 million to 17 Cycle Two events scheduled through December 2018, programmed \$200,000 in supplemental funds to a Cycle One event that was postponed due to natural disaster, and reprogrammed \$100,000 from a cancelled Cycle One event to Cycle Two. Thirteen (13) of the 17 awarded Cycle Two events included disadvantaged communities and seven (7) were multi-jurisdictional. In total 14 Cycle Two events were delivered totaling 76 miles of car-free streets.

Open Streets Evaluation Study

Staff released a Request for Proposals Package (RFP) in the spring of 2016 seeking the professional services of a contractor to conduct an in-depth evaluation of the Cycles One and Two events utilizing grantee's Cycle One post-implementation reports, transit TAP data and other sources. Due to inconsistency in the data collected independently by cities during Cycle One, the contractor collected standardized data at the Cycle Two events. Some key findings of the evaluation study indicate that:

- Systemwide rail boarding increased an average of 7% on the day of the events compared with other typical weekend days;
- Lines directly adjacent to events saw the largest increase, with Metro Gold Line boarding increasing by 32% during the May 31, 2015 CicLAvia event in Pasadena;
- Overall sales of TAP Cards increased an average of 11% systemwide on the day of the events

- indicating introduction of new riders to the system; and
- People ride bikes more often after attending Open Streets events for the first time.

Cycle Three and 2020 Mini-Cycle Implementation

On September 27, 2018, the Metro Board awarded \$4 million in funding to 15 new Open Streets events scheduled through December 2020. The Board also reprogrammed \$447,000 from two cancelled Cycle Two events toward Cycle Three, which received the largest number of funding applications of any Cycle to-date due to extensive community outreach to notify Los Angeles County jurisdictions of the program. In total 26 applications were received, of which 15 received funding. A motion put forth by Directors Hahn, Garcia, and Dupont-Walker directed staff to report back on the regional diversity of previous cycles and potential strategies to ensure regional diversity of funding in future cycles; and to create a \$1 million dollar Mini-Cycle in 2020.

After initial authorization and subsequent workshops, staff returned to the Board for approval authorizing the 2020 Mini-Cycle. In May 2019, the Board awarded \$1,053,341 to five (5) new Open Streets events scheduled through December 2020, reprogrammed \$242,000 from one cancelled Cycle Three event towards the next-highest-scored Cycle Three event, Beach Streets Downtown, in accordance with funding policy; and reserved the remaining \$44,347 in Board-awarded Cycle Three and 2020 Mini-Cycle funds to be reprogrammed in any future Board-authorized funding Cycles of the program. To date, 8 Cycle Three and Mini-Cycle events have been implemented totaling nearly 40 miles of streets temporarily closed to automotive traffic.

Cycle Four Initiation

The success of the Open Streets Grant Program-funded events to date has been the result of the strong partnership between Metro; the grantee cities; the Council of Governments; and nonprofit community-based organizations (CBOs), such as CicLAvia, Bikeable Communities, Community Arts Resources, BikeSGV, and others. Staff will encourage similar partnerships with the Cycle Four Open Streets Grant Program solicitation process.

The proposed Application Package and Guidelines for Cycle Four are informed by feedback from applicants, grantees and participants of Cycles One, Two, Three, and the 2020 Mini-Cycle as well as recommendations solicited from the Open Streets Evaluation Study. In response to feedback and in order to ensure that the Cycle Four program continues to increase multi-modal access, advance active transportation at the local level, and encourage transit usage, the Cycle Four Application Package and Guidelines emphasize the following:

- The Board-directed funding ceiling of \$500,000 per single event will remain in effect and continue to be implemented during Cycle Four.
- An increased focus on regional distribution and disadvantaged communities will continue to be implemented.
- An increased focus on innovative events that encourage new and increased participation in Open Streets will also continue to be implemented.

During Cycle Three of the Open Streets Grant Program significantly more funding requests were

received than available. Because of this, staff is recommending to increase the annual allocation from \$2 million to \$2.5 million. The increase in funding is consistent with the September 2018 Board Motion 16.1 which directed staff to create a \$1 million 2020 Mini-Cycle with a focus on ensuring regional distribution of events.

Equity Platform

By providing additional scoring points to events held in disadvantaged communities during the competitive application review process, as defined by the CalEnviroScreen, Cycle Four of the Open Streets Grant Program advances the Equity Platform. Metro has the opportunity to provide these communities with informational resources on a variety of transportation options and ongoing and planned initiatives with community members in the communities where they live.

DETERMINATION OF SAFETY IMPACT

Authorizing the Application Package and Guidelines for Cycle Four of the Open Streets Grant Program will not have any adverse safety impacts on our employees and patrons, and increases safety for people walking, bicycling or rolling at the events.

FINANCIAL IMPACT

There is no impact or amendment required to the FY 2020 budget authorizing the Metro Open Streets Grant Program Cycle Four Application Package and Guidelines.

Cycle Four funding will be requested during the FY 2021 and FY 2022 budget process. Staff will work with Regional Programming, Budget and Local Programs, and the Office of Management and Budget (OMB) to identify a funding source through FY 2022. As this is a multi-year program, the cost center manager and the Chief Planning Officer will be responsible for budgeting funds in future Cycles.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Metro Open Streets Grant Program Cycle Four aligns well with Strategic Plan Goal 3. By introducing local communities and stakeholders to the value of car-free and car-light mobility and providing opportunities to experience this mobility firsthand and possibly for the first time, Metro is leveraging its investment through the Open Streets Grant Program to promote the development of communities that are not reliant on personal automobile.

ALTERNATIVES CONSIDERED

The Board has the option to not authorize the Cycle Four initiation. This alternative is not recommended as it does not align with Board goals to increase awareness of opportunities throughout Los Angeles County for taking public transportation, walking, riding and rolling.

NEXT STEPS

Upon Board approval, staff will release the Metro Open Streets Grant Program Cycle Four Application Package and Guidelines. An easy to fill out web-based application will be utilized, and an informational workshop will be held for applicants. It is anticipated that the application will be released in spring 2020 with staff returning for Board approval of the Cycle Four Open Streets Grant Program in early fall 2020.

ATTACHMENTS

Attachment A - June 27, 2013 Board Motion #72

Attachment B - Metro Open Streets Grant Program Cycle Four Application Package and Guidelines

Attachment C - Metro Open Streets Grant Program Evaluation Study

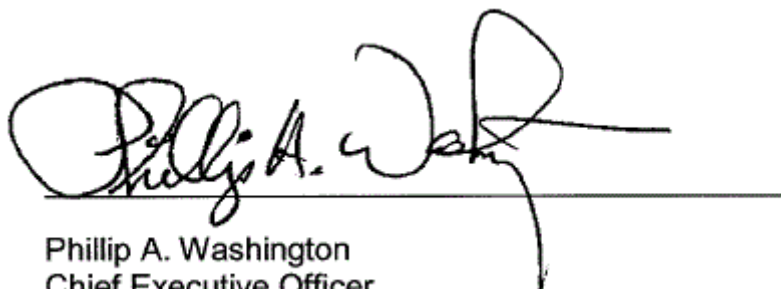
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Phillip A. Washington
Chief Executive Officer

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

Planning and Programming Committee
June 19, 2013

Los Angeles County “Open Streets” Program

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

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

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

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

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

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

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

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

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

CONTINUED

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

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

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

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

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

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

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

###

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

Open Streets Cycle Four Application Package & Guidelines

All fields are required for application submission unless noted.

Program Guidelines

Program Objectives

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

Eligibility

With a focus on regional equity, Cycle Four applications are open to Los Angeles County city and county jurisdictions as well as Council of Government offices. Funding may be distributed to more than one event per city/jurisdiction until the maximum funding allocation is reached. Applicants shall rank applications for 2 or more events in order of priority with 1 being the most important, 2 being the second most important, etc.

Funding

There is up to \$5 million available for grants for the Open Streets Grant Program Cycle Four. There are no minimum funding guarantees per applicant jurisdiction or event. Any city/jurisdiction, or a combined multi-jurisdictional team, can apply for a maximum of \$500,000 per single event. Any agreement on funding distributions among jurisdictions participating in a multi-jurisdictional event must be negotiated directly between the applicant and all other jurisdictions that are participating in the event. There is no guarantee that applicant will receive full funding request. If grant applicant is unable to accept amended award amount and commit to producing the event as scoped, award will be available to next highest scored application. Funds will be available starting in January 2021, pending Metro Board approval and events must be staged by December 31, 2022. Funding sources may be federal and cities/jurisdictions will be required to comply with all federal funding procedures and requirements.

Scoring

Project will be evaluated on the following criteria on a 100-point score. An event must receive a minimum of 70 points to be eligible for funding. Innovative events that differentiate themselves from past Los Angeles County Open Street events are highly favored in the scoring process.

General Event Information – 10 points

Project Feasibility – 20 points

Proposed partnerships and demonstration of potential for event success*	5
Event readiness (Funds will be required to be expended by December 31, 2022)	4
Agency's existing active transportation programs and policies	4
Community support	4
Matching funds committed	3

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

Route Setting – 45 points

Route is innovative (Examples include evening events, weekday events, holiday events, multi-day events, themed events, events that encourage increased local retail/stakeholder participation, and events that differentiate themselves from previous LA County Open Street events)	12
Route includes disadvantaged communities*	6
Proximity and access to commercial and retail corridors	5
Connections to cultural, architectural, historical and/or important destinations in the community	5
Event cost per mile	5
Route is along or intersects with existing bicycle infrastructure**	3
Route activation strategy	3
Topography - The route minimizes hilly terrain***	3
Route length (industry standards recommend a minimum of between 4 and 6 miles in length)	3

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

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

*** As an example, see San Francisco's "Wiggle" - http://en.wikipedia.org/wiki/The_Wiggle

Transit and Community Connectivity - 25 points

Accessibility to Metro Rail	6
Route includes multiple jurisdictions	5
Applicant jurisdiction has not had a previous Open Street event in their community	5
Connections between multiple central business districts or retail corridors	5
Plan to attract participants from surrounding and countywide jurisdictions	4

Funding Eligibility

Funding may be used for pre-event planning & outreach costs in conjunction with implementing an event. Funding may be used for any operational or capital cost associated with the day-of event excluding activation/routing held off-street unless approved in writing by the Open Streets Grant Program Manager. Funding may not be used for alcohol-related activities. Funds awarded will not exceed the event cost in the original application and may be less if the key objectives can be achieved at lower costs. Non material scope and event day changes shall be handled administratively and be approved by Program Manager. Any cost overruns shall be the responsibility of the

applicant. Both third party consulting costs and internal staff costs for directly providing services with respect to the project will be eligible for funding.

Data Collection and Reporting Requirements

Grantee shall collect data using Metro's selected data collection methodology and survey instrument. Data should be provided to Metro in a post-implementation spreadsheet no later than three months after the event is executed. Metro will withhold ten percent (10%) of eligible expenditures per invoice as retainage. Metro will release retainage after Metro has evaluated Grantee's post-implementation report and data collection performance according to the criteria specified by Metro. Data collection will include at a minimum but not be limited to: participation counts of pedestrians and cyclists along the route; transportation use data and counts of individuals exiting Metro Rail Stations with bicycles where applicable; personal anecdotes; and economic quantitative and qualitative impact on local retailers such as anecdotes and event day change in sales compared to previous sales of the same day of the week. Additional reporting criteria will be added to the Memorandum of Understanding and standardized data collection template to better evaluate how the event contributes toward achieving the program goals presented in Board Motion 72, including providing plans for any new permanent active transportation infrastructure in the community and plans for increasing bicycle and pedestrian mode shares post event.

General and Administrative Conditions Lapsing Policy

Open Streets Cycle Four events must be staged by December 31, 2022. Funds not expended by this date will lapse. Lapsed funding will go towards the next grant cycle of the Open Streets Program. Applicants who have their funds lapse may reapply for funding in the next cycle, however new applicants and applicants from previously successful events will be prioritized.

Grant Agreement

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

Audits and Event Scheduling

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

Application

General Information

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

General Open Street Event Information

9. Open Street Event Name

(Example: Sunnyside Sunday Parkways Open Street Event.)

Maximum Allowed: 150 characters.

10. Event Description

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

Maximum Allowed: 500 characters.

11. Estimated Route Length (in miles):

Maximum Allowed: 4 digits.

12. Estimated Number of Signalized Intersections:

Maximum Allowed: 3 digits

13. Estimated Number of Hard and Soft Closures:

Maximum Allowed: 4 digits

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

15. Describe the pavement quality along the route and any considerations that will be made for poor quality pavement.

Maximum Allowed: 150 characters.

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

If "YES" for Question 16

16a. How many freeway crossings exist along the proposed route and what are their locations? (NOTE: Additional coordination with CalTrans will be required for each freeway ramp crossing at the cost of grantee).

Maximum Allowed: 150 characters

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

If "YES" for Question 17

17A. How many rail grade crossings exist along the proposed route and what are their locations? (NOTE: Additional staff resources will be required for each grade crossing at the cost of grantee).

Maximum Allowed: 150 characters

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

Maximum Allowed: 300 characters

Project Feasibility

19. Estimated month & year of Event (Funds will be available starting in January 2021, pending Metro Board approval. Event must be staged by December 31, 2022)

Maximum Allowed: 6 digits

20. Describe how your City's General Plan or other planning program documents and procedures support open street events and/or active transportation?

(Examples include: adopted Complete Streets Policy or updated Circulation Element to include Complete Streets, adopted a Bike Plan, adopted a Pedestrian Plan, developing or implementing Bike Share Programs, adopted Climate Action Plans, implementation of local Transportation Demand Management ordinances and implementation of Parking Management Programs to encourage more efficient use of parking resources and curbside management)

Maximum Allowed: 500 characters

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

Demonstration of Ability to Produce Successful Event

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

If "YES" for question 22

22a. List your proposed partners and their role in the event planning and implementation.

Maximum Allowed: 600 Characters

If "NO" for question 22

22b. What is your city/jurisdiction doing in lieu of partnerships with outside agencies (including non-profits and other community partners) to engage the community and make the event successful? *Maximum Allowed: 800 Characters*

23. Does your city have previous experience organizing open street events or other large public events that require street closures (such as street fairs, large city-wide or region-wide events related to transportation, athletics, cultural celebrations)? List and describe.

Maximum Allowed: 800 Characters

If "YES" for question 23

23a. What lessons has your city learned from previous open street events (or similar events that closed streets to auto traffic) that will increase the success of the proposed event? *Maximum Allowed: 800 Characters*

Event Budget

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

Maximum Allowed: 10 characters.

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

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

Maximum Allowed: 10 characters.

27. What are the estimated outreach costs?

Maximum Allowed: 10 characters.

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

Maximum Allowed: 10 characters.

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

Maximum Allowed: 7 characters.

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

31. What is the event cost per mile (Answer to #24 / Answer #11)?

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

Route Setting

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

List all partner cities.

If "YES" to question 33

33a. How will your city ensure connectivity throughout the route, coordination between multiple agencies and a sense of one contiguous event?

Maximum Allowed: 1000 characters.

34. Will the route be along or connect various commercial corridors? Y/N Explain.

Maximum Allowed: 1000 characters.

35. Will the route be along any residential corridors? (Y/N)

Maximum Allowed: 1000 characters

If “YES” to question 35

35a. How will your city ensure connectivity throughout the route, a sense of one contiguous event through residential areas, and that participants in the residential area do not feel isolated from the more active commercial areas of the event?

Maximum Allowed: 1000 characters.

36. Will the route be along any industrial or institutional corridors (such as large medical centers, universities, or fairgrounds)? (Y/N)

Maximum Allowed: 1000 characters

If “YES” to question 36

36a. How will your city ensure connectivity throughout the route, a sense of one contiguous event through industrial/institutional areas, and that participants in the industrial area do not feel isolated from the more active commercial areas of the event?

Maximum Allowed: 1000 characters.

37. Will the route be along or connect to cultural, architectural, recreational and/or historical destinations and events? Y/N Explain.

Maximum Allowed: 1000 characters.

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

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

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

Maximum Allowed: 1000 characters.

41. Provide an outline of how the route will be activated.

Maximum Allowed: 1000 characters.

42. Use CalEnviroScreen score to determine the average score of the combined census tracts that the route traverses.

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

Maximum Allowed: 4 digits

Marketing and Outreach

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

44. Briefly describe the marketing strategy to increase regional awareness of the event and attract more participants. *Maximum allowed: 150 characters*

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

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

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

Regional Significance and Route Accessibility

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

Maximum Allowed: 250 characters

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

Maximum Allowed: 1000 characters

50. How will your city encourage people to access the event other than by personal automobile?

Maximum Allowed: 1000 characters

Post Event Significance

51. Closing the roadway is often one of the most expensive elements of implementing on-street bicycle and pedestrian infrastructure. Do you have any plans to utilize your open street event related road closures to implement any pilot or permanent infrastructure.

Maximum Allowed: 500 characters

52. What measures will your city take increase bicycle and pedestrian mode shares post event?

Maximum Allowed: 500 characters

Attachment C

Metro Open Streets Grant Program Evaluation Study

http://libraryarchives.metro.net/DB_Attachments/ATTACHMENT%20C%20-%20Open%20Streets%20Evaluation%20Study.pdf



Metro Open Streets Grant Program Cycle Four



Metro

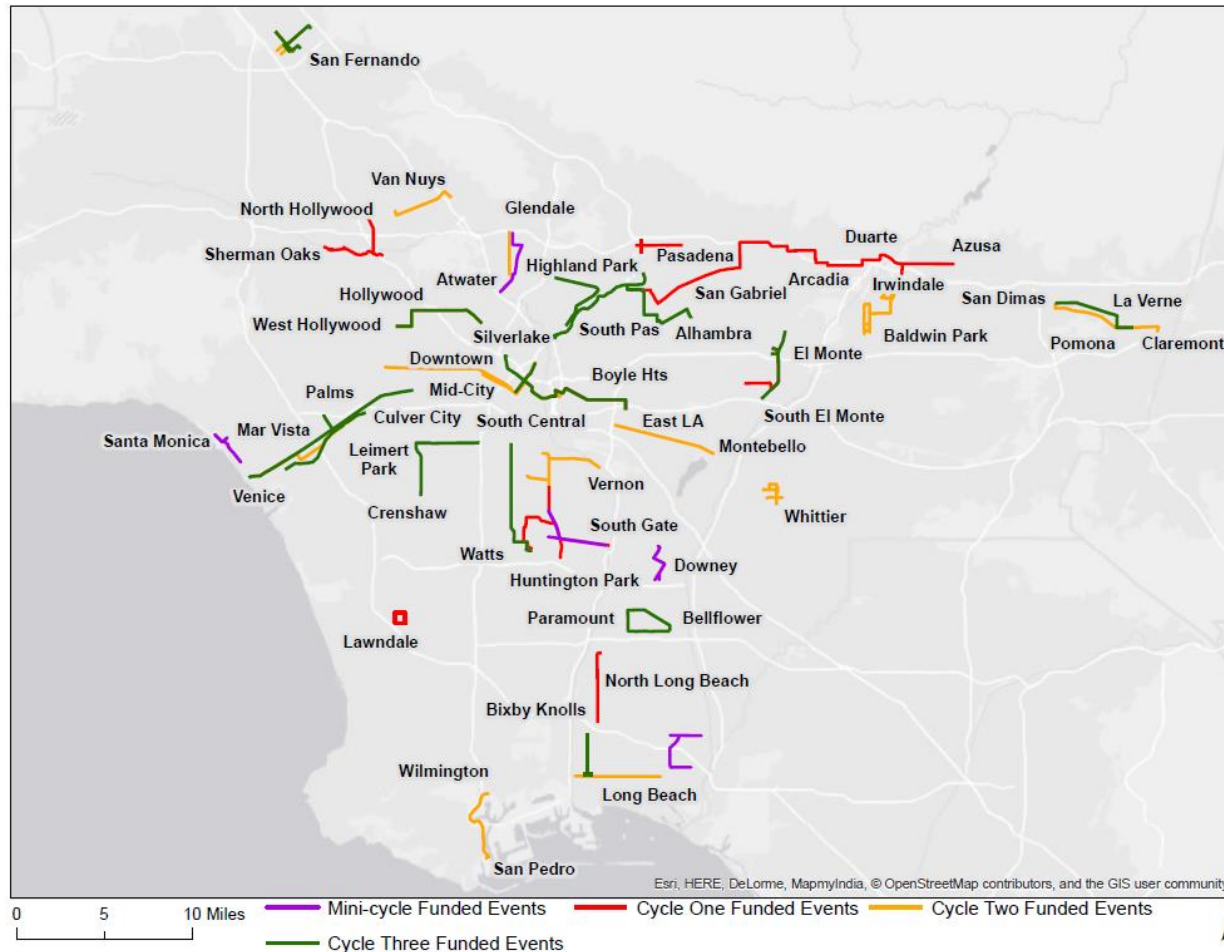
Open Streets Grant Program

Recommendation: Authorize the Metro Open Streets Grant Program Cycle Four Application and Guidelines.

- In June 2013, the Board introduced Motion 72, directing staff to award up to \$2 million annually to support Open Street events.
- Cycle Four builds on past cycles and supports a competitive application process for events through December 2022.
- Based on experience from the 2020 Mini-Cycle, staff recommends increasing the available annual funding from \$2 million to \$2.5 million.
- Board authorization of the Open Streets Grant Program Cycle Four Application Package and Guidelines is requested in order to proceed.

Program Implementation

- To date, \$12.74 million has been awarded to 46 events in 34 jurisdictions.
- Of these, 33 events totaling over 206 miles have been implemented.
- 13 additional events are planned through December 2020.



Open Streets Evaluation Study

Key findings from event-day data:

- Rail boardings systemwide increased 7% (average).
- Lines directly adjacent to events saw the largest increase.
- TAP card sales systemwide increased 11% (average).
- People ride bikes more often after attending Open Streets for the first time.



Cycle Four Application and Guidelines

- Increase annual funding from \$2 million to \$2.5 million.
- Maintain \$500,000 max funding ceiling per event.
- Maintain focus on regional distribution.
- Implement incentives through application scoring:
 - Events in resource challenged communities;
 - Innovative events; and
 - New routes and improvements on previous routes.



Cycle Four Next Steps

Pending Board Approval:

- Release online application spring 2020.
- Hold an informational application workshop.
- Outreach to COGs, the Metro TAC and TAC subcommittees.
- Return to Board for Cycle Four funding recommendations fall 2020.





Board Report

File #: 2020-0069, File Type: Resolution

Agenda Number: 5.

**PLANNING AND PROGRAMMING COMMITTEE
MARCH 18, 2020**

SUBJECT: 2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

ADOPT the resolution for the 2021 Los Angeles County Transportation Improvement Program as shown in Attachment A.

ISSUE

As the designated County Transportation Commission for Los Angeles County, Metro is required to submit a resolution to the Southern California Association of Governments (SCAG) certifying that Los Angeles County has the resources to fund and is committed to implement the projects to be included in the 2021 Federal Transportation Improvement Program (FTIP) covering Federal Fiscal Years (FFY) 2020/21 - 2025/26. Inclusion of projects in the FTIP is required for the allocation of federal funds, state and local funds (as applicable), as well as for specific federal actions (including federal environmental clearance).

BACKGROUND

SCAG, as the Metropolitan Planning Organization (MPO) for the six-county region that includes Los Angeles County, is required under federal and state law to develop the FTIP. This is a six-year document that lists projects to be funded with federal, state, and local funds. The FTIP is required to advance the planning and construction of projects included in SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). This is achieved through the systematic programming of funds for the projects included in the RTP/SCS in accordance with federal and state requirements, including scheduling, financing, and the timely implementation of transportation control measures to help reduce air pollution.

DISCUSSION

Projects from each of SCAG's six counties are included in their respective TIP and then submitted to SCAG for inclusion in the FTIP. To comply with both state and federal requirements, the FTIP is updated every two years in California. SCAG's 2019 FTIP, which programs funds covering FFY

2018/19 - 2023/24 was approved by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) in December 2018. SCAG is scheduled to adopt the 2021 FTIP in September 2020. A joint air quality conformity determination from the FHWA and the FTA is required for the approval of SCAG's 2021 FTIP, which is anticipated in December 2020. The 2021 Los Angeles County Transportation Improvement Program (TIP) includes about 800 projects valued at approximately \$21 billion for about 100 agencies.

Equity Platform

The 2021 Los Angeles County TIP includes over 800 projects sponsored by about 100 agencies, including Caltrans, Metro, County of Los Angeles, the 88 cities, transit municipal operators, the Port of Los Angeles and the Port of Long Beach, and non-profit organizations. The implementation of projects included in the 2021 Los Angeles County TIP improves access to opportunities by disadvantaged communities and supports all four pillars of the Equity Platform.

DETERMINATION OF SAFETY IMPACT

Adoption of the resolution will have no direct impact on the safety of Metro customers or employees. However, as the Los Angeles County TIP includes safety enhancement projects, eliminating delay or risk for overall project delivery resulting from inability to program and receive funding would ensure the timely realization of the projects' anticipated safety benefits.

FINANCIAL IMPACT

Adoption of the resolution will allow Metro to program and secure federal, state, and local funds for projects in Los Angeles County.

Impact to Budget

Adoption of the resolution for the 2021 Los Angeles County TIP has no impact on the FY 2020 Budget.

IMPLEMENTATION OF STRATEGIC GOALS

Approval of this item advances achieving all five goals of the Vision 2028 Strategic Plan.

ALTERNATIVES CONSIDERED

The Board could elect to not adopt the resolution shown in Attachment A. Staff do not recommend this alternative. By not adopting the resolution, the Los Angeles County TIP will not be included in SCAG's 2021 FTIP. Therefore, Metro and other agencies in Los Angeles County will not be able to program and receive federal, state, and local funding allocations for their projects. This may jeopardize the implementation of projects in Los Angeles County that have funds programmed through FFY 2025/26. It may also result in the loss of funding allocations due to federal and state lapsing and/or project inactivity policies, as well as in the ineligibility for future funding allocations.

NEXT STEPS

Upon Board approval of the recommendation, staff will submit the resolution to SCAG.

ATTACHMENTS

Attachment A - Resolution for the 2021 Los Angeles County TIP

Prepared by: Nancy Marroquin, Sr. Manager, Countywide Planning & Development, (213) 418-3086

Ashad Hamideh, Sr. Director, Countywide Planning & Development,

(213) 922-5539

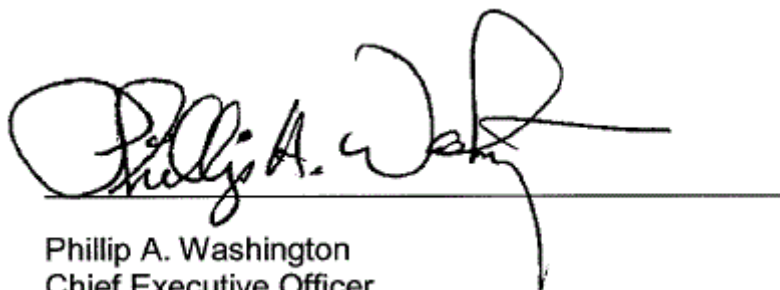
Wil Ridder, Executive Officer, Countywide Planning & Development,

(213) 922-2887

Laurie Lombardi, Senior Executive Officer, Countywide Planning & Development, (213)

418-3251

Reviewed by: James De La Loza, Chief Planning Officer, (213) 922-2920



Phillip A. Washington
Chief Executive Officer



A RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (LACMTA) CERTIFYING THAT LOS ANGELES COUNTY HAS THE RESOURCES TO FUND THE PROJECTS IN THE FFY 2020/21 – 2025/26 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMS ITS COMMITMENT TO IMPLEMENT ALL PROJECTS IN THE PROGRAM

WHEREAS, Los Angeles County is located within the metropolitan planning boundaries of the Southern California Association of Governments (SCAG); and

WHEREAS, the Fixing America's Surface Transportation Act (FAST Act) requires SCAG to adopt a regional transportation improvement program for the metropolitan planning area; and

WHEREAS, the FAST Act also requires that the regional transportation improvement program include a financial plan that demonstrates how the transportation improvement program can be implemented; and

WHEREAS, LACMTA is the agency responsible for short-range capital and service planning and programming for the Los Angeles County area within SCAG; and

WHEREAS, as the responsible agency for short-range transportation planning, LACMTA is responsible for the development of the Los Angeles County Transportation Improvement Program (TIP), including all projects utilizing federal and state highway/road and transit funds; and

WHEREAS, LACMTA must determine, on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

WHEREAS, LACMTA has adopted the Federal Fiscal Year (FFY) 2020/21 – 2025/26 Los Angeles County TIP with funding available and committed for FFY 2020/21 and FFY 2021/22 and reasonably expected to be available for FFY 2022/23 through FFY 2023/24.

NOW, THEREFORE, BE IT RESOLVED by the Los Angeles County Metropolitan Transportation Authority that it affirms its continuing commitment to the projects in the FFY 2020/21 – 2025/2026 Los Angeles County TIP; and

BE IT FURTHER RESOLVED, that the FFY 2020/21 – 2025/26 Los Angeles County TIP Financial Plan identifies the resources that are available and committed in the first two years and reasonably expected to be available to carry out the program in the last four years, and certifies that:

1. Projects in the FY2020/21 – 2025/26 Los Angeles County TIP are consistent with the 2020 State Transportation Improvement Program scheduled to be approved by the California Transportation Commission in March 2020; and
2. All of the projects in the Los Angeles County TIP have complete funding identified in the 2020 STIP.
3. Los Angeles County has the funding capacity in its county Surface Transportation Block Grant (STBG) Program and Congestion Mitigation and Air Quality Improvement (CMAQ) Program allocations to fund all of the projects in the FFY 2020/21 – 2025/26 Los Angeles County TIP; and
4. The local match for projects funded with federal STBG and CMAQ Program funds is identified in the Los Angeles County TIP; and
5. All the Federal Transit Administration funded projects are programmed within the FAST Act Guaranteed Funding levels.

PASSED, APPROVED, AND ADOPTED this ___ day of _____, _____.

CERTIFICATION

MICHELE JACKSON
LACMTA Board Secretary

DATED:
(SEAL)



Board Report

File #: 2020-0112, File Type: Resolution

Agenda Number: 6.

PLANNING AND PROGRAMMING COMMITTEE MARCH 18, 2020

SUBJECT: CAP-AND-TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER approving the Resolution in Attachment A that:

- A. Authorizes the Chief Executive Officer (CEO) or his designee to claim \$39,098,039 in fiscal year (FY) 2019-20 LCTOP grant funds for the Electric Bus Charging Infrastructure Project;
- B. Certifies that Metro will comply with LCTOP certification and assurances and the authorized agent requirements; and
- C. Authorizes the CEO or his designee to execute all required documents and any amendment with the California Department of Transportation.

ISSUE

The Low Carbon Transit Operations Program (LCTOP) is a cap-and-trade program established in 2014 that provides operating and capital assistance funds to public transportation agencies throughout California to reduce greenhouse gas emission and improve mobility, with a priority on serving disadvantaged communities. The State issued the FY 2019-20 guidelines for the LCTOP in February 2020 and agencies must claim these formula grant funds by April 8, 2020. The grant package must include an adopted Board resolution that provides project information and certifies that Metro will comply with all LCTOP conditions and requirements. Therefore, staff is seeking Board approval of the resolution contained in Attachment A.

DISCUSSION

Each year, the State makes LCTOP formula grant funds available through a process administered by the California Department of Transportation (Caltrans) in coordination with the California Air Resource Board (CARB) and the State Controller's Office (SCO).

In February 2020, the State notified eligible agencies of their FY 2019-20 fund allocation amounts, including \$36,016,862 apportioned to Metro. In addition, 12 Los Angeles County municipal operators

requested to transfer to Metro \$3,081,177 of their FY 2019-20 LCTOP fund allocations for use on its 2020 LCTOP-funded expenses in exchange for more flexible local funds.

To claim the grant award, Metro must prepare a request describing the proposed transit expenditures that will be funded using the LCTOP allocation. The grant application package must include a Board resolution that: 1) authorizes the CEO or his designee to claim \$39.1 million in FY 2019-20 LCTOP funds; 2) identifies the project to be funded with the LCTOP funds; 3) accepts the transfer of FY 2019-20 LCTOP funds to Metro by the 12 municipal operators; and 4) authorizes the CEO or his designee to execute and amend all required LCTOP documents with Caltrans including the certifications and assurances and authorized agent forms. Staff is proposing to fund the Electric Bus Charging Infrastructure Project with these LCTOP funds.

LCTOP Program Funding

The LCTOP, created by California Senate Bill 862 (2014), provides funding derived from California's Cap-and-Trade Program and supports transit agency investment in various projects to further reduce greenhouse gas emissions. In FY 2019-20, \$146 million was allocated to LCTOP statewide. Transit agencies receiving funds from the LCTOP must submit expenditure proposals listing projects that meet any of the following criteria:

- Expenditures that directly enhance or expand transit service by supporting new or expanded bus or rail services, new or expanded water-borne transit or expanded intermodal transit facilities, and may include equipment acquisition, fueling, maintenance, and other costs to operate those services or facilities;
- Operational expenditures that increase transit mode share; and
- Expenditures related to the purchase of zero-emission buses, including electric buses and the installation of the necessary equipment and infrastructure to operate and support zero emissions buses.

Equity Platform

Senate Bill 535 (de Leon, 2012) and Assembly Bill 1550 (Gomez, 2016) established criteria for meeting the LCTOP requirement to prioritize serving disadvantaged communities. The California Environmental Protection Agency (CalEPA) provides tools for identifying Disadvantaged Communities (DACs) based on geographic, socioeconomic, public health, and environmental hazard criteria. The State's parameters include, but are not limited to:

1. Areas disproportionately affected by environmental pollution and other hazards that can lead to negative public health effects, exposure, or environmental degradation.
2. Areas with concentrations of people that are of low income, high unemployment, and low levels of educational attainment.

Additional requirements for low-income communities and low-income residents include:

- 5% of available funds must be allocated to projects that benefit low-income households or to

projects located within, and benefiting individuals living in, low-income communities, and

- 5% of available funds must be allocated to projects that benefit low-income households that are outside of, but within a ½ mile of, disadvantaged communities, or to projects located within the boundaries of, and benefiting individuals living in, low-income communities that are outside of, but within a ½ mile of disadvantaged communities.

Analysis using the State's criteria shows that DACs are disproportionately located in both Los Angeles County and the Central Valley, and notably less prevalent in other major metropolitan areas. Metro, as the lead agency, must select and document the appropriate information to show that a proposed project meets all DAC and other population requirements.

Additional Project Eligibility Criteria

In addition to maximizing benefits to DAC's, low-income communities and/or low-income households, all projects must be consistent with the lead agency's most recently adopted short-range transit plan, regional plan, or publicly-adopted plan. For project leads in a Metropolitan Planning Organization area, projects must also be consistent with the Sustainable Communities Strategy. Additionally, capital projects must have a useful life not less than that typically required for capital assets pursuant to State General Obligation Law, with buses or rail rolling stock considered to have a useful life of two or more years. The LCTOP specifically requires documentation that each proposed project will achieve a reduction in greenhouse gas emissions and improve mobility.

Metro-Specific Considerations in Selecting LCTOP Projects

Staff considered various factors in the analysis that resulted in the recommendation to use 2019-20 LCTOP funding on the Electric Bus Charging Infrastructure Project. In addition to ensuring the above criteria were met, teams from various departments weighed potential LCTOP recipient projects against alignment with Metro's Strategic Vision, project and program costs, funding availability, feedback collected via community engagement, and the extent to which allocating to a project improves the balance between Metro's financial commitments and funding availability.

The Electric Bus Charging Infrastructure Project will procure and install new stationary and portable charging equipment and storage to enable reduction of air pollutants and toxic air contaminant emissions. Fixed charging facilities will be installed at the Division 9 Bus Maintenance Facility in El Monte and will power electric buses that serve populations in areas that meet the State's definition for disadvantaged and low-income communities.

Staff recommends using this grant to fund the Electric Bus Charging Infrastructure Project because its characteristics best align with the grant program eligibility criteria and strongly supports Metro's commitment to further reduce greenhouse gas emissions by transitioning to zero-emission buses ahead of the State's 2040 goal to transition to one-hundred percent electric bus fleets. In addition, operation of electric buses is an element of the Metro NextGen Service Plan. Staff received positive comments from the public during the extensive NextGen community engagement process in support of Metro's plan to place zero-emission buses in service. The Bus Electric Charging Infrastructure Project will support that effort.

DETERMINATION OF SAFETY IMPACT

The requested actions will have no impact on the safety of our customers or employees.

FINANCIAL IMPACT

Adoption of the LCTOP resolution and authorization of the CEO to execute the required documents to claim LCTOP funds would positively impact the agency's budget by making \$39.1 million available to support the Electric Bus Charging Infrastructure Project.

Impact to Budget

Claiming LCTOP funds will have a positive impact on the FY21 budget, as LCTOP funds are scheduled to be disbursed to Metro in June 2020 for use in FY21.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendations support Metro Vision 2028 Strategic Goal 1.1: To expand the transportation network and increase mobility for all users.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the resolution in Attachment A. Staff does not recommend this alternative because it would risk loss of Metro's FY 2019-20 LCTOP fund allocation amount of \$36.02 million and the \$3.08 million in LCTOP funds transferred by 12 municipal operators to Metro.

NEXT STEPS

- April 8, 2020: Metro submits allocation request to Caltrans.
- June 1, 2020: Caltrans and CARB approves and submits project list to State Controller's Office.
- June 30, 2020: State Controller's Office releases approved project list.

ATTACHMENTS

Attachment A - Resolution to Execute LCTOP Project, Certifications and Assurances and Authorized Agent Forms

Attachment B - Funding Table for Metro Electric Bus Charging Infrastructure Project

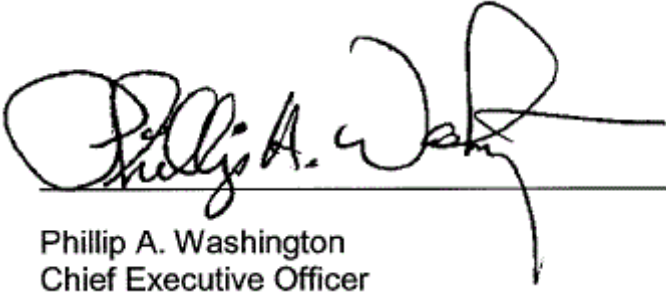
Prepared by: Vince Lorenzo, Senior Manager, Transportation Planner, Countywide Planning & Development, (213) 418-3419.

Cosette Stark, DEO, Countywide Planning & Development, (213) 922-2822

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

Los Angeles County Metropolitan Transportation Authority

Board Resolution

Authorization for the Execution of the Certifications and Assurances and Authorized Agent Forms for the Low Carbon Transit Operations Program (LCTOP) for the Following Project:

Metro Electric Bus Charging Infrastructure Project - \$39,098,039

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (Metro) is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, twelve Los Angeles County LCTOP recipients (Contributing Sponsors) have submitted "Letters of Intent" to transfer \$3,081,177 in PUC 99314 FY2019-20 LCTOP funds to Metro to fund the Metro Electric Bus Charging Infrastructure Project; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, Metro wishes to delegate authorization to execute these documents and any amendments thereto to the Chief Executive Officer (CEO), or his designee; and

WHEREAS, Metro wishes to implement the following LCTOP project listed above;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Los Angeles County Metropolitan Transportation Authority that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances and the Authorized Agent documents and applicable statutes, regulations and guidelines for all LCTOP funded transit projects.



Los Angeles County
Metropolitan Transportation Authority

Metro

NOW THEREFORE, BE IT FURTHER RESOLVED that the CEO or his designee is authorized to execute all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Los Angeles County Metropolitan Transportation Authority that it hereby authorizes the submittal of the following project nomination and allocation request to the Department in FY 2019-20 LCTOP funds:

Project Name: Metro Electric Bus Charging Infrastructure Project

LCTOP Funds Requested: \$39,098,039 comprised of Metro's allocation of \$36,016,862, and PUC 99314 allocations transferred to Metro from 12 Los Angeles County LCTOP Contributing Sponsors totaling \$3,081,177 for the Metro Electric Bus Charging Infrastructure Project.

Description: Purchase and installation of stationary electric bus charging infrastructure and storage at the Division 9 Bus Maintenance Facility and purchase of portable electric bus charging equipment to fuel new zero emission buses.

Benefit to Priority Populations: The project is located within a disadvantaged community as defined by SB 535 (2012) and a low-income community as defined by AB 1550 (2016). The charging facilities also support bus lines that operate within areas that meet the State's definition for disadvantaged and low-income communities. Therefore the project will enable reduction of air pollutants and toxic air contaminant emissions by powering electric buses that serve priority populations as defined by the State.

Contributing Sponsors: Antelope Valley Transit Authority, City of Arcadia, City of Claremont, City of Commerce, City of Culver City, Foothill Transit Zone, City of Gardena, City of La Mirada, City of Montebello, City of Redondo Beach, City of Santa Monica and City of Torrance.



Los Angeles County
Metropolitan Transportation Authority

Metro

CERTIFICATION

The undersigned, duly qualified and acting as the Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on Thursday, March 26, 2020.

Michelle Jackson
LACMTA Secretary

Dated:

(SEAL)

FUNDING TABLE

Metro Electric Bus Charging Infrastructure Project

Project Cost \$	\$39,098,039
Cost Type	Estimated Cost

Revenue

Funding Source	Type	Amount	Status
State	Cap & Trade LCTOP	\$39,098,039	Committed
Total Revenue		\$39,098,039	



Board Report

File #: 2020-0198, **File Type:** Informational Report

Agenda Number:

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

SUBJECT: DIVISION 20 EXIGENCY CONTRACT

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE report on action to implement an Exigency Contract to complete Division 20 enabling work.

BACKGROUND

In accordance with the Metro Acquisition Policy and Procedure Manual ACQ-2, the CEO is authorizing an Exigency Work Order under his authority to execute changes that are funded by the Division 20 Project and are within the Life of Project budget.

Acquisition Policy and Procedure Manual ACQ-2, Chapter 4, Section 4.20 Authorized Methods of Procurement, subsection C:

- C. The negotiated method of procurement for the following types of procurement actions are authorized subject to a finding approved one level above the Contracting Officer;
1. The public exigency requires the immediate delivery of the articles. In order for this authority to be used, the need must be compelling and of unusual urgency, as when the MTA would be seriously injured, financially, or otherwise, if the property or services to be purchased or contracted for were not furnished by a certain time, and when they would not be processed by that time by means of formal advertising;
 2. Only one source of supply is available or as a result of a single bid in response to an IFB, it is necessary to negotiate in order to determine price reasonableness;
 3. The equipment to be purchased is of a technical nature and the procurement thereof without advertising is necessary in order to assure standardization of equipment and interchangeability of parts in the public interest.

A condition of the Full Funding Grant Agreement (FFGA) for Purple Line Section 1 (PLE 1) was for the project to achieve the capability for a 4-minute headway. Opening for revenue service for PLE 1 is scheduled for November 8, 2023. Division 20 is currently working on an enabling utility contract to clear an area in the Division 20 Yard for a Rail Welding activity to be performed under the PLE 1

contract. The Division 20 enabling work and utility relocation is a predecessor and critical path to the on-time start of Rail Welding to be performed under the PLE 1 contract.

The Division 20 utility relocation work has been partially accomplished in an area that must be clear and available in order for the PLE 1 contractor to proceed with essential rail welding activity. If the Division 20 Utility work is not completed this will leave open trenches in the Division 20 Yard area and surrounding Metro property in unsafe and unsuitable condition. Further, enabling work left incomplete by mid-March 2020 will cause significant schedule and cost risk to the on-time completion of PLE 1. Delays to the PLE 1 contract may lead to cost and schedule claims on that contract. In addition, a late finish for the Division 20 enabling utility work may cause delays to implementation of the Division 20 mainline contract that has just been awarded to Tutor Perini. Contractors.

ISSUE

As of Friday February 28, 2020, the maximum contract value capacity set by a Metro Board action dated January 16, 2020 (Attachment A) for the current Indefinite Delivery Indefinite Quantity (IDIQ) contract (where work is authorized through Task Orders) will be reached if the remaining contract value authority is used for the Division 20 project. As such, there will be significant impact to the other identified programs and projects defined in Attachment A that must be executed. This action is being taken to award, on an exigent basis, a separate contract to TRC, funded under the approved LOP for the Division 20 Project, to complete the work necessary to support PLE 1, as explained above.

Consequently, this award of a separate work order to TRC for completion of the remaining Division 20 enabling work (Attachment B), will accomplish the critical needs for both Division 20 and PLE 1. This contract is fully funded under the approved LOP for the Division 20 Project. This action will create a safe yard environment by completing open utility trenches, and other clean-up work, thus averting delays, potential claims and related costs for two major projects (Division 20 and PLE 1) that are very high priority for Metro.

FINANCIAL IMPACT

The estimated cost for the permanent recommended solution is \$6,042,000.

The required funds are available within the LOP of the Division 20 Project. Authorization of the Work Order and funding will be for labor, equipment and materials that are needed to finish the enabling work by the end of March, and provide a clear area for PLE 1 Rail Welding

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This work will advance high-quality mobility options that enable people to spend less time traveling by allowing Division 20 and PLE 1 to proceed on time and budget, and by leveraging funding and staff resources to accelerate the achievement of these goals.

NEXT STEPS

To assure Division 20 advance work is completed to facilitate on time start of Rail Welding work by PLE 1, the Div 20 Enabling Contract must begin immediately and be completed with funds identified by the attached Exigency Request.

While this action is highly time sensitive, staff will keep the board advised as to progress and we will be adding the Division 20 project and key elements to our monthly construction update.

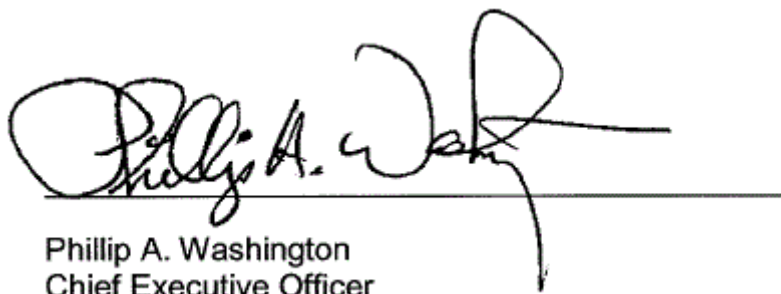
ATTACHMENTS

Attachment A - Board Report Dated January 2020

Attachment B - Exigency Requisition

Prepared by: Rick Meade, Sr. Executive Officer, Program Management (213) 922-7917

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



Phillip A. Washington
Chief Executive Officer



Board Report

File #: 2019-0885, File Type: Contract

Agenda Number: 34.

CONSTRUCTION COMMITTEE
JANUARY 16, 2020

SUBJECT: ENVIRONMENTAL CONSTRUCTION WASTE HANDLING SERVICES

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE:

- A. An increase to the total authorized funding for Contract No. PS20655 with TRC Solutions Inc. to increase Environmental Construction and Waste Handling Services contract value in the amount of \$20,600,000, increasing the Total Contract Value from \$46,200,000 to \$66,800,000, and
- B. The Chief Executive Officer (CEO) to execute all individual Task Orders and changes within the new Board approved contract funding amount.

ISSUE

Nearly every capital project and all transit projects undertaken by Metro require evaluation of hazardous substances, contamination, or a need for regulatory compliance under federal, state and local law. Metro must comply with all environmental laws to avoid fines, and civil or criminal liability.

The passing of Measure M and continuation of Measure R projects in the last four years has increased the number of projects that have been developed; many of which have been awarded and executed such as Purple Line Extension 2, Purple Extension 3, and West Santa Ana Branch.

While there have been due diligence efforts to anticipate unforeseen environmental conditions at the project sites, procuring for project specific environmental services contracts to address unforeseen circumstances determined during project development or design could significantly delay schedule. Specifically, such delay will likely result in increased liability for Contractor claims for delay to schedule completion milestones or risk fines due to violation of order by a regulatory agency. Metro staff does not have the internal resources to do all environmental waste handling and environmental compliance support work in house. To complement and supplement limited resources, Metro has hired consulting staff and used vendors with specialized environmental equipment. Metro, in effect, would incur more cost to do the work internally than by employing consultants and specialized

2021 2020 LOP	Fuel Storage Tank Program	Various Upgrades to Existing Fueling Systems- Agency Wide	\$7,500,000
460 Mar	Rail to River	Environmental Demolition	\$8,000,000
212	ESC	Environmental Demolition	\$1,100,000
865	Cre	Environmental Demolition	\$4,000,000

At least an additional \$38M for known programmed environmental services activities will be included in the new procurement. Details are as follows:

Project Number	Project Title	Task Order Description	Anticipated TO Amount
202213 FY 24 to 27 LOP	Fuel Storage Tank Program	Various Upgrades to Existing Fueling Systems- Agency Wide	\$27,500,000
405509	Rail to River	Environmental Remediation	\$10,000,000

Additional environmental services are currently being programmed in support of all capital projects and agency-wide environmental compliance.

DETERMINATION OF SAFETY IMPACT

This Board action will not have an adverse impact on safety standards for Metro.

FINANCIAL IMPACT

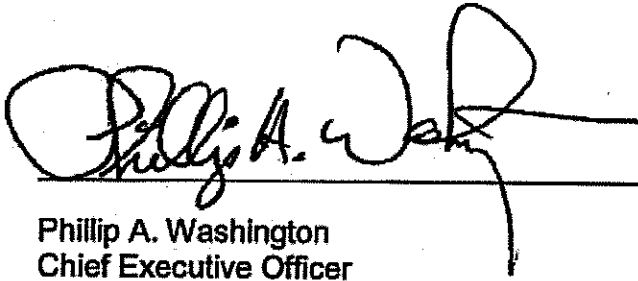
Contract No. PS20655 is an Indefinite Delivery/Indefinite Quantity (IDIQ) contract. All task orders are individually negotiated, and level of effort fully defined prior to the authorization of any project specific funds. The Chief Program Management Officer, Chief Sustainability Officer, and Project Managers are responsible for providing appropriate budgets and following task order award process protocols during the execution of each task order.

Impact to Budget

There will be no net impact to Bus and Rail Operating or Capital Budgets. The source of funds for this contract is included in the department’s budget under Project Number 300012 Site Remediation, 202213 Fuel Storage Tanks, Cost Center 8420 Environmental Compliance and Services, Account 50316 Professional and Technical Services. The project funds to be used to support capital project environmental services work are within the LOP of the respective capital project budgets.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This consultant contract supports Strategic Goal 2 by optimizing the delivery and performance of Metro’s transportation system by incorporating environmental compliance through environmental



Phillip A. Washington
Chief Executive Officer

Attachment B: Work Requisition for Completion of Enabling Work

1	Complete CS-3 Line including connecting all the duct runs into 3 vaults and complete the run between CS-10 and CS-12. This work also includes repairing the damaged storm drain and damaged fire water	\$	2,126,633.00
2	Complete the testing and the installation of the temporary panels	\$	170,525.00
3	Adjust TP-09 to final Grade and connect all ducts into it.	\$	76,025.00
4	Adjust and finish installation of vaults TP-33 and TP-34 and complete the ductbanks TP 2 and TP 8	\$	1,068,275.00
5	Complete ductbank runs TP-3 and TP-9 and install Vault TP-61	\$	1,320,275.00
6	Finish the vents on all vaults	\$	186,275.00
7	Mandrel and pull ropes on all conduits	\$	76,025.00
8	Check conductivity of ductbank tracer wires	\$	60,275.00
9	Road C – finish surface with one sack slurry	\$	438,275.00
10	Finish CS-9 to the Curb	\$	338,525.00
11	Demobilization – to include Temporary Generators, Fencing, Dust Control, SWPPP	\$	181,025.00
Total:		\$	6,042,133.00